

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
2	05/08/17	Open	Action	04/25/17

Subject: Approving Sacramento Regional Transit District's Title VI Program Update

## ISSUE

Whether or not to approve Sacramento Regional Transit District's Title VI Program Update.

## RECOMMENDED ACTION

Adopt Resolution No. 17-05-\_\_\_\_\_, Approving Sacramento Regional Transit District's Title VI Program Update

## FISCAL IMPACT

None.

## DISCUSSION

As a condition of the Sacramento Regional Transit District's (RT) grant agreements with the Federal Transit Administration (FTA) and RT's annual certifications and assurances made to the FTA, RT is required to submit evidence to the FTA on a triennial basis documenting RT's compliance with requirements set forth in FTA Circular 4702.1B on Title VI of the Civil Rights Act of 1964, which states, in Section 601:

*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*

RT's Title VI program expires on July 31, 2017. An updated, Board-approved program is due to FTA no later than June 1, 2017. On March 24, 2017, RT released a draft report for public review. The draft report was posted to RT's web site and publicized via RT's passenger newsletter, posters in RT bus and light rail vehicles, and via email announcements, with notices in six different languages in addition to English. The 30-day review and comment period was concluded on April 24, 2017. Comments have been included in Attachment 1. Edits to the draft report have been included in Attachment 2.

## **Changes Since Last Update**

Service and Fare Change Policies – In November 2015, RT established a new fare change policy, as part of a broader fiscal accountability initiative. The Title VI provisions of the new policy (Appendix K) were unchanged from the original policy.

The prior fare change policy was part of a combined policy governing both service and fare changes. Because the new fare change policy is a standalone fare policy, RT repealed the former

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Approved:

Presented:

Final 05/03/17

General Manager/CEO

Principal Planner (Acting)

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combined service/fare policy and restated a standalone service change policy in December 2015. The Title VI provisions of the new standalone service change policy (Appendix J) are also unchanged from the prior policy.

Language Assistance Plan – RT currently translates key documents into Spanish, Chinese, Vietnamese, Russian, and Hmong. As part of RT's Language Assistance Plan update, RT determined that key materials will need to be translated into Punjabi going forward. Key documents include information on fares, complaint procedures, and civil rights notices on all vehicles. See Appendices C and D for more information.

Bus Benches – RT's prior Title VI update, approved in 2014, found that RT needed 92 additional benches at bus stops in minority areas in order to achieve parity with non-minority areas. The new report finds that a disparity still exists; however, the gap has been reduced to five benches. RT will continue to add or relocate benches to minority areas to the extent practicable to correct this disparity. See Appendix G for more information.

Equity Analyses – Since RT's last Title VI program update, RT has made five major service changes and three fare changes, each of which underwent a Title VI equity analysis, including:

- Blue Line to CRC light rail extension
- Route 28 service changes
- September 2015 service changes
- Rancho Cordovan service changes
- Los Rios college pass program changes
- July 2016 fare increase
- Granite shuttle discontinuation
- Multiple new fare types

The equity analysis for each of these changes is included in Appendix H. Additional discussion on this topic can be found in the main body of the report on page 11.


## Recommendations

Staff recommends the Board adopt the attached resolution approving RT's Title VI program. Following Board approval, staff will transmit the report to FTA no later than the June 1, 2017 deadline.

## **Attachment 1**


### **Public Engagement and Comments**

## Web Announcement


Regional Transit

Home
General Schedule & Fare info
Career & Business Opportunities
Planning & Construction
RT Newsroom
About RT
Search

[Return to Site Map](#)



### RT's Title VI Program Update

RT is seeking public input on its Title VI civil rights program pursuant to the Civil Rights Act of 1964. This program includes RT policies regarding public participation, language assistance, and legal protections for minority and low-income persons.

Follow the links below to review RT's draft Title VI Program Update. To submit comments, contact James Drake, RT Principal Planner, at [jdrake@sacrt.com](mailto:jdrake@sacrt.com) or (916) 556-0505. Comments must be received by 5 p.m. on Monday, April 24, 2017.

The final report will be presented to the RT Board of Directors for approval on Monday, May 8, 2017 at 6 p.m. in the RT Auditorium at 1400 29<sup>th</sup> Street (accessible by [light rail](#) to the 29th Street Station, and bus routes [38](#), [67](#) and [68](#)).

To request language interpretation services for the RT Board of Directors meeting, call (916) 556-0515 no later than 5 p.m. on Wednesday, May 3, 2017.

#### Related Topics

Click the appropriate link to view or download PDFs of the public hearing information in the following languages:

[Español](#)

[русский](#)

[tiếng Việt](#)

[Hmoob](#)

[ਪੰਜਾਬੀ](#)

**Download or Read the 2017 RT Title VI Update**  
 & Assorted Attachments in PDF Format

<b>Title VI Program Update 2017</b>	<b>Appendix A - Rider Public Notice</b>	<b>Appendix B - Complaints</b>	<b>Appendix C - Public Participation Plan</b>
<b>Appendix D - Language Assistance Plan</b>	<b>Appendix E - Rider Construction</b>	<b>Appendix F - Rider Demographics</b>	<b>Appendix G - Service Monitoring</b>
<b>Appendix H - Equity Analysis</b>	<b>Appendix I - Service Standards</b>		

Sacramento Regional Transit District

## Brochures

## RT's Title VI Program Update

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### Actualización del programa del Título VI de RT

RT actualiza el programa del Título VI de acuerdo con la Ley de Derechos Civiles de 1964. Este programa abarca las políticas de RT en cuanto a la participación pública, la asistencia de idiomas, y las protecciones legales para las minorías y las personas de bajos ingresos. Para conseguir una copia del borrador de la actualización del programa del Título VI de RT o para enviar comentarios, ingrese en [sacrt.com/titleVI](http://sacrt.com/titleVI) o comuníquese con James Drake, Planificador del Servicio de RT, en [jdrake@sacrt.com](mailto:jdrake@sacrt.com) o al 916-556-0505. Los comentarios deben recibirse a las 5 p. m. del lunes 14 de abril. El informe final se presentará ante la Junta Directiva de RT el lunes 12 de mayo a las 6 p. m en el Auditorio de RT en 1400 29th Street. Para solicitar servicios de interpretación de idiomas, llame al 916-556-0515 a las 5 p. m. del miércoles 7 de mayo.

### RT 的 Title VI 計畫更新

RT 正在按照《1964 年民權法案》更新 Title VI 計畫。該計畫涉及與少數族裔及低收入 人群公共參與、語言協助和法律保護有關的 RT 政策。要獲得 RT Title VI 計畫更新草稿副本和/或提交意見, 請訪問 [sacrt.com/titleVI](http://sacrt.com/titleVI) 或聯繫 RT 服務計畫負責人 James Drake, 電子郵件 [jdrake@sacrt.com](mailto:jdrake@sacrt.com) 或電話 916-556-0505。相關意見必須在 4 月 14 日週一下午 5 點前提交。最終報告將於 5 月 12 日週一下午 6 點在 29 大街 1400 號 RT 禮堂遞交至 RT 董事會。要申請語言翻譯服務, 請在 5 月 7 日週三下午 5 點前致電 916-556-0515。

### Обновление программы Title VI компании RT

В соответствии с законом о гражданских правах от 1964 года компания RT производит обновление программы Title VI. Данная программа включает элементы политики RT относительно общественного участия, языковой поддержки и правовой защиты для национального меньшинства и лиц с низким уровнем дохода. Для получения копии проекта обновления программы Title VI компании RT и (или) представления

## Brochures (cont.)

комментариев посетите веб - страницу [sacrt.com/titleVI](http://sacrt.com/titleVI). Также вы можете связаться с Джеймсом Дрейком (James Drake), специалистом по планированию услуг компании RT, по адресу электронной почты [jdrake@sacrt.com](mailto:jdrake@sacrt.com) или телефону 916-556-0505. Комментарии должны быть получены в понедельник, 14 апреля, до 17:00. Окончательный вариант доклада будет представлен совету директоров компании RT в понедельник, 12 мая, в 18:00 в конференц - зале компании RT по адресу: 1400 29th Street. Для запроса переводческих услуг звоните по телефону 916-556-0515 в среду, 7 мая, до 17:00.

#### Cập Nhật Chương Trình Điều VI của RT

RT sẽ cập nhật chương trình Điều VI theo Đạo Luật Dân Quyền năm 1964. Chương trình này bao gồm các chính sách của RT về sự tham gia của công chúng, hỗ trợ ngôn ngữ và bảo vệ pháp lý đối với những người thuộc nhóm thiểu số và có thu nhập thấp. Để xin bản sao của bản thảo Cập Nhật Chương Trình Điều VI của RT và/hoặc gửi nhận xét, vui lòng truy cập [sacrt.com/titleVI](http://sacrt.com/titleVI) hoặc liên hệ với James Drake, Chuyên Viên Lập Kế Hoạch RT theo địa chỉ [jdrake@sacrt.com](mailto:jdrake@sacrt.com) hoặc 916-556-0505. Nhận xét phải được tiếp nhận trước 5 giờ chiều vào ngày thứ Hai, 14 tháng 4, 2 giờ chiều. Báo cáo cuối cùng sẽ được trình bày cho Ban Giám Đốc RT vào ngày thứ Hai, 12 tháng 5 lúc 6 giờ chiều tại Thính Phòng RT, 1400 29th Street. Để yêu cầu dịch vụ thông dịch ngoại ngữ, hãy gọi số 916-556-0515 trước 5 giờ chiều ngày thứ Tư, 7 tháng 5.

#### RT's Title VI Hloov Kho Txoj Haujlwm

RT tab tom hloov kho nws txoj haujlwm Title VI ua raws li Tsab Cai Pej Xeem Cov Cai xyoo 1964. Txoj haujlwm no suav nrog RT cov cai raws li pej xeem qhov kev koom tes nrog, kev pab txhais lus thiab pab tiv thaiv raws kev cai rau cov haiv neeg tsawg thiab cov neeg khwv nyiaj tau tsawg. Kom tau txais daim ntawv theej RT ntawm Txoj Haujlwm Title VI Hloov Kho Tshiab thiab/lossis kom xa cov lus taw qhia, mus saib hauv [sacrt.com/titleVI](http://sacrt.com/titleVI) lossis tiv toj rau James

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Drake, RT Cov Neeg Npaj Muab Kev Pab, ntawm [jdrake@sacrt.com](mailto:jdrake@sacrt.com) or 916-556-0505. Cov lus taw qhia yuav tsum tau txais los ntawm 5 teev tsaus ntuj hnuub Monday, Lub Plaub Hli 14 teev tsaus ntuj. Daim ntawv hais qhia kawg yuav muab nthuav tawm rau RT Pab Pawg Thawj Tswj Hwm hnuub Monday, Lub Tsib Hli 12 thaum 6 teev tsaus ntuj hauv RT Chav Rooj Sib Tham ntawm 1400 29th Street. Txhawm rau thov kev pab cuam txhais lus, gy rau 916-556-0515 thaum 5 teev tsaus ntuj hnuub Wednesday, Lub Tsib Hli 7.

#### RT ਦਾ ਸਿਰਲੇਖ VI ਪ੍ਰੋਗਰਾਮ ਅਪਡੇਟ

RT ਇਸ ਦੇ ਸਿਰਲੇਖ VI ਪ੍ਰੋਗਰਾਮ ਨੂੰ 1964 ਦੇ ਸਿਵਲ ਰਾਈਟਸ ਐਕਟ ਦੇ ਅਨੁਸਾਰ ਅਪਡੇਟ ਕਰ ਰਿਹਾ ਹੈ। ਇਸ ਪ੍ਰੋਗਰਾਮ ਵਿੱਚ ਜਨਤਕ ਸਮੂਹੀਅਤ, ਭਾਸ਼ਾ ਸਹਾਇਤਾ ਅਤੇ ਅਲਪਸੰਖਿਅਕ ਅਤੇ ਘੱਟ-ਆਮਦਨ ਵਾਲੇ ਵਿਅਕਤੀਆਂ ਲਈ ਕਾਨੂੰਨੀ ਸੁਰੱਖਿਆ ਸਬੰਧਿਤ RT ਨੀਤੀਆਂ ਸ਼ਾਮਲ ਹਨ। RT ਦੇ ਡ੍ਰਾਫਟ ਸਿਰਲੇਖ VI ਪ੍ਰੋਗਰਾਮ ਅਪਡੇਟ ਦੀ ਇੱਕ ਕਾਪੀ ਪ੍ਰਾਪਤ ਕਰਨ ਅਤੇ/ਜਾਂ ਟਿੱਪਣੀਆਂ ਪੇਸ਼ ਕਰਨ ਲਈ, [sacrt.com/titleVI](http://sacrt.com/titleVI) ਤੇ ਜਾਓ ਜਾਂ James Drake, RT ਸੇਵਾ ਪਲਾਨਰ ਨਾਲ [jdrake@sacrt.com](mailto:jdrake@sacrt.com) ਜਾਂ 916-556-0505 ਤੇ ਸੰਪਰਕ ਕਰੋ। ਟਿੱਪਣੀਆਂ ਨੂੰ ਸੋਮਵਾਰ, 14 ਅਪ੍ਰੈਲ ਤੇ 5 p.m. ਤੱਕ ਪ੍ਰਾਪਤ ਕੀਤਾ ਜਾਣਾ ਚਾਹੀਦਾ ਹੈ। ਅੰਤਿਮ ਰਿਪੋਰਟ RT ਬੋਰਡ ਦੇ ਡਾਇਰੈਕਟਰ ਨੂੰ ਸੋਮਵਾਰ 12 ਮਈ ਨੂੰ 6 p.m. ਤੇ 1400 29ਵੀਂ ਸਟ੍ਰੀਟ ਤੇ RT ਆਡੀਟੋਰੀਅਮ ਵਿੱਚ ਪੇਸ਼ ਕੀਤਾ ਜਾਵੇਗਾ। ਭਾਸ਼ਾ ਅਨੁਵਾਦ ਸੇਵਾਵਾਂ ਦੀ ਬੇਨਤੀ ਕਰਨ ਲਈ, ਬੁੱਧਵਾਰ, 7 ਮਈ ਨੂੰ 5 p.m. ਤਕ 916-556-0515 ਤੇ ਕਾਲ ਕਰੋ।

## Rider Alert Email

James Drake - RT Seeking Public Input on Title VI Program Update

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**From:** Sacramento Regional Transit District <klichty@sacrt.com>  
**To:** <jdrake@sacrt.com>  
**Date:** 3/27/2017 12:28 PM  
**Subject:** RT Seeking Public Input on Title VI Program Update

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(more)

## Rider Alert Email

其參與、語言協助和法律保護有關的 RT 政策。要獲得 RT Title VI 計畫更新草稿副本和/或提交意見，請訪問 [sacrt.com/titleVI](http://sacrt.com/titleVI) 或聯繫 RT 服務計畫負責人 James Drake。電子郵件 [jdrake@sacrt.com](mailto:jdrake@sacrt.com) 或電話 916-556-0505。相關意見必須在 4 月 14 日週一下午 5 點前提交。最終報告將於 5 月 12 日週一下午 6 點在 29 大街 1400 號 RT 禮堂遞交至 RT 董事會。要申請語言翻譯服務，請在 5 月 7 日週三下午 5 點前致電 916-556-0515。

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RT tab tom hloov kho nws txoj haujlwm Title VI ua raws li Tsab Cai Pej Xeem Cov Cai xyoo 1964. Txoj haujlwm no suav nrog RT cov cai raws li pej xeem qhov kev koom tes nrog, kev pab txhais lus thiab pab tiv thaiv raws kev cai rau cov haiv neeg tsawg thiab cov neeg khwv nyiaj tau tsawg. Kom tau txais daim ntawv theej RT ntawm Txoj Haujlwm Title VI Hloov Kho Tshiab thiab/lossis kom xa cov lus taw qhia, mus saib hauv [sacrt.com/titleVI](http://sacrt.com/titleVI) lossis tiv toj rau James Drake, RT Cov Neeg Npaj Muab Kev Pab, ntawm [jdrake@sacrt.com](mailto:jdrake@sacrt.com) or 916-556-0505. Cov lus taw qhia yuav tsum tau txais los ntawm 5 teev tsaus ntuj hnuv Monday, Lub Plaub Hli 14 teev tsaus ntuj. Daim ntawv hais qhia kawg yuav muab nthuav tawm rau RT Pab Pawg Thawj Tswj Hwm hnuv Monday, Lub Tsib Hli 12 thaum 6 teev tsaus ntuj hauv RT Chav Rooj Sib Tham ntawm 1400 29th Street. Txhawm rau thov kev pab cuam txhais lus, gy rau 916-556-0515 thaum 5 teev tsaus ntuj hnuv Wednesday, Lub Tsib Hli 7.

### RT ਦਾ ਸਿਰਲੇਖ VI ਪ੍ਰੋਗਰਾਮ ਅਪਡੇਟ

RT ਇਸ ਦੇ ਸਿਰਲੇਖ VI ਪ੍ਰੋਗਰਾਮ ਨੂੰ 1964 ਦੇ ਸਿਵਲ ਰਾਈਟਸ ਐਕਟ ਦੇ ਅਨੁਸਾਰ ਅਪਡੇਟ ਕਰ ਰਿਹਾ ਹੈ। ਇਸ ਪ੍ਰੋਗਰਾਮ ਵਿੱਚ ਜਨਤਕ ਸਮੁਲੀਅਤ, ਭਾਸ਼ਾ ਸਹਾਇਤਾ ਅਤੇ ਅਲਪਸੰਖਿਅਕ ਅਤੇ ਘੱਟ-ਆਮਦਨ ਵਾਲੇ ਵਿਅਕਤੀਆਂ ਲਈ ਕਾਨੂੰਨੀ ਸੁਰੱਖਿਆ ਸਬੰਧਿਤ RT ਨੀਤੀਆਂ ਸ਼ਾਮਲ ਹਨ। RT ਦੇ ਡ੍ਰਾਫਟ ਸਿਰਲੇਖ VI ਪ੍ਰੋਗਰਾਮ ਅਪਡੇਟ ਦੀ ਇੱਕ ਕਾਪੀ ਪ੍ਰਾਪਤ ਕਰਨ ਅਤੇ/ਜਾਂ ਟਿੱਪਣੀਆਂ ਪੇਸ਼ ਕਰਨ ਲਈ, [sacrt.com/titleVI](http://sacrt.com/titleVI) ਤੇ ਜਾਓ ਜਾਂ James Drake, RT ਸੇਵਾ ਪਲਾਨਰ ਨਾਲ [jdrake@sacrt.com](mailto:jdrake@sacrt.com) ਜਾਂ 916-556-0505 ਤੇ ਸੰਪਰਕ ਕਰੋ। ਟਿੱਪਣੀਆਂ ਨੂੰ ਸੋਮਵਾਰ, 14 ਅਪ੍ਰੈਲ ਤੇ

(more)



## Rider Alert Email

5 p.m. ਤੱਕ ਪ੍ਰਾਪਤ ਕੀਤਾ ਜਾਣਾ ਚਾਹੀਦਾ ਹੈ। ਅੰਤਿਮ ਰਿਪੋਰਟ RT ਬੋਰਡ ਦੇ ਡਾਇਰੈਕਟਰ ਨੂੰ ਸੋਮਵਾਰ 12 ਮਈ ਨੂੰ 6 p.m ਤੋਂ 1400 29ਵੀਂ ਸਟ੍ਰੀਟ ਤੇ RT ਆਡੀਟੋਰੀਅਮ ਵਿੱਚ ਪੇਸ਼ ਕੀਤਾ ਜਾਵੇਗਾ। ਭਾਸ਼ਾ ਅਨੁਵਾਦ ਸੇਵਾਵਾਂ ਦੀ ਬੇਨਤੀ ਕਰਨ ਲਈ, ਬੁੱਧਵਾਰ, 7 ਮਈ ਨੂੰ 5 p.m. ਤਕ 916-556-0515 ਤੇ ਕਾਲ ਕਰੋ।

Sacramento Regional Transit District, 1400 29th Street, Sacramento, CA 95816

SafeUnsubscribe™ jdrake@sacrt.com

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Public Comments

NAME	DATE	COMMENT	RESPONSE
<p>Danielle Jane REF #39120</p>	<p>3/28/17</p>	<p>Why is Sac RT getting rid of their security officers that are stationed at the stops?</p> <p>There is illegal activity, drug use and sales regularly at the stop I go to and it is already an issue with them coming around and me reporting it. What security are you providing to riders and ones that are waiting for the bus?</p>	<p>Dear Ms. Jane:</p> <p>Thank you for contacting Regional Transit. This is in response to your inquiry regarding security at our bus stops and light rail stations.</p> <p>All of our stations have security cameras as do all of our bus and light rail vehicles. We also have security guards posted at many of our light rail stations. All of our employees and security guards have immediate access to our dedicated police officers and sheriff deputies.</p> <p>RT has a new Alert SacRT mobile reporting app. Users can download the free Alert SacRT mobile safety and security App Store (iOS) or Google Play (Android). In addition, we have a Crime Tip-Line phone number at <u>(916) 556-0275</u> to report issues directly to the Regional Transit Police Services (RTPS) department.</p>
<p>Jill Safran REF #39171</p>	<p>3/29/17</p>	<p>In reviewing RT's Title VI Program Update, I do have one concern. It appears to me that the composition of the Mobility Advisory Committee is grossly lacking in Hispanic/Latino representation. Given that 21% of the ridership is Hispanic/Latino, it seems that the public should receive a more specific plan of action other than the current vague promise to increase minority recruitment efforts within RT's work plan.</p> <p>Thank you for the opportunity to comment.</p>	<p>See attached response from:</p> <p>Janice Labrado Director, Accessible Services</p>

## Public Comments

NAME	DATE	COMMENT	RESPONSE
Seth Keowmee REF #39660	4/17/17	Rt. operator(s) who is able to speak more than one language and use that skill at work assisting the passenger should get pay more than the one who just speak English only.	Thanks for your comment. I will include this in our report to our Board of Directors and am also copying our Customer Advocacy department for general comment tracking and to our Transportation Department for consideration.
Sarah Kerber Transit Riders Union	4/24/17	See attached letter.	Thank you and the Transit Riders Union for the thoughtful comments. They will be included in our report to the RT Board of Directors, presented May 8, 2017, on RT's triennial Title VI program update.

Public Comments

Adam Green - Title VI Comment ~ MAC

From: Janice Labrado
To:
Date: 3/31/2017 12:32 PM
Subject: Title VI Comment - MAC
Cc: James Drake; Theresa Weaver

Response to:
Jill Safran
Inquiry #39171
Rec'd 3/29/17

Good Afternoon Ms. Safran,

James Drake has asked me to respond to your Title VI comment regarding RT's Mobility Advisory Council (MAC) and the lack of Hispanic/Latino representation. Recruitment for MAC members has been an on-going struggle, even past mailings to specific targeted groups have not produced the desired result. RT is continually looking for diverse candidates that represent our ridership of Seniors and patrons with disabilities. In this context, we are not only looking for diversity in ethnicities, but also representation of both seniors and individuals with disabilities as well as representation amongst the sexes. Within the disabled representation, we are additionally attempting to have representation of people with various types of disabilities such as mobility, hearing, visual and cognitive.

The Sacramento Regional Transit District Mobility Advisory Council BYLAWS note the objectives of MAC to:

- 1. Advise on system accessibility features and improvements;
2. Provide a communications link between RT and key stakeholder groups whose interests are representing persons with disabilities and older adults; and,
3. Represent interest areas for persons with disabilities and older adults.

I have attached the MAC Member Job Description to provide you with more information.

The Maximum Membership is 17, with 6 at large members (split equally between representatives of the senior and disabled population) and 11 Agency or Organizational Representatives where the Agency or Organization appoints their representative. We currently have six open positions for Agency/Organizational representatives. We just recently filled all At-Large Vacancies.

RT's Accessible Services along with MAC's assistance is preparing to ramp up our efforts in an attempt to fill all six agency slots available and will target agencies/organizations that serve and represent seniors and those with disabilities who serve these under-represented populations. RT is currently working on compiling a mailing list and expects a robust recruitment effort to begin in early May 2017. To coincide with our May recruitment effort, I am also working with Marketing to update (perhaps make more prominent) information on our Website. RT may explore putting information in some local papers as well.

Several months ago, one of an agency appointees was a Hispanic man, however, he was injured right after the appointment and is currently not able to serve. This agencies original representative has continued to serve until either he recovers or the agency appoints another representative.

I appreciate you providing your comments and agree with your assessment that our Council's current make up is not ethnically diverse. I would like to enlist your help if you have any suggestions for broadening the diversity and/or ideas in general for recruitment efforts. If you happen to know of any agency that represents Hispanic/Latinos that might be a good fit and may be interested in participating, please feel free to give them my contact information or let me know. I appreciate your assistance.

Janice N. Labrado



Director, Accessible Services
Sacramento Regional Transit
916.556.0140
sacrt.com | gosacrt.com

Public Comments



April 22, 2017

James Drake  
RT Principal Planner  
1400 29th Street  
Sacramento, CA 95816

**Re: RT's Title VI Program Update**

Dear Mr. Drake:

The Sacramento Transit Riders Union (Sac TRU) is writing to express our support for RT's updates to the Title VI civil rights program pursuant to the Civil Rights Act of 1964. We encourage RT to ensure that all members of the Board and Staff receive additional training on Title VI compliance, as outlined by the Federal Transit Administration (FTA), and equitable access to services.

The purpose of a Title VI fare equity analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to RT's fare structure. We believe RT should adopt an even higher standard and promote equity of access and service for all riders. Although the suggested policies may not disparately impact vulnerable communities, the true test should be: Do they positively benefit all riders without excluding riders who do not have the means to take advantage of the benefits.

Over the course of the last year RT implemented multiple fare changes including a mobile fare app, a group fare and a round trip fare for special events, and is considering expanded eligibility for student discounts. In addition, RT is supporting providing free transfers for 90 minutes for mobile only fares. While the analysis found that there would be no disparate impacts from these programs, it did note that many transit riders are ineligible to participate in these changes because they do not own a smart phone, cannot access the app in languages other than English, or own a credit card necessary to purchase and use the benefits. We urge the RT board to make sure that all benefits are available to all riders regardless of socioeconomic status or language barriers.

We look forward to working with you as the final report will be presented to the RT Board of Directors for approval on Monday, May 8, 2017. Please include this letter in the public record.

Sincerely,

Sac TRU

cc: Sacramento Regional Transit Board Members  
Henry Li, General Manager/CEO

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## **Attachment 2**

### **Markups**

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**Regional Transit**  
Title VI Program Update

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| **DRAFT**

| **~~March 24~~ May 8, 2017**



## 2.5 Language Assistance Plan

*Requirement:* All recipients are required to provide a Language Assistance Plan (LAP), which specifies policies and procedures for providing language assistance to LEP populations, in accordance with U.S. Department of Transportation LEP Guidance.

*Policy:* RT's Language Assistance Plan (LAP) has been included as Appendix D.

## 2.6 Committee and Council Composition

*Requirement:* Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees and a description of efforts made to encourage the participation of minorities on such committees or councils.

*Policy:* RT has one applicable body, the Mobility Advisory Council (MAC), which was established in 2005. The MAC is made up of seventeen members. Eleven seats are designated for affiliates or representatives of agencies or organizations providing services or advocacy for persons with disabilities and/or older adults; these members are nominated to MAC by the designated agency or organization and confirmed by the RT General Manager/CEO. Six seats are designated for at-large members, of which three are designated for representatives of older adults and three are designated for representatives of persons with disabilities; these members are selected by an interview panel and confirmed by the RT General Manager/CEO.

### Advisory Body Composition

	White/ Caucasian	Hispanic/ <del>Lation</del> Latino	Black/African American	Asian American/ Pacific Islander	Native American/ Alaska Native
RT's Service Area	48.9%	21.7%	10.2%	13.3%	.6%
MAC Members	92%	0%	8%	0%	0%

As of the preparation of this report, there were no at-large vacancies and six organizational vacancies on the MAC. It has proved challenging in general to recruit viable members. RT does its best to ensure a diverse MAC, reflecting representation between seniors and those with varying types of disabilities, as well as minority representation. While efforts in the past to target agencies primarily representing or serving minority groups have been unsuccessful, the MAC's 2017 Work Plan makes this recruitment effort a priority.

*Policy:* Since RT's last Title VI program update, RT has made five major service changes and ~~two~~three fare changes, each of which underwent a Title VI equity analysis (see Appendix H):

Project	Analysis Type	Approved
Blue Line to CRC light rail extension (Sept 2015)	Service	9/18/14
Route 28 changes (April 2015)	Service	12/8/14
September 2015 service changes (Routes 25, 61, 65, 84)	Service	2/23/15
Rancho Cordovan changes (Oct 2015)	Service	10/26/15
Los Rios college pass program changes (Jan 2016)	Fare	12/14/15
Fare increase (July 2016)	Fare	3/14/16
Granite Shuttle discontinuation (Sept 2016)	Service	9/25/16
Multiple new fare types	Fare	3/14/17

On January 3, 2016, RT released a mobile fare app for smartphones. RT does not treat the introduction of new forms of *fare media* as a fare change; however, the mobile fare app included a 90-minute fare, which was a new *fare type*, not previously available in any format. The Title VI implications of this new fare type were analyzed by RT. The analysis found there would not be any disparate impacts on minority populations nor any disproportionate burdens on low-income populations from the new program.

On November 16, 2016, RT introduced a contactless smart card known as the Connect Card. The Connect Card is a regional fare platform developed by the Sacramento Area Council of Governments. On March 13, 2017, the RT Board temporarily authorized, for a six-month period, a new fare type available on the Connect Card, designated a "daily best fare," which will cap a customer's daily payments through the Connect Card at RT's daily pass price. Prior to making this fare type permanent, a fare equity analysis will be prepared for the RT Board to approve.

RESOLUTION NO. 17-05-\_\_\_\_\_

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

May 8, 2017

**APPROVING SACRAMENTO REGIONAL TRANSIT DISTRICT'S  
TITLE VI PROGRAM UPDATE**

WHEREAS, the Sacramento Regional Transit District (RT) is required by the Federal Transit Administration (FTA) as a condition of Federal assistance to update its program for compliance with Title VI of the Civil Rights Act of 1964; and

WHEREAS, RT's existing Title VI Program will expire on July 31, 2017; and

WHEREAS, the draft Title VI Program Update was publicized on RT's web site, in RT's passenger newsletter, in RT bus and light rail vehicles, and via email announcements; and

WHEREAS, comments were accepted from members of the public for a period exceeding 30 calendar days; and

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

THAT, the Board of Directors has reviewed, is aware of, and approves of all equity analyses for major service and fare changes as set forth in Appendix H of Exhibit A; and

THAT, the Board of Directors has reviewed, is aware of, and approves the Service Monitoring report set forth in Appendix G of Exhibit A; and

THAT, the Board of Directors hereby approves the overall Title VI Program Update as set forth in Exhibit A.

---

ANDREW J. MORIN, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

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**Regional Transit**  
Title VI Program Update

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May 8, 2017

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Appendix J - Service Change Policy	
Appendix K - Fare Change Policy	

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## **1. Introduction**

### **1.1 RT Profile**

The Sacramento Regional Transit District (RT) began operation on April 1, 1973, with the acquisition of the Sacramento Transit Authority. In 1971, California legislation allocated sales tax money for local and statewide transit service, and created the organizational framework for RT pursuant to the Sacramento Regional Transit District Act.

An 11-member Board of Directors is responsible for governing RT. The Board is comprised of four members of the Sacramento City Council, three members of the Sacramento County Board of Supervisors, one member of the Rancho Cordova City Council, one member of the Citrus Heights City Council, one member of the Folsom City Council and one member of the Elk Grove City Council. The Board is responsible, among other things, for approving contracts, planning service and capital projects, passing ordinances, adopting the budget, appointing committees and hiring both RT's General Manager/Chief Executive Officer (GM/CEO) and Chief Counsel. RT's GM/CEO is responsible for carrying out the policies and ordinances of the Board, for overseeing RT's day-to-day operations, and for appointing the executive management of the various divisions.

RT provides bus and light rail service 365 days a year. Annual ridership has steadily increased on both the bus and light rail systems from 14 million passengers in 1987, when light rail operations began, to over 24 million passengers in the fiscal year ended June 30, 2016. RT's entire bus and light rail system is accessible to the disabled community. Additionally, through a contract with Paratransit, Inc., RT provides origin-to-destination transportation service (in accordance with the Americans with Disabilities Act of 1990) for people that are unable to use fixed-route service.

### **1.2 Requirements and Guidance**

As a condition of RT's grant agreement with the Federal Transit Administration (FTA) and RT's annual certifications and assurances made to the FTA, RT is required to submit evidence to the FTA on a triennial basis documenting RT's compliance with requirements set forth in FTA Circular 4702.1B on Title VI of the Civil Rights Act of 1964, which states, in Section 601:

*No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*

There are two Presidential Executive Orders that place further emphasis upon the Title VI protections of race and national origin.

Executive Order #12898 ("*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*") directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations.





Executive Order # 13166 (“*Improving Access To Services For Persons With Limited English Proficiency*”) directs federal agencies to evaluate services provided and implement a system that ensures that persons with Limited English Proficiency are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries.

Circular 4703.1 went into effect on August 15, 2012 to provide recipients of FTA financial assistance with guidance to incorporate environmental justice principles into plans, projects, and activities that receive funding from FTA.

Circular 4702.1B went into effect on October 1, 2012 to assist grantees in complying with Title VI of the Civil Rights Act of 1964. The purpose of this Circular is to provide recipients of FTA financial assistance with instructions and guidance necessary to carry out the U.S. Department of Transportation’s Title VI regulations (49 CFR part 21).

### 1.3 Checklist of Requirements

RT is required to submit the following information to FTA as part of the Title VI Program. RT subrecipients shall submit the information below to RT on a schedule to be determined by RT.

- Title VI Notice to the Public
- Title VI Complaint Procedure
- Title VI Complaint Form
- List of Transit-Related Title VI Investigations, complaints, and lawsuits
- Public Participation Plan
- Language Assistance Plan
- Table of Non-Elected Committees and Councils
- Subrecipient Monitoring
- Title VI Equity Analyses (Facilities, Service, and/or Fare)
- RT Board Resolution – Approving Title VI Program
- Service Standards
- Service Policies
- Demographic and Service Profile Maps/Charts
- Demographic Ridership & Travel Patterns (collected by surveys)
- Service Monitoring (including Board Approval)
- Description of Public Engagement Process

### 1.4 Prior Update

RT is required to update its Title VI program every three years. RT’s previous Title VI program covers the period from June 1, 2014 to June 1, 2017. This version covers the period from June 1, 2017 to June 1, 2020 and must be approved by the RT Board and transmitted to FTA by June 1, 2017.

## **2. General Requirements**

### **2.1 Notice to the Public**

*Requirement:* All recipients must provide a copy of the recipient's Title VI notice to the public that indicates the recipient complies with Title VI, and informing members of the public of the protections against discrimination afforded to them by Title VI, as well as a list of locations where the notice is posted.

*Policy:* RT publicizes its Title VI notice in English, Spanish, Chinese, Vietnamese, Russian, and Hmong on all buses and trains and online at [www.sacrt.com](http://www.sacrt.com). A copy of the Title VI notice has been provided in Appendix A.

### **2.2 Complaint Procedures and Form**

*Requirement:* All recipients must provide a copy of instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form.

*Policy:* A procedure for filing a formal Title VI discrimination complaint can be found online at [www.sacrt.com](http://www.sacrt.com) and may also be obtained from contacting RT's Customer Advocacy department. An abbreviated notice is also provided online in Spanish, Chinese, Russian, Vietnamese, and Hmong. All complaints of a Title VI nature made through RT's ordinary complaints process (through RT's Customer Advocacy Department by phone, mail, email, or web form) are also flagged as Title VI complaints.

Once a complaint is submitted, RT will acknowledge receipt of the complaint within seven days. A final, written determination of the outcome of the complaint will occur no later than 30 working days of receipt. If the complaint is not substantiated, the complainant is also advised of his or her right to appeal.

The complaint form and procedure are included in Appendix A.

### **2.3 Investigations, Complaints, and Lawsuits**

*Requirement:* All recipients must provide a list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the recipient since the time of the last submission.

*Policy:* RT flags any complaints made to RT's Customer Advocacy Department that may be related to Title VI, regardless of whether or not the complainant mentioned Title VI. At the time of preparation of this report, RT reviewed complaints filed during the three-year and identified fourteen (14) Title VI-related complaints, each of which were investigated and closed, as shown in Appendix B. No Title VI lawsuits were filed during the same period.

### **2.4 Public Participation Plan**

*Requirement:* All recipients must provide a Public Participation Plan that includes an outreach plan to engage minority and Limited English Proficient (LEP) populations, as well as a summary of outreach efforts made since the last Title VI program submission.

*Policy:* RT's Public Participation Plan (PPP) has been included as Appendix C.



## 2.5 Language Assistance Plan

*Requirement:* All recipients are required to provide a Language Assistance Plan (LAP), which specifies policies and procedures for providing language assistance to LEP populations, in accordance with U.S. Department of Transportation LEP Guidance.

*Policy:* RT's Language Assistance Plan (LAP) has been included as Appendix D.

## 2.6 Committee and Council Composition

*Requirement:* Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees and a description of efforts made to encourage the participation of minorities on such committees or councils.

*Policy:* RT has one applicable body, the Mobility Advisory Council (MAC), which was established in 2005. The MAC is made up of seventeen members. Eleven seats are designated for affiliates or representatives of agencies or organizations providing services or advocacy for persons with disabilities and/or older adults; these members are nominated to MAC by the designated agency or organization and confirmed by the RT General Manager/CEO. Six seats are designated for at-large members, of which three are designated for representatives of older adults and three are designated for representatives of persons with disabilities; these members are selected by an interview panel and confirmed by the RT General Manager/CEO.

### Advisory Body Composition

	White/ Caucasian	Hispanic/ Latino	Black/African American	Asian American/ Pacific Islander	Native American/ Alaska Native
RT's Service Area	48.9%	21.7%	10.2%	13.3%	.6%
MAC Members	92%	0%	8%	0%	0%

As of the preparation of this report, there were no at-large vacancies and six organizational vacancies on the MAC. It has proved challenging in general to recruit viable members. RT does its best to ensure a diverse MAC, reflecting representation between seniors and those with varying types of disabilities, as well as minority representation. While efforts in the past to target agencies primarily representing or serving minority groups have been unsuccessful, the MAC's 2017 Work Plan makes this recruitment effort a priority.

 **Regional Transit**  
Draft Title VI Program Update 2017

## 2.7 Subrecipient Monitoring

*Requirement:* Primary recipients shall include a narrative or description of efforts used to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.

*Policy:* RT passes through federal funds from FTA to ten subrecipient agencies. In accordance with RT's annual certifications and assurances, RT's monitors subrecipient compliance with applicable federal rules and regulations, including Title VI. Subrecipient Title VI program status is as follows:

Agency	Status	Comments
City of Citrus Heights	Pending	Draft plan awaiting council approval
City of Elk Grove	No Monitoring Req'd	City is also a direct recipient of FTA
City of Folsom	In review	Currently under review
City of Placerville	Not approved	Has not provided documentation
City of Roseville	No Monitoring Req'd	City of Roseville is also a direct recipient of FTA
City of Sacramento	Approved	Expires November 2018
El Dorado Transit	Expired	Expired February 2017; awaiting update.
Paratransit, Inc.	Approved	Expires December 2017
Yuba-Sutter Transit	No Monitoring Req'd	YST is also a direct recipient of FTA
Yolo County Transp. Dist	No Monitoring Req'd	YCTD is also a direct recipient of FTA





## 2.8 Construction Projects

*Requirement:* If the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.

Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the ground of race, color or national origin."

Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin."

For the purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV of Circular 4702.1B, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

*Policy:* Three construction projects are discussed below: (1) the South Sacramento Corridor Phase 2 light rail extension project, (2) the Downtown Riverfront Streetcar project, and (3) the Sacramento Valley Station project.

South Sacramento Corridor Phase 2 - In 2013, RT began constructing the South Sacramento Corridor Phase 2 light rail extension project, which opened for revenue service in 2015. All construction-related Title VI requirements for this project were satisfied in RT's 2014 Title VI program submission. A service change equity analysis of the new light rail service was approved by the RT Board on September 8, 2014.

Sacramento Valley Station – On June 13, 2016, the RT Board of Directors certified an Initial Study/Mitigated Negative Declaration (IS/MND) for the Sacramento Valley Station Area Improvements project, affirming that the project, after approved mitigation measures, would not result in any significant impacts. The project includes construction of 0.5-mile light rail loop, relocation of RT's existing Sacramento Valley Station light rail station, an electric bus charging station, and a new light rail station at 7th Street and Railyards Boulevard, as shown in Appendix E.



Downtown Riverfront Streetcar - RT is a member of the Downtown Riverfront Streetcar (Project) Project Management Team (PMT). The Project is owned by the cities of Sacramento and West Sacramento. RT, as the FTA grantee, will take the lead role in coordinating the Small Starts submittal and advancing the engineering and design of the Project. It is also expected that RT, under contract with the cities, will initially operate the Project once open for revenue service.

The cities are expected to enter into a Joint Exercise of Power Agreement (“JEP Agreement”) setting forth the terms and conditions under which the Project will be implemented. The JEP Agreement will spell out the obligations of each city with respect to the financing, design, construction, operations and maintenance of the Project, including which city (or other public agency or private entity) shall have the lead responsibility for each of these Project categories.

An integral component of the governance of the Project will be the formation of Downtown Riverfront Streetcar, Inc. (“DRSI”). DRSI is anticipated to be a California non-profit public benefit corporation with tax-exempt status. The intent of the non-profit public benefit corporation formation is to allow the on-going operations, maintenance, and expansion to occur in a manner more flexible than would occur under direct management by the JEP. RT will work closely with DRSI and the cities to ensure, among other things, compliance with Title VI. RT would not be directly responsible for preparing Title VI compliance documents for the streetcar, but would be delegated FTA’s responsibility to assure that DRSI and/or the cities did so.

As of the preparation of this RT Title VI Program Update, the streetcar sponsors have not been awarded any Federal funds through RT. Therefore, there are no current requirements for a Title VI analysis of construction or service change equity.

An Initial Study/Environmental Assessment (IS/EA) was adopted by the Sacramento Area Council of Governments (SACOG) in August 2015 and has been included in Appendix E of this report for reference. The IS/EA was completed in February 2016 with FTA’s issuance of a Finding of No Significant Impact (FONSI). The IS/EA found that there would be no disparate impacts on minority populations and no disproportionate burdens on low-income populations as a result of the project’s construction.

## **2.9 Board Approval**

*Requirement:* A copy of board meeting minutes, resolution, or other appropriate documentation showing the Board of Directors reviewed and approved the Title VI program must be included.

*Policy:* This Title VI program update document will be made available for 30-day public review on March 24, 2017 and will be presented to the RT Board of Directors for review and approval on May 8, 2017. A copy of the resolution approving this document will be furnished to FTA, as required.



### **3. Requirements of Transit Providers**

The requirements in this section apply only to providers of fixed-route public transportation. FTA exempts small agencies from many of the transit-specific requirements; however, because RT operates 50 or more fixed-route vehicles in peak service and in an Urbanized Zone Area (UZA) of 200,000 or more in population, RT is subject to the full set of requirements in FTA Circular 4702.1B, Chapter IV, as follows.

#### **3.1 System-wide Service Standards and Service Policies**

*Requirement:* All fixed-route providers must submit system-wide service standards and system-wide service policies. FTA requires quantitative standards for all fixed-route modes of operation for each of six categories: (1) passenger loading, (2) vehicle headways, (3) on-time performance, (4) service availability, i.e., coverage, (5) vehicle assignment, and (6) stop/station amenities.

*Policy:* RT's Service Standards were adopted by the RT Board on August 26, 2013, as Resolution 13-08-0124 after an extended public review process that began in February 2013. A complete copy of these Service Standards has been provided as Appendix J.

#### **3.2 Demographic Maps and Charts**

*Requirement:* Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include a demographic analysis of the transit provider's service area. This shall include demographic maps and charts completed since submission of the last Title VI program that contains demographic information and service profiles.

*Policy:* Demographic maps and charts meeting FTA specifications were been incorporated into RT's Service Monitoring Report, which is discussed in Section 3.4.

#### **3.3 Demographic Ridership Data**

*Requirement:* Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include data regarding customer demographics and travel patterns collected from passenger surveys.

*Policy:* In 2013, RT participated in a region-wide on-board passenger survey for the purposes of establishing baseline consumer data in advance of implementation of a regional smart card known as the Connect Card. The Connect Card surveys captured ridership demographics on all RT bus and light rail routes, including both demographic categories such as ethnicity, household income, and English proficiency, as well as travel pattern data such as route, direction, time, number of transfers, home zip code, etc. Selected pages from this report have been included as Appendix F. In late 2016, RT began updating its passenger demographic data through a new round of passenger surveys that are in progress as of the date of this reports preparation.



### 3.4 Service Monitoring Report

*Requirement:* Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include results of their program to monitor the performance of their transit system relative to their system-wide service standards and service policies not less than every three years, including evidence that the Board was aware of the results and approved the analysis.

*Policy:* A Title VI Service Monitoring report, prepared in accordance with FTA Circular 4702.1B, is included in this report as Appendix G for review and approval by the RT Board. RT has also incorporated demographic charts and maps into the Service Monitoring report to fulfill requirements discussed in Section 3.2.

In 2014, RT's Service Monitoring report found that additional benches were needed at bus stops in minority areas to achieve parity with non-minority areas. To close this gap, RT needed to install 92 benches in minority areas. Per FTA guidance, RT took corrective action to remedy this disparity to the greatest extent possible. Where ADA and other siting rules allowed, RT's Facilities Department installed non-ad-supported benches to correct this deficiency. The updated report shows that RT is still deficient in providing benches in minority areas; however, the gap has been reduced to the point that the transfer of five benches to minority areas would correct the disparity. RT will continue to address this deficiency.

### 3.5 Major Service Change Policy

*Requirement:* Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include a description of the public engagement process for setting the major service change policy, disparate impact policy, and disproportionate burden policy, as well as a copy of board meeting minutes or a resolution demonstrating the Board's consideration, awareness, and approval of the major service change policy and disparate impact policy.

*Policy:* RT's Service and Fare Change Policies were revised and restated in 2013 to bring RT into full compliance with the guidance set forth in FTA Circular 4702.1B. RT's Service and Fare Change Policies were developed in conjunction with RT's Service Standards, so that public engagement efforts could be combined. Draft versions of both documents were first released to the RT Board and to the general public on February 25, 2013. Public engagement efforts included the following:

- Publication on RT's web page
- Announcements in Spanish, Chinese, Vietnamese, Hmong, and Russian
- Non-English interpretation service made available upon request (no requests made)
- Email announcements to RT's mailing list of over 1,500 subscribers
- Announcements in the March and July 2013 editions of RT's monthly newsletter
- Mini-posters on RT buses and light rail vehicles and rack cards distributed to 19 area community centers and libraries
- Three presentations to RT's Mobility Advisory Council
- Four presentations to RT's Board of Directors, including one major hearing





- Presentations or one-on-one meetings with representatives from over 40 organizations or agencies affiliated with low-income, minority, or Limited English Proficiency communities

A total of twelve comments were received by phone or email and were received and presented to the RT Board prior to adoption of the final version on August 26, 2013, as Resolution 13-08-0125.

On November 9, 2015, at a properly noticed public meeting of the RT Board of Directors, RT approved a new fare change policy, Resolution 15-11-0129, as part of a broader fiscal accountability policy development initiative. RT's disparate impact and disproportionate burden definitions were unchanged and are preserved in Appendix A of the new overall policy, which can be found as Appendix K of this document.

Because the new fare change policy did not repeal the prior service and fare change policies, and because it restated only the fare change element of the prior policy, on December 14, 2015, at a properly noticed public meeting of the RT Board of Directors, the RT Board repealed the prior service and fare change policy and restated the service change element of it as Resolution 15-12-0137. A copy of this policy is included as Appendix J to this report.

### **3.6 Service and Fare Equity Analyses**

*Requirements:* Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include results of equity analyses for any major service changes and/or fare changes implemented since the last Title VI program submission, as well as a copy of board meeting minutes or a resolution demonstrating the board's consideration, awareness, and approval of the equity analysis for any service or fare changes.





## Draft Title VI Program Update 2017

*Policy:* Since RT's last Title VI program update, RT has made five major service changes and three fare changes, each of which underwent a Title VI equity analysis (see Appendix H):

Project	Analysis Type	Approved
Blue Line to CRC light rail extension (Sept 2015)	Service	9/18/14
Route 28 changes (April 2015)	Service	12/8/14
September 2015 service changes (Routes 25, 61, 65, 84)	Service	2/23/15
Rancho Cordovan changes (Oct 2015)	Service	10/26/15
Los Rios college pass program changes (Jan 2016)	Fare	12/14/15
Fare increase (July 2016)	Fare	3/14/16
Granite Shuttle discontinuation (Sept 2016)	Service	9/25/16
Multiple new fare types	Fare	3/14/17

On January 3, 2016, RT released a mobile fare app for smartphones. RT does not treat the introduction of new forms of *fare media* as a fare change; however, the mobile fare app included a 90-minute fare, which was a new *fare type*, not previously available in any format. The Title VI implications of this new fare type were analyzed by RT. The analysis found there would not be any disparate impacts on minority populations nor any disproportionate burdens on low-income populations from the new program.

On November 16, 2016, RT introduced a contactless smart card known as the Connect Card. The Connect Card is a regional fare platform developed by the Sacramento Area Council of Governments. On March 13, 2017, the RT Board temporarily authorized, for a six-month period, a new fare type available on the Connect Card, designated a "daily best fare," which will cap a customer's daily payments through the Connect Card at RT's daily pass price. Prior to making this fare type permanent, a fare equity analysis will be prepared for the RT Board to approve.

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## **Appendix A**

# **Notice to the Public, Complaint Procedures, and Form**





Title VI Program Update 2017  
Appendix A - Notice to the Public, Complaint Procedures, and Form

**Bus and Light Rail  
Title VI Decal**



**Title VI Public Notice**

Title VI of the Civil Rights Act of 1964 requires that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Any person who believes he or she has been discriminated against by RT may file a signed written complaint with RT within 180 days of the date of alleged discrimination either by:

**Mail**

Sacramento Regional Transit District  
Customer Advocacy Department  
P.O. Box 2110  
Sacramento, CA 95812-2110

**In Person**

Sacramento Regional Transit District  
Customer Advocacy Department  
1409 28th Street, 2nd Floor  
Sacramento, CA 95816

**Convocatoria Pública Título VI**

El Título VI de la Ley de Derechos Civiles de 1964 estipula que "Ninguna persona en los Estados Unidos deberá, por motivos de raza, color, o país de origen, ser excluida de participar en, ser negado los beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que reciba asistencia financiera federal."

Cualquier persona que crea que él o ella ha sido discriminada por RT puede presentar una queja por escrito y firmada a RT en un plazo de 180 días siguientes a la fecha de la supuesta discriminación, ya sea por:

**Correo**

Sacramento Regional Transit District  
Customer Advocacy Department  
P.O. Box 2110  
Sacramento, CA 95812-2110

**En Persona**

Distrito de Tránsito Regional de Sacramento  
Departamento de Apoyo al Cliente  
1409 28th Street, 2nd Floor  
Sacramento, CA 95816

**Общественное уведомление согласно Раздела VI**

Раздел VI Закона о гражданских правах от 1964 года требует, что «ни один человек в Соединенных Штатах по мотивам расы, цвета кожи или национального происхождения не может быть отстранен от участия, от получения льгот или подвергаться дискриминации при проведении какой-либо программы или деятельности, которые получают финансирование из федерального бюджета».

Любой человек, который считает, что он подвергся дискриминации со стороны транспортного агентства Sacramento Regional Transit (RT), может подать в агентство письменную жалобу. Жалобу следует подавать в течение 180 дней с момента предполагаемой дискриминации.

**письменно по адресу:**

Sacramento Regional Transit District  
Customer Advocacy Department  
P.O. Box 2110  
Sacramento, CA 95812-2110

**лично по адресу**

Sacramento Regional Transit District  
Customer Advocacy Department  
1409 28th Street, 2nd Floor  
Sacramento, CA 95816

**第六條公告**

1964年民權法案第六條規定，"在美國，任何接受聯邦政府財政資助的項目或活動都不得以種族、膚色或國籍等任何理由，排除任何人參與、或剝奪其權益或使人受到歧視。"

如有任何人認為他或她受到RT (區域交通局) 的歧視，都可在事發之日起的180天之內向RT提交親筆簽字的書面申訴：

**郵寄**

Sacramento Regional Transit District  
Customer Advocacy Department  
P.O. Box 2110  
Sacramento, CA 95812-2110

**親自遞交**

薩克拉門托區域交通局  
客戶服務部  
28街1409號，二樓  
薩克拉門托，郵編號：  
CA 95816

**Công Bố về Tiêu Đề VI**

Tiêu đề VI của Đạo Luật Dân Quyền năm 1964 đòi hỏi rằng "Không có người nào ở Hoa Kỳ, trên căn bản chủng tộc, màu da, hoặc nguồn gốc quốc gia, bị ngăn cản tham gia, bị từ chối phúc lợi, hoặc bị phân biệt đối xử theo bất cứ chương trình hay sinh hoạt nào được chính phủ liên bang tài trợ".

Bất cứ người nào tin rằng họ đã bị phân biệt đối xử bởi cơ quan RT, có thể nộp đơn khiếu nại bằng văn bản có chữ ký, gửi tới cơ quan RT trong vòng 180 ngày, kể từ ngày cáo buộc bị phân biệt đối xử, bằng một trong hai cách:

**Thư Bưu Điện**

Sacramento Regional Transit District  
Customer Advocacy Department  
P.O. Box 2110  
Sacramento, CA 95812-2110

**Hiện diện tại chỗ**

Sacramento Regional Transit District  
Customer Advocacy Department  
1409 28th Street, 2nd Floor  
Sacramento, CA 95816

**Nqe VI Tsaaw Ntaww Faj Seem Rau Pej Xeeem Huab Hwm**

Nqe VI ntaww Pej Xeeem Huab Hwm Txoj Cai hauv 1964 txwv kom "Tsis kheev muaj ib tug tib neeg hauv Teb Chaws Asmeskas raug cais tawm, tsis kam muab kev pab rau, los yog raug kev ntub ntxaug los ntawm tej kev pab los yog tes dej num uas tau nyiaj txiag txhawb los ntawm tsoom fww teb chaws vim yog nws haiv neeg, cev nqaj daim taww txaww xim los yog nws yug txaww lwj teb chaws tuaj."

Txhua tus tib neeg uas ntseeg tias nws raug kev ntub ntxaug los ntawm RT ua tau tsab ntawv tsis txaus siab txog RT ua ntej 180 hnub txij li hnub iab liam muaj kev ntub ntxaug los ntawm ib txoj kev nram no:

**Xa Ntaww**

Sacramento Regional Transit District  
Customer Advocacy Department  
P.O. Box 2110  
Sacramento, CA 95812-2110

**Qhia Tim Ntsej Tim Muag**

Sacramento Regional Transit District  
Customer Advocacy Department  
1409 28th Street, 2nd Floor  
Sacramento, CA 95816

916-557-4545 • www.sacrt.com



**Online Notice and Procedures**

<http://www.sacrt.com/TitleVI.stm>

Regional Transit

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## Sacramento Regional Transit District Title VI Policy and Program Update

**Download or Read the 2013 RT Title VI Report  
& Assorted Attachments in PDF Format**

<a href="#">Title VI Intro</a>	<a href="#">Title VI Service &amp; Fare Change Policies</a>	<a href="#">Appendix A</a>	<a href="#">Appendix B</a>
<a href="#">Appendix C</a>	<a href="#">Appendix D</a>	<a href="#">Appendix E</a>	<a href="#">Appendix F</a>
<a href="#">Appendix G</a>	<a href="#">Appendix H</a>	<a href="#">Appendix I</a>	

**Title VI of the Civil Rights Act** of 1964 requires that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The Sacramento Regional Transit District (RT) is committed to complying with the requirements of Title VI in all of its federally funded programs and activities.

Any person who believes he or she has been discriminated against, may file a signed written complaint within 180 days of the date of alleged discrimination. The complaint should include the following information:

- Your name, your address and how best to contact you (i.e. telephone number, email address, etc.)
- How, when, where and why you believe you were discriminated against. Please include the location, names and contact information of any witnesses.

**A written complaint can be filed:**

<b>By Mail:</b> Sacramento Regional Transit District P.O. Box 2110 Sacramento, CA 95812	<b>In Person:</b> Sacramento Regional Transit District 1409 28 <sup>th</sup> Street, 2 <sup>nd</sup> Floor Sacramento, CA 95816
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Select this link to print a **TITLE VI COMPLAINT FORM**

The Customer Advocacy Department can be reached by telephone at 916-557-4545 or by fax at 916-456-1752, or select this link to fill out a **Customer Advocacy online form**.

For additional information on RT's nondiscrimination obligations, please contact the Customer Advocacy Department. *Complaint Assistance: A Customer Advocate can assist with writing a complaint if the complainant is unable to do so.*



## Online Notice and Procedures

<http://www.sacrt.com/TitleVI.stm>

### What happens to the complaint after it's submitted?

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All complaints alleging discrimination based on race, color or national origin in a service or benefit provided by RT will be directly addressed by RT. RT will provide appropriate assistance to complainants, including those persons with disabilities, or who are limited in their ability to communicate in English. Additionally, RT will make every effort to address all complaints in an expeditious and thorough manner.

A letter of acknowledging receipt of complaint will be mailed within seven days. Please note that a complainant's failure to respond to any requests for additional information or to provide the requested information may result in the administrative closure of the complaint.

### How will the complainant be notified of the outcome of the complaint?

RT will send a final written determination letter to the complainant. In a letter notifying complainant that the complaint is not substantiated, the complainant will also be advised of his or her right to appeal and the appeal process within seven calendar days of receipt. Every effort will be made to respond to the Title VI complaints within 30 working days of receipt, if not sooner.

If you need more information on RT's Title VI policy or assistance in filing a Title VI complaint, please call RT's Customer Advocacy Department at 916-557-4545.

In addition to the complaint process described above, a complainant may file a Title VI complaint with the following office:

**Federal Transit Administration, Region IX**  
**Office of Civil Rights**  
**201 Mission Street, Suite 1650**  
**San Francisco, CA 94105-1839**

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Si usted necesita más información en el Título del RT VI política o ayuda con la clasificación de un Título VI queja, por favor llame 916-557-4545.

Если Вы нуждаетесь в большем количестве информации относительно Названия РЕАЛЬНОГО МАСШТАБА ВРЕМЕНИ шесть политики или помощь с регистрацией Названия VI жалоб, пожалуйста звоните 916-557-4545.

如果您需要更多的RT的标题六，政策或提起第六章申诉援助的信息，请致电916-557-4545。

Nếu bạn cần thêm thông tin về chính sách của RT sáu đề hoặc trợ giúp nộp đơn khiếu nại đề VI, xin vui lòng gọi 916-557-4545.

Yog koj xav paub ntxiv txog RT txoj cai ntawm Title VI los yog xav tau kev pab ua Title VI tsab ntawv tsis txaus siab, thov hu rau 916-557-4545.

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Title VI Program Update 2017  
Appendix A - Notice to the Public, Complaint Procedures, and Form

### Title VI Complaint Form

Title VI of the 1964 Civil Rights Act requires that "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

If you believe you have received discriminatory treatment by Sacramento Regional Transit District (RT) on the basis of your race, color, or national origin, you have the right to file a complaint with RT. The complaint must be filed within 180 calendar days of the alleged discriminatory incident.

The following information is necessary to assist us in processing your complaint. Should you require any assistance in completing this form, please let us know.

Complete and return this form by mail to the Customer Advocacy Department, P.O. Box 2110, Sacramento, CA 95812 or in person to 1409 28<sup>th</sup> Street 2<sup>nd</sup> Floor, Sacramento, CA 95812.

1. Complainant's Name: \_\_\_\_\_

2. Address: \_\_\_\_\_

3. City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

4. Contact Number: \_\_\_\_\_ Cell \_\_ Home \_\_ Work \_\_

5. Person discriminated against (if someone other than the complainant):

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

6. Which of the following best describes the reason you believe the discrimination took place? Was it because of your:

a. Race/Color: \_\_\_\_

b. National Origin \_\_\_\_

7. What date did the alleged discrimination take place?

\_\_\_\_\_

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Title VI Program Update 2017  
Appendix A - Notice to the Public, Complaint Procedures, and Form

8. In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Please use the back of this form if additional space is required.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

9. Have you filed this complaint with any federal, state, or local agency; or with any federal or state court? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, check each that applies:

Federal Agency \_\_\_ Federal Court \_\_\_ State Agency \_\_\_

State Court \_\_\_ Local Agency \_\_\_

10. Please provide information about a contact person at the agency/court where the complaint was filed.

Name \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Phone Number: \_\_\_\_\_

11. Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Complainant's Signature \_\_\_\_\_ Date \_\_\_\_\_

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## **Appendix B**

### **List of Title VI Complaints**





**Title VI Complaints**  
**January 1, 2014 – December 31, 2016**

*Note: All complaints related to racial discrimination are flagged by RT as Title VI regardless of whether or not complainant self-identified the complaint as a Title VI matter.*

PSR#	Incident Date	Summary	Status	Action Taken
14669	03/31/14	Male African American patron states that he was kicked off the train after he "fell asleep" by a female, white operator. She also accused him of smelling like marijuana. Security came after that and escorted him off the train.	Closed	Supervisor investigated the claim. Spoke to operator. Initial acknowledgement was sent. A response letter was sent to the patron indicating that appropriate action was taken. Explained that the operator contacted Radio Control, who dispatched guards to check on the safety of the patron (asleep). Patron appealed, however, never responded to a request for a meeting with Mark Lonergan.
14901	06/10/2014	Patron is from Oregon and used his Oregon photo ID to validate that he is a senior. Patron was upset because operator asked for RT ID card and patron didn't have one. Op made statement, "You people should go back to where you came from".	Closed	PSR e-mailed to patron. No response from patron. Complaint closed.
15568	03/26/2014	Customer received a citation. The ID card did not have a sticker on it. Customer did not have fare when cited. Patron referenced Title VI Program Rights Act 1964, 72 hours to produce proof.	Closed.	Patron received an acknowledgement letter and a response letter. Also contacted by phone. Patron was using a School ID card, however, because he is not considered a "student", the fare would have been invalid. In addition, the sticker would need to be affixed to his card at time of cite. Just having the ID card alone does not indicate "valid fare".
18596	12/24/2014	Wanted a copy of information on Federal Regulations on Transit Equity, wants to know what his community can do to get route 16 back. Also wanted Route 18 returned.	Closed	Patron spoke to a Planner by phone and received an explanation on Transit Equity. Followed up by sending the information in writing as well.
18676	12/31/2014	Patron states that he was not able to board light rail at the ramp, operator denied him. However, the operator let the person in front of him on who happened to be Caucasian. Per complainant, the operator was also Caucasian.	Closed	The incident was reviewed and while the operator did in fact deny boarding, it was due to the patrons unsafe behavior (crossing the tracks, was almost hit) and patron wasn't even at the ramp in enough time to board. Response letter sent to patron.
19530	02/09/2015	African American complainant states that a Caucasian employee (operator) yelled and said something derogatory (the N-word) as he was attempting to board a bus.	Closed.	Acknowledgement letter sent to patron. The report was investigated and a response letter mailed to the patron. The employee was identified. It was not a bus operator, but, a maintenance employee. Appropriate action was taken.



**Title VI Complaints**  
**January 1, 2014 – December 31, 2016**

*Note: All complaints related to racial discrimination are flagged by RT as Title VI regardless of whether or not complainant self-identified the complaint as a Title VI matter.*

24552	07/01/2015	Patron states that the operator denied him boarding on the 1 day grace period. Patron had monthly pass. Patron felt as though this was an A.D.A. violation.	Closed.	A Passenger Service Report was mailed to the customer and returned two months later. The matter was looked into and a closure letter was mailed indicating that the operator had made an error, RT apologized and stated that the matter was closed. Patron did not receive letter by mail as it was returned in the mail. Patron returned in person and stated that they wanted to appeal. No additional response after the September 22, 2015 pickup date of the response letter.
26519	12/09/2015	Two complainants (both African American) claim that they were thrown off the light rail train and discriminated against. They claimed police/security brutality and discrimination from the operator.	Closed	The concern was reviewed and a response letter was mailed to the complainant(s). The letter referenced the situation and confirmed that the operator found the two individuals sleeping on the train and asked security to assist by checking the two complainants safety.
26796	12/23/2015	Complainant (who is African American) reported that she and five to seven other African American passengers were passed up at a bus stop.	Closed	The concern was reviewed. After speaking to the complainant, she requested that she wanted her cab fare paid for. She said that the operator went to break and never returned. The report was not considered a "pass up". An apology was provided (verbally) and customer accepted. Complainant was also emailed a Passenger Service Report; which was not returned.
27347	01/20/2016	Complainant states that an operator accused him of smoking. Complainant said that he boarded bus with a couple that were Caucasian and he was African American and the operator assumed because he was not the same race that he was the one that smoking.	Closed	Patron received a response to the report. RT explained that operators are expected to ensure that riders abide by rules/policies and that we are sorry that the complainant heard the request to stop smoking and thought that the operator was speaking to them and not the intended parties.
27380	01/21/2016	Complainant requesting for additional bus service for 24 <sup>th</sup> and Stockton area. Also stated that the area of 47 <sup>th</sup> Avenue is not safe for pedestrians.	Closed	Complainants concerns were heard and also forwarded to the City and City of Sacramento responded in writing. A Planner from RT spoke to complainant by phone and explained the reason for lack of service in the aforementioned area.
27692	02/02/2016	Complainant felt that the operator was discriminating against him and accusatory (in regards to a fake fare media ticket).	Closed	The complainant received a verbal explanation that part of the operators responsibility is to take the customers ticket from machine in exchange for a daily ticket. The example the operator provided could have been explained a different way and RT reminded operator of this.
28536	03/01/2016	Complainant feels that the proposed fare increase is unfair to minorities.	Closed	The complainants comments were put on record and reviewed by the Board of Directors. The complainant received an acknowledgement letter and response letter.
33315	08/23/2016	Complainant unhappy that RT will no longer manage the Granite Park Shuttle.	Closed	The complainant received an acknowledgement letter and a response letter explaining the background as to why RT no longer runs the shuttle.

# **Appendix C**

## **Service Monitoring Report**



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### **Promoting Inclusive Public Participation**

One of the key foundational pillars of the Title VI program is the assurance of community input into the transit decision-making process. The purpose of public participation is to offer early, continuous, and meaningful opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions at the Sacramento Regional Transit District (RT).

### **Methodology**

RT has significantly increased its efforts to overcome linguistic, institutional, cultural, economic, historical, or other barriers that prevent minority, low-income, and disabled persons from effectively participating in RT's decision-making process. These efforts include employee education, community forums/public hearings, and attending events of importance to Limited English Proficient (LEP) persons.

Meeting formats are tailored to achieve specific public participation goals, such as sharing information, answering questions, establishing priorities and/or reaching consensus. Several feedback methods are suggested so the participants can select their preferred method. For example, some participants may not be comfortable in a large group meeting, but they may prefer to complete a written survey, or get their questions answered in their preferred language through a telephone information line.

RT is committed to monitoring and tracking its public participation activities and sharing results in a transparent way.

RT continues to modify its public participation activities over time, based on feedback and direction provided by community members and by setting and evaluating performance measurements for public participation.

Along with providing information, RT lets participants know how they can stay informed about RT activities, including web-based information, project information, and surveys.

### **Marketing and Communications**

RT's Marketing and Communication division has been assigned the responsibility for ensuring that information on major projects, service changes, fare changes, service delays, detours, etc. is conveyed to the public. Responsibilities of the division include the following:

- Developing and maintaining positive and effective communication with the community and various levels of government that interface with or impact the development of programs and operations at RT
- Creating all communications for RT's daily riders; and implementing strategic marketing activities
- Establishing and maintaining active working relationships with all relevant local media including minority-based media in order to communicate pertinent information to RT's customers and stakeholders, including service changes and enhancements, emergency situations posing an immediate threat to the safety and security of RT customers or its service area, and policy changes

The specific Title VI tasks that this division carries out include:

- Coordinating with individuals, institutions, and organizations, while implementing community-based public involvement strategies to reach out to members in affected minority and/or low-income communities
- Providing opportunities for public participation through alternative means other than written communication, such as personal interview or use of audio or video recording devices to capture oral comments
- Using locations, facilities, and meeting times that are convenient and accessible to low-income and minority communities
- Implementing DOT's policy guidance concerning RT's responsibilities to LEP persons to overcome barriers to public participation; this encompasses ensuring that LEP individuals who will be affected by cited actions receive meaningful access into the public awareness/involvement process; meaningful access means that the affected parties will receive the necessary communicative assistance required to allow them to participate in governmental services/activities

- Developing comprehensive communication plans that ensure the delivery of information on RT's programs and activities through alternative means; this includes, but is not limited to, translation of vital information into other languages, alternative formats for individuals with disabilities, and the use of communication strategies outside of advertising in the largest circulation newspaper

### **Outreach to Target Areas**

To reach low-income, minority and LEP communities within RT's service area, a geographically focused public participation program will achieve the public participation outcomes described in this plan. In addition to traditional methods of communication, RT utilizes strategies recommended by community members for a specific neighborhood or population group.

Participation activities can be publicized in print materials produced by RT, such as brochures, flyers, and posters. Brochures are likely to provide more content and serve as an information source. Posters are designed to publicize activities and highlight key information such as date, time and location of the activity. Print materials can be produced in multiple languages to ensure inclusivity.

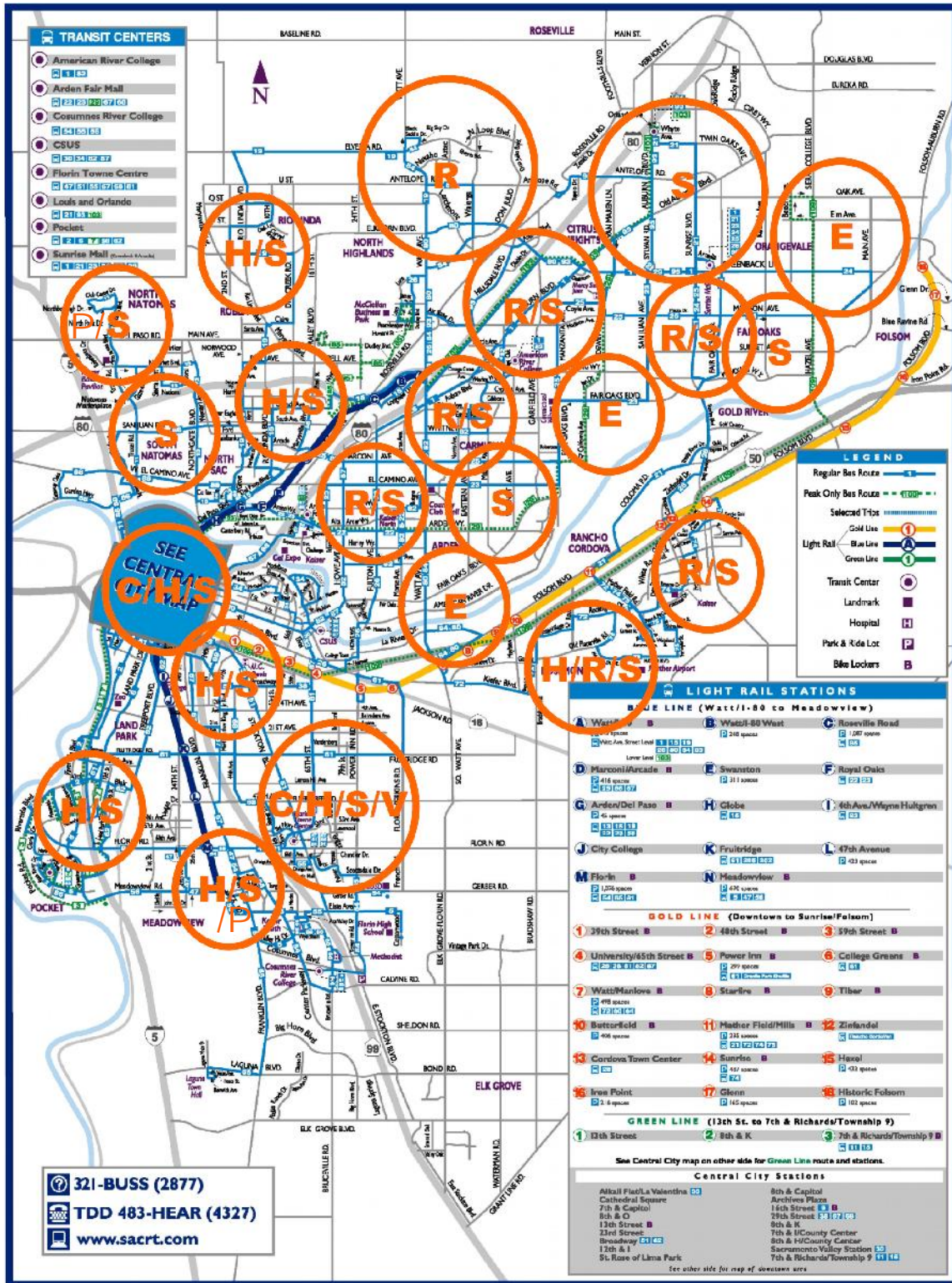
These materials can be distributed system-wide or in targeted areas (illustrated below). They can also be available at RT stations, as passenger bulletins and notices placed on train seats. Print materials can also be produced in a format suitable for electronic distribution through RT's website and email communications.

The map on the following page indicates approximate areas where RT focuses language-specific assistance efforts when applicable, using the following codes:

S	Spanish
C	Chinese
H	Hmong
R	Russian
V	Vietnamese
P	Punjabi

Map of Service Area

LEP Assistance Areas



**Language Line Service:**

RT's Customer Service Representatives are able to provide route, fare and schedule information to limited-English-speaking callers by utilizing Language Line Services, which is RT's third-party telephone language interpretation service.

Since June 2011, RT has received approximately 1,500 calls using the Language Line service. Those calls totaled 11,262 minutes and the average handle time for those calls was approximately 7.7 minutes. Spanish was by far the most commonly-used language for interpretation followed by Russian.

**Language Line Use by Language**

---

Spanish	Hmong
Russian	Hindi
Mandarin	Tagalog
Cantonese	French
Farsi	Italian
Korean	Japanese
Arabic	Ukrainian
Vietnamese	Laotian
Portuguese	Karen
Dari	Hebrew
Urdu	Amharic

---

**We speak your language**

Thank you for calling Regional Transit. How may I help you?

Gracias por comunicarse con Regional Transit. ¿En qué le podemos ayudar?

Спасибо за ваш звонок в Regional Transit. Как я могу вам помочь?

謝謝您打電話來Regional Transit. 請問您需要什麼服務嗎?

Light Rail

Bus

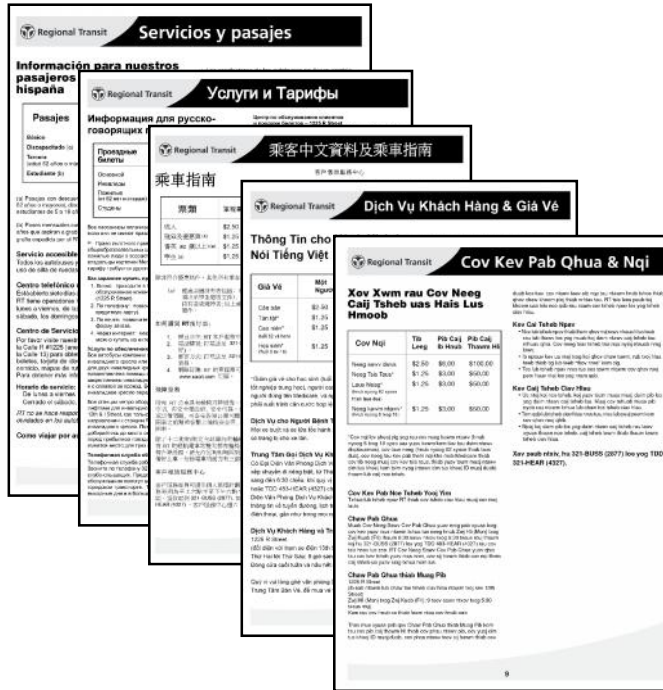
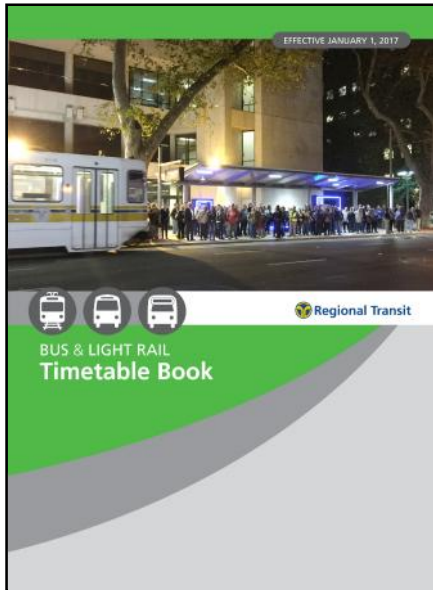
Neighborhood Ride

Trolley

**Call 321-BUSS (2877) for route and schedule information** **Regional Transit**

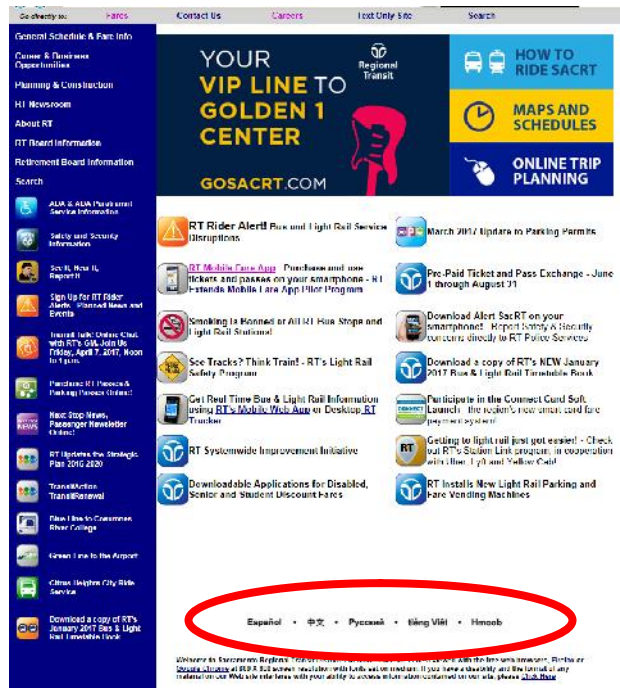
**Basic Information in Other Languages – Print:**

The RT Bus and Light Rail timetable book provides basic information in Spanish, Russian, Chinese, Vietnamese and Hmong, including information on fares, telephone information, RT's Customer Service and Sales Center, and basic information on how to ride RT buses and light rail trains.



Basic Information in Other Languages – Website:


The information above is also available online at RT’s website through a series of links at the bottom of the page, one for each language.



### Basic Information in Other Languages – Printed Timetables

A general statement on how to obtain telephone information in English, Spanish, Russian, Chinese, Vietnamese and Hmong is listed on individual pocket timetables: “For route, schedule and fare information, call 916-321-BUSS (2877) or visit www.sact.com.”

Printed pocket timetables are available on buses and light rail trains, at the RT Customer Service and Sales Center, and distributed to libraries, schools, colleges and other high-traffic destinations.



**Bus Route 5**  
Meadowview - Valley HI  
Meadowview Station  
Effective: 9/2/2012  
Regional Transit

Subject to change without notice

**SACRAMENTO REGIONAL TRANSIT DISTRICT (RT) FARES**

FARE TYPES	BASIC	DISCOUNT	STUDENT
Single Fare	\$ 2.50	\$ 1.25	\$ 1.25
Daily Pass	6.00	3.00	3.00
Monthly Pass	100.00	50.00	50.00
Semi-Monthly Pass	50.00	25.00	25.00

BASIC: All passengers pay Basic fares unless eligible for Discount or free fares.  
DISCOUNT: Discount fares apply to students (age 5 through 18 pursuing a high school diploma), seniors (age 62 and older), Medicare beneficiaries and individuals with disabilities, and require proper identification (per the ID) upon boarding.  
Effective September 1, 2009, Central City Shuttle fares have been discontinued and transfers will no longer be issued. Bus Passengers are required to pay a Basic or Discount single fare for each trip or may purchase a daily pass valid for unlimited rides on that day. Light Rail: Single ride tickets are good for two hours from time of validation on light rail only. Daily and monthly passes are valid for unlimited rides on buses and light rail for the date(s) or month shown.  
Fares are subject to change.  
RT operates on a Sunday schedule on most federal holidays. Only bus routes that regularly operate on Sundays offer holiday service. For a complete list of holidays, please refer to RT's Bus and Light Rail Timetable Book or visit www.sact.com.

**5 Florin High to Meadowview Station**  
Monday Through Friday

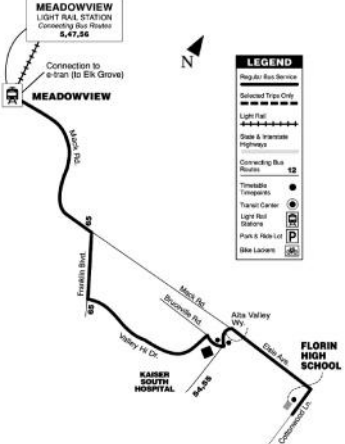
Florin High School	Bruceville & Alta Valley	Meadowview
LV	LV	APP AR
5:50a	6:00	6:12
6:50a	7:00	7:12
7:50a	8:00	8:12
8:50a	9:00	9:12
9:50a	10:00	10:12
10:50a	11:00	11:12
11:50a	12:00	12:12
12:50p	1:00	1:12
1:20p	1:30	1:42
2:20p	2:30	2:42
3:20p	3:30	3:42
4:20p	4:30	4:42
5:20p	5:30	5:42
6:20p	6:30	6:42
7:20p	7:30	7:42

For route, schedule and fare information, call 916-321-BUSS (2877) or visit www.sact.com.  
Para obtener información sobre rutas, horario y tarifas, llame al 916-321-BUSS (2877) o visite el sitio de Internet www.sact.com.  
Информация о маршрутах, расписании и стоимости проезда доступна на нашем сайте по телефону 916-321-BUSS (2877) или на вебсайте www.sact.com.  
對於路線、時刻表及票價資訊，請致電 916-321-BUSS (2877) 或上 www.sact.com。  
Để có thông tin về các tuyến đường (route), lịch trình xe chạy và giá vé (fare), quý vị hãy gọi số 916-321-BUSS (2877) hoặc ghé www.sact.com.  
Xor paub law, nqhaam tebheb khav thiab nq tebheb, hu 916-321-BUSS (2877) losab mus saib www.sact.com.  
From Roseville/Citrus Heights: 916-726-BUSS (2877), Lost & Found: 916-321-2055

Printed on Recycled Paper

**5 Meadowview Station to Florin High**  
Monday Through Friday

Meadowview	Alta Valley & Bruceville	Florin High School
LV	LV	LV
6:26a	6:38	6:48
7:26a	7:38	7:48
8:26a	8:38	8:48
9:26a	9:38	9:48
10:26a	10:38	10:48
11:26a	11:38	11:48
12:26p	12:38	12:48
12:56p	1:08	1:18
1:56p	2:08	2:18
2:56p	3:08	3:18
3:56p	4:08	4:18
4:56p	5:08	5:18
5:56p	6:08	6:18
6:56p	7:08	7:18
7:56p	8:08	8:18



**LEGEND**  
Regular Bus Service  
Selected Free City  
Light Rail  
Bike & Transit  
Highways  
Connecting Bus Routes  
Transfer Center  
Light Rail Stations  
Park & Ride Lot  
Bike Lockers

This publication is available in accessible formats. Please call 916-321-2877 or TDD 916-483-4327 to request an accessible format.

### Basic Information in Other Languages – Signage

A general statement on how to obtain telephone information is posted in English, Spanish, Russian, Chinese, Vietnamese and Hmong on kiosk signs at all light rail stations: “For route, schedule and fare information, call 916-321-BUSS (2877) or visit www.sact.com.”



**Regional Transit Light Rail System Map**  
Effective September 2, 2012

**5 Easy Steps to Riding Light Rail**

- Buy or Validate Your Ticket**
- Go to Boarding Area**
- Board Train**
- Stop Requested**
- Exit Train**

**Light Rail Information**

**Passes & Tickets**  
Daily Passes are valid for rides on light rail until 1 a.m. the day after purchase or validation.  
Single Fare Tickets are valid for two hours from time of purchase or validation.  
Daily passes and single fare tickets may be purchased from fare vending machines located at each light rail station.

**Accessible Services Wheelchair Access**  
All light rail stations are wheelchair accessible for trains traveling in both directions, except 12th & I, which is currently only accessible for north-bound trains to Wash-U.

**Senior & Disabled Priority Seating**  
Two seats at the front of the first light rail car are designated as priority seats for seniors and individuals with disabilities.  
Federal law requires that operators request passengers (who are non-disabled) to vacate priority seating when needed.

**Emergencies**  
**Light Rail Emergency Buttons**  
Each train is equipped with a red emergency button located in the doorways. In an emergency, firmly press the emergency button and the operator will notify the Light Rail Control Center, stop the train at the next station and offer assistance.  
**RT Security Services**  
RT has a team of security professionals consisting of full-time Police Officers, Sheriff's Deputies, Transit Officers and private security guards to patrol RT's vehicles and facilities. For emergencies, call 91-1. For non-emergencies, call the Sacramento Police Department at 916-752-6100 or the Sacramento Sheriff's Department at 916-874-5111.

**Bike-and-Ride on Rail**  
Buy your fare and then board. Enter through the rear or front doors after all other passengers have entered or exited the light rail car. Place your bike in the rear or front of the car next to the flip-up seats or place your bike on the rack next to the flip-up seats.  
Four bicycles are allowed onboard each light rail car (two in the front and two in the rear) during hours of operation. However, in the first light rail car, board only through the rear door. No bikes are permitted at the front of the car. This space is reserved for individuals with disabilities.  
On the last train on the route each day, there is no limit on the number of bikes allowed.  
**Bike Lockers** are located at 24 of RT's light rail stations. Call 916-556-0354 for information.

**Fare Vending Machine Malfunction**  
If all of the fare vending machines are not in working order at the light rail station you are departing from and you are unable to purchase or validate your ticket or pass, you may board the train without fare. If a Transit Officer requests your proof of fare payment while on the train, explain the malfunction. They will verify the status of the fare vending machines. If at least one of the fare vending machines is in working order, you will still be able to purchase your fare.

**LEGEND**  

- Light Rail Station
- Light Rail Stop
- Light Rail Transfer Station
- Light Rail Transfer Stop
- Light Rail Transfer Station with Bus Connections
- Light Rail Transfer Stop with Bus Connections
- Light Rail Transfer Station with Bus Connections and Bicycles
- Light Rail Transfer Stop with Bus Connections and Bicycles
- Light Rail Transfer Station with Bus Connections, Bicycles and Pedestrians
- Light Rail Transfer Stop with Bus Connections, Bicycles and Pedestrians
- Light Rail Transfer Station with Bus Connections, Bicycles, Pedestrians and Wheelchair Access
- Light Rail Transfer Stop with Bus Connections, Bicycles, Pedestrians and Wheelchair Access

For route, schedule and fare information, call 916-521-8955 (2877) or visit [www.sacrt.com](http://www.sacrt.com).  
 Fare information: 916-521-8955 (2877) or visit [www.sacrt.com](http://www.sacrt.com).  
 Accessibility information: 916-521-8955 (2877) or visit [www.sacrt.com](http://www.sacrt.com).  
 RT's website: [www.sacrt.com](http://www.sacrt.com).  
 RT's phone: 916-521-8955 (2877) or 916-521-8955 (2877).  
 RT's fax: 916-521-8955 (2877).  
 RT's email: [info@sacrt.com](mailto:info@sacrt.com).  
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 RT's fax: 916-521-8955 (2877).  
 RT's email: [info@sacrt.com](mailto:info@sacrt.com).

321-BUSS TDD 483-HEAR www.sacrt.com

### Icons and Symbols

RT utilizes international symbols (pictograms) in its signage in order to communicate with non-English-speaking customers, as well as customers who are unable to read written language. Pictograms were incorporated into signage beginning in 2013.

**NO**

- Smoking
- Bicycle Riding
- Skateboarding
- Loitering

Penal Code 640(b)(3) & 640(b)(5)  
Public Utility Code 102/22(a)(2)  
RT Ordinance 07-06-01

Regional Transit

**Pay Fare Here**

Parking Cash Credit

Regional Transit

## July 2016 Fare Increase

In July 2016, RT implemented a fare increase, which impacted all riders. In preparation, RT conducted an in-depth six-month campaign to gather community input and raise awareness of the upcoming fare changes. Most of the outreach materials, print and electronic, were provided in English, Spanish, Russian, Chinese, Vietnamese and Hmong. Materials were distributed through low-income, minority and LEP community resources.

Information was distributed in English, Spanish, Russian, Chinese, Vietnamese and Hmong.

### Rider Alert

#### RT to Implement Fare Increase on July 1

Effective Friday, July 1, 2016, RT will implement a fare increase. RT fiscal projections show that the modest increase across all fare types, in addition to planned streamlining efforts, will enable RT to have a balanced budget.

RT has not increased fares since 2009. While inflation has increased over the years, RT has kept operating and maintenance costs below the rate of inflation.

Lower gas prices have resulted in RT receiving less money from a state tax on diesel fuels dedicated to fund public transit operations. In addition, RT receives one-sixth of a cent in funding from local taxes, while other large California transit agencies receive a half-cent, full-cent or more to fund their transit operations.

In November 2015, the RT board of directors adopted four fiscal policies focused on ensuring that RT remains financially sustainable. The Comprehensive Reserve Policy formalizes a fiscally responsible strategy for establishing, maintaining, and building reserves to address RT's needs. The Fiscal Sustainability Policy establishes sustainability and cost control as clear and strategic priorities for RT.

The Farebox Recovery Policy establishes guidelines for determining and realizing the role of fares in meeting RT's financial obligations. The Fare Change Policy establishes guidelines for planning and implementing fare changes.

RT is committed to these policies to improve the quality of service and to create a better passenger experience. RT is working to upgrade light rail stations; increase fare inspection by hiring up to 30 transit agents (fare checkers); improve station, bus stop and vehicle cleanliness through community partnerships and additional cleaning staff; and offer new technology for customer convenience.

New fare media with a June 30, 2017 expiration date will be available for purchase (at the new fare rate) beginning on Friday, May 20, 2016.

Visit [sacrt.com](http://sacrt.com) for details

RT Fares	Current	Effective 7/1/2016
<b>Single Fares</b>		
Basic Single Fare	\$ 2.50	\$ 2.75
Discount Single Fare (seniors, students, persons with disabilities and Medicare cardholders)	\$ 1.25	\$ 1.35
<b>Passes and Stickers</b>		
Basic Daily Pass	\$ 6.00	\$ 7.00
Discount Daily Pass (seniors, students, persons with disabilities and Medicare cardholders)	\$ 3.00	\$ 3.50
Basic Monthly Pass	\$100.00	\$110.00
Basic Semi-Monthly Pass	\$ 50.00	\$ 60.00
Student/Senior Monthly Pass/Sticker (age 18-19)	\$ 25.00	\$ 27.50
Student/Senior Monthly Pass/Sticker (free or reduced lunch eligible students)	\$ 12.50	\$ 15.00
Senior/Disabled Monthly Pass/Sticker (age 62 and over)	\$ 50.00	\$ 55.00
Senior/Disabled Semi-Monthly Pass/Sticker (age 62 and over)	\$ 25.00	\$ 30.00
Super Senior Monthly Pass/Sticker (age 70 and over)	\$ 40.00	\$ 42.00
<b>Pre-Paid Tickets and Passes</b>		
Basic Single Fare - 10 Tickets	\$ 25.00	\$ 27.50
Discount Single Fare - 10 Tickets (seniors, students, persons with disabilities and Medicare cardholders)	\$ 12.50	\$ 13.50
Basic Daily Pass - 10 Passes	\$ 60.00	\$ 70.00
Discount Daily Pass - 10 Passes (seniors, students, persons with disabilities and Medicare cardholders)	\$ 30.00	\$ 35.00
<b>Paratransit Fares</b>		
Paratransit Single Fare	\$ 5.00	\$ 5.50
Paratransit Monthly Pass (up to 60 rides per month OR up to 44 rides per month and a fixed route Discount monthly pass/sticker)	\$125.00	\$137.50
<b>Parking Pass</b>		
Monthly Parking Pass	\$ 15.00	No Change
<b>Single Fare Time Limit</b>		
Single Fare (light rail only)	2 hours	90 minutes

#### 7月1日起軌道交通票價將調高

軌道交通 (RT) 公佈將調高票價。調價措施於自2016年7月1日 (週五) 起生效。軌道交通 (RT) 的財政預算顯示，各種類票價的小幅增長不僅能夠有計劃性地縮小工作，還能夠促進使其達到預算平衡。

從2009年至今，軌道交通票價未有過增長。由於軌道交通 (RT) 對公共交通運營的資助，低油價已導致其票價稅收收入減少。2015年11月，軌道交通 (RT) 董事會通過了四項財政政策，重點為確保財政穩定。軌道交通 (RT) 通過這些決策致力於提高服務品質並創造地更好的乘客體驗。軌道交通 (RT) 正努力升級車站、加強食品檢驗、美化地鐵及公交站等交通環境，並引進便利乘客的新技術。

軌道交通 (RT) 公佈將調高票價。調價措施於自2016年7月1日 (週五) 起生效。單程票價由2.50美元增至2.75美元；日票價由6美元增至7美元；月票價由100美元增至110美元；單程折扣價由1.25美元增至1.35美元；日票折扣價由3美元增至3.50美元；長者及殘疾人士的月票價由50美元增至55美元。學生半月票價由25美元增至27.50美元。享有免費或低價午餐計畫的學生在學校購買的半月票價由12.50美元增至15美元。使用輔助交通工具單次出行的價格將由5美元增至5.50美元。輔助交通月票價由125美元增至137.50美元。持有輔助交通月票的乘客每月最多將能夠出行60次，或最多出行44次並享有固定路線的月票折扣。

新票制將於2016年5月20日至2017年6月30日以前票價本實施。

如需瞭解更多資訊，請撥打電話：916-321-2877 (B.U.S.S.)

#### RT implementará un aumento de tarifas el 1 de julio

A partir del viernes 1 de julio de 2016, RT implementará un aumento de las tarifas. Las proyecciones fiscales de RT muestran que un modesto aumento de todos los tipos de tarifas, junto con los esfuerzos planeados de racionalización, permitirá que RT tenga un presupuesto equilibrado.

RT no ha aumentado sus tarifas desde el año 2009. Los bajos precios del petróleo han dado como resultado que RT reciba menos dinero de un impuesto estatal sobre combustibles diésel utilizado para financiar las operaciones de transportes públicos. En noviembre de 2015, el directorio de RT aprobó cuatro políticas fiscales orientadas a asegurar que RT continúe siendo financieramente sostenible. RT está comprometido con estas políticas para mejorar la calidad del servicio y generar mejores experiencias en los pasajeros. También está trabajando para modernizar las estaciones de trenes ligeros, aumentar la inspección de tarifas, mejorar la limpieza de las estaciones, las paradas de colectivos y los vehículos y ofrecer nuevas tecnologías para la conveniencia de los usuarios.

A partir del viernes 1 de julio de 2016, RT implementará un aumento de las tarifas. La tarifa Básica simple aumentará a \$2.75 (antes, \$2.50); el pase diario Básico, a \$7 (antes, \$6); el pase mensual Básico, a \$110 (antes, \$100); la tarifa simple con Descuento, a \$1.35 (antes, \$1.25); el pase diario con Descuento, a \$3.50 (antes, \$3); y el pase/adhesivo mensual para

Jubilados/Discapacitados, a \$55 (antes, \$50). El pase/adhesivo quincenal para Estudiantes aumentará a \$27.50 (antes, \$25). El pase/adhesivo quincenal para Estudiantes que adquieren en las escuelas aquellos alumnos que sean elegibles, de acuerdo al ingreso, para un programa de almuerzo gratuito o con descuento aumentará a \$15 (antes, \$12.50). El boleto simple del Paratransit aumentará a \$5.50 (antes, \$5). El pase mensual del Paratransit aumentará a \$137.50 (antes, \$125). La persona que adquiera un pase mensual del Paratransit podrá optar entre recibir un máximo de 60 boletos mensuales o un máximo de 44 boletos mensuales y un pase/adhesivo mensual con Descuento para rutas fijas. Todas las tarifas están expresadas en dólares.

Los nuevos boletos con fecha de vencimiento el 30 de junio de 2017 se podrán adquirir (al nuevo precio de la tarifa) a partir del viernes 20 de mayo de 2016.

Para más información, llame al 916-321-2877 (B.U.S.S.).

**See Track? Think Train! Awareness Campaign**

In March 2015, RT in partnership with Operation Lifesaver (OL) launched a light rail safety campaign that emphasized pedestrian and motorist safety around tracks. “See Tracks? Think Train!”

“See Tracks? Think Train!” is a simple message originated by OL, but one that can save lives. It is RT’s goal to eliminate incidents by using education and outreach to remind the public of the proper behavior to stay safe. The campaign included the distribution of print materials in English, Spanish and Hmong. Campaign messages focused on the danger of distractions near tracks and in stations, and the importance of respecting warning signs and signals. The “See Tracks? Think Train!” campaign was initially focused in the south Sacramento community, which has a high concentration of Spanish and Hmong speaking residents, in preparation for the start of the Blue Line to Cosumnes River College light rail extension service.

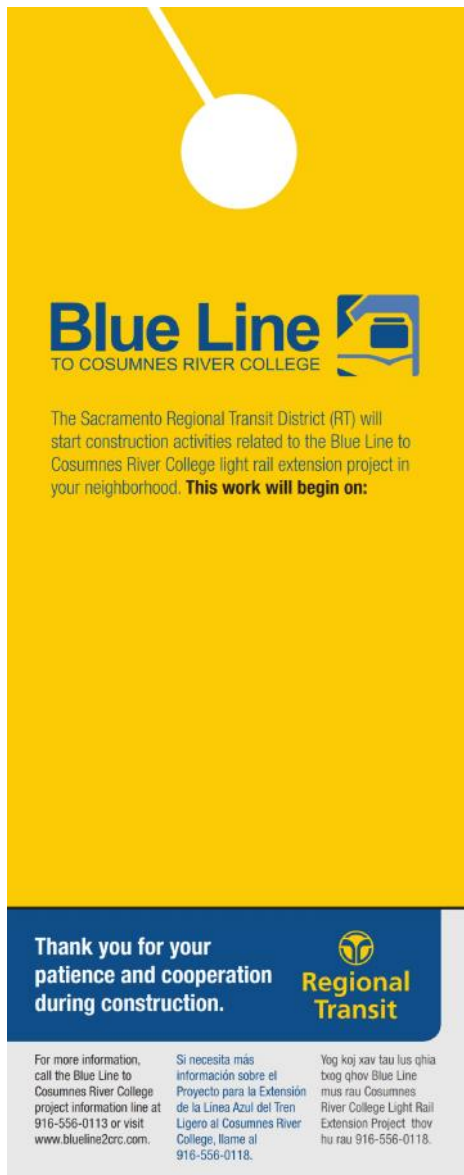
Information was distributed in English, Spanish and Hmong.

## Blue Line to Cosumnes River College

The Blue Line to Cosumnes River College (CRC) light rail extension project (also referred to as the South Sacramento Corridor Phase 2 or South Line Phase 2) extended light rail 4.3 miles south from its existing terminus at Meadowview Road to Cosumnes River College.

The light rail extension opened on August 24, 2015. The construction phase of the project required significant community outreach and increased public participation. This meant increasing target population attendance or participation at Blue Line to CRC events, meetings, and/or online forums to ensure that participants reflect the demographics impacted by the project.

Effective communications, including the use of language interpreters and translators, with the Spanish and Hmong communities, ensured the success of the outreach portion of the project. Meeting notices and notifications, including door hangers, were printed in English, Spanish and Hmong.



**Blue Line**  
TO COSUMNES RIVER COLLEGE

The Sacramento Regional Transit District (RT) will start construction activities related to the Blue Line to Cosumnes River College light rail extension project in your neighborhood. **This work will begin on:**

**Thank you for your patience and cooperation during construction.**

**Regional Transit**

For more information, call the Blue Line to Cosumnes River College project information line at 916-556-0113 or visit [www.blueline2crc.com](http://www.blueline2crc.com).

Si necesita más información sobre el Proyecto para la Extensión de la Línea Azul del Tren Ligero al Cosumnes River College, llame al 916-556-0113.

Yog koj xav tau lus qhia txog qhov Blue Line mus rau Cosumnes River College Light Rail Extension Project thov hu rau 916-556-0113.



### CIERRE DE FRANKLIN BOULEVARD

Las actividades de construcción relacionadas con el proyecto de extensión de trenes livianos de la Línea Azul de RT a Cosumnes River College (CRC) requerirán un cierre completo de Franklin Boulevard, justo al norte de Cosumnes River Boulevard (entre Cosumnes River Boulevard y Camino Royale Drive) comenzando a las 8 de la noche del jueves 12 de febrero de 2015, y continuando hasta las 5 de la mañana del martes 17 de febrero de 2015.

El contratista de RT estará instalando vías para el tren liviano en todo Franklin Boulevard como parte del proyecto de la Línea Azul a CRC. Los trabajos incluirán la reconstrucción de bordillos, alcantarillas y veredas en esta zona, eliminando por completo la calzada, y la repavimentación de esta sección de Franklin Boulevard.

Se recomienda a los automovilistas que utilicen rutas

alternas. El desvío principal será Franklin Boulevard a Cosumnes River Boulevard a Center Parkway a Valley Hi Drive a Franklin Boulevard, y viceversa. El acceso a Franklin Boulevard a través de Torrente Way se cerrará. Los residentes tendrán que utilizar La Solana Way o Valley Hi Drive en su lugar. El acceso a Franklin Boulevard a través de Camino Royale Drive no se verá afectado.

Route 65 (Franklin South) será desviado temporalmente durante el cierre. Visite [sacrt.com](http://sacrt.com) para más detalles.

RT proporcionará actualizaciones regulares en Facebook ([facebook/SacramentoRT](https://www.facebook.com/sacramentoRT)), Twitter ([@RideSacRT](https://twitter.com/RideSacRT)) y la página web del proyecto ([blueline2crc.com](http://blueline2crc.com)).

### YUAV MUAB TXOJKEV FRANKLIN BOULEVARD KAW

Yuav muab txojkev Franklin Boulevard kaw thaum 8 moos tsaus ntuj lub 2 Hlis tim 12, 2015 mus txog ntua tim 17 thaum 5 moos sawv ntxov. Vim li cas ho kaw? Vim tias nom tswv yuav pua kev tsheb nqaj rau lub sijhawm ntawd. Yuav kaw txojkev Franklin Boulevard, ntu kev ntawm txojkev Camino Royale Drive thiab Cosumnes River Boulevard.

Lawv yuav pua kev tsheb nqaj hla txojkev Franklin Boulevard mus rau lub tsev kawm ntawv CRC. Yuav tho qhov dej, kho ntug kev, thiab leem kev tshiab rau tsheb dhia.

Peb xav kom sawv dawms nrhaviw lwm txojkev taug, es zam txojkev Franklin Boulevard rau lub sijhawm ua pua kev ntawd. Yuav lug kev li cas xwb? Thaum taug txojkev Franklin Boulevard, yuav tau lem sab laug ntawm txojkev Valley Hi Drive, lem sab xis ntawm Center Parkway, lem sab xis ntawm Cosumnes River Boulevard, ces mam li

rov mus txuas Franklin Boulevard. Tsis tas li ntawd, yuav tav txojkev Torrente Way, tsis pub siv txojkev ntawd mus txuas Franklin Boulevard. Yog li, cov uas nyob ntawm ntu kev Torrente Way yuav tau siv txojkev La Solana Way mus txais Valley Hi Drive thiab hla tau Franklin Boulevard. Cov uas nyob rau ntawm ntu kev Camino Royale Drive yuav taug txojkev Franklin Boulevard li qub, yuav tsis kaw thiab tav kev dabtisi.

Cov npav uas taug txojkev Route 65 (Franklin South) yuav tau lug kev li tau hais saum no thiab. **Yog xav paub ntxiv thov mus saib peb lub vej xaij [sacrt.com](http://sacrt.com).**

Yog muaj xov tshiab dabtisi, lub koom haum RT mam li tshaj hauv Facebook ([facebook/SacramentoRT](https://www.facebook.com/sacramentoRT)), Twitter ([@RideSacRT](https://twitter.com/RideSacRT)) thiab lub vej xaij pua kev tsheb nqaj ([blueline2crc.com](http://blueline2crc.com)).

## Community Partnerships

By partnering with community groups, RT can cost-effectively extend its reach and help partner organizations provide information that is of interest to groups they represent. Participation activities can be publicized in local community newsletters, flyers and other publications. RT should provide text and, as appropriate, photos or maps that an organization can adopt for inclusion in its own publication. If needed, RT should provide translated text. RT should maintain communications with community partners so it is aware of publication schedules and key communication activities.

### Community Outreach Partnership – City Year Sacramento

City Year is a national organization that is focused on fighting the national dropout crisis through the use of volunteers and sponsors. City Year volunteers are committed to serving as tutors, mentors and role models in schools to help low income and at-risk students stay on track to graduate from high school. City Year enlists the help of full-time volunteers (age 17 through 24) that are committed to the program for 10 months (during the traditional school year) to serve as positive role models in the community and schools.

Most volunteers are from outside the Sacramento area and depend on public transit during their 10-month stay. RT has maintained an annual partnership with City Year Sacramento since. RT provides monthly transit passes for volunteers in exchange for promotion of RT services and programs.

City Year AmeriCorps volunteers serve as transit ambassadors, and raise awareness of transit-related programs and projects to elementary, middle and high school students at seven Sacramento City Unified School District schools with high populations of limited-English-speaking students.

- Father Keith B. Kenny K-8 School  
Languages Spoken: Chinese, Hmong and Spanish
- Fern Bacon Middle School  
Languages Spoken: Hmong and Spanish
- Leataata Floyd Elementary  
Languages Spoken: Chinese, Hmong, Spanish and Vietnamese
- Oak Park Preparatory Academy  
Languages Spoken: Hmong and Spanish
- Oak Ridge Elementary  
Languages Spoken: Hmong and Spanish
- Rosa Parks K-8 School  
Languages Spoken: Hmong, Russian, Spanish and Vietnamese
- Sacramento Charter High School

Languages Spoken: Spanish

### **Community Outreach Partnership – Crossings TV and Russian American Media Group**

RT has partnered with Crossings TV, a local television station offering multi-cultural programming, to assist with outreach at major community events, specifically the annual Russian, Chinese, Vietnamese and Hmong celebrations. In 2014, RT developed “how to ride” TV commercials for Russian, Chinese, Vietnamese and Hmong viewers for broadcast on Crossings TV. In 2015, RT established a partnership with the Russian American Media Group to assist with outreach to the Slavic communities. The partnership extended to community events, such as the International Kids Day celebration, as well as print publications distributed throughout the Sacramento region.

### **RT Leadership in Minority Organizations**

Members of RT’s Executive Management Team hold positions on the Board of Directors for the following major ethnic organizations:

<u>Organization</u>	<u>RT Representative</u>
Sacramento Asian Pacific Chamber of Commerce	CEO/General Manager
Sacramento Hispanic Chamber of Commerce	Deputy Chief Counsel
Sacramento Black Chamber of Commerce	Chief Counsel

Through involvement and sponsorship of these organizations, RT is better able to communicate and network with these minority communities regarding RT’s services and initiatives, as well as the rights of their members under Title VI.

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**Appendix D**  
**Language Assistance Plan**



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**Regional Transit**  
Language Assistance Plan

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**Updated**

**March 24, 2017**

Pursuant to Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), Federal Transit Administration (FTA) funding recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

RT provides essential mobility for LEP persons. RT therefore takes steps to ensure access to the benefits, services, information and other important portions of RT programs and activities for LEP populations.

In order to best ensure the most meaningful access to RT programs, services and activities for LEP populations, RT has conducted a Four Factor Analysis in accordance with federal guidance as an input to this Language Assistance Plan (LAP) and associated program development.

With implementation of this LAP, RT is also committed to a Public Participation Plan (PPP) which allows all persons to effectively participate in RT's decision-making process and which combined with this LAP constitute RT's official policy and evidence of compliance with FTA directives on language assistance and public participation.

## Four Factor Analysis

In order to best ensure the most meaningful access to RT programs, services and activities for LEP populations, RT conducted a Four Factor Analysis in 2014, as suggested in the federal guidance to assist with LAP program development. This report updates the 2014 report.

The updated analysis began in the winter of 2016 with research and data collection from multiple sources, and continued with telephone and staff interviews, as well as surveying efforts conducted in January and February 2017. The following four factors have been utilized in language access planning throughout the development of the LEP program, also known as a Language Assistance Plan (LAP):

**Factor 1** - *Estimate the number or proportion of LEP persons served or encountered in the eligible service population.*

**Factor 2** - *Assess the frequency with which LEP persons come in contact with RT programs, activities or services.*

**Factor 3** - *Assess the importance to LEP Persons of RT's programs, activities and services.*

**Factor 4** - *Evaluate the resources available to RT and overall cost to provide LEP assistance.*

### **FACTOR 1:**

*Estimate the number or proportion of LEP persons served or encountered in the eligible service population.*

The guidance states: "the greater the number or proportion of LEP persons from a particular language group served or encountered in the eligible service population, the more likely language services are needed."

RT has utilized the following data sources to obtain information in determining the largest and most common languages spoken in Sacramento County by LEP persons:

- ♦ US Census Bureau's 2011-2015 American Community Survey (ACS)
- ♦ California Department of Education

Findings are shown below in Table D.1

**Table D.1**  
**LEP Persons in Sacramento County**  
**by Primary Language Spoken**

Language	Persons	Percent
Spanish	72,018	5.3%
Chinese	21,025	1.5%
Vietnamese	13,133	1.0%
Russian	12,989	1.0%
Hmong	9,586	0.7%

*Note that Chinese totals include Mandarin and Cantonese dialects.*  
 Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS)

Factors Two, Three, and Four provide more specifics about these LEP populations and how they can be provided language assistance in a cost-effective manner.

The following table shows the number of English Language Learners in Sacramento County primary and secondary schools, which also identifies the languages that may need to be included in RT's LEP/LAP efforts.

**Table D.2**  
**English Language Learners**  
**in Sacramento County K-12 Schools**

Language Name	Total LEP Students	Percent of Total
Spanish	23,186	55.11%
Hmong	3,650	8.67%
Russian	2,809	6.68%
Chinese	1,777	4.22%
Vietnamese	1,583	3.76%
Punjabi	1,087	2.58%
All Others	9,070	21.56%

*Source: Language Census Data - 2015-16 School Year, California Department of Education*  
*Mandarin and Cantonese have been combined into "Chinese" for comparability with U.S. Census Bureau data.*

**FACTOR 2:**

*The frequency with which LEP persons come in contact with RT programs, activities or services.*

- and -

**FACTOR 3:**

*The importance to LEP Persons of RT's program, activities and services.*

RT has utilized the following data sources to obtain information in determining the frequency in which LEP persons come in contact with RT programs, activities, and services, and the importance to LEP persons of RT's program, activities, and services:

- ♦ RT On-Board Survey data
- ♦ RT Operator Survey data
- ♦ RT Customer Service Representative Survey data
- ♦ Language Interpretation Service Statistics
- ♦ Community organizations serving LEP constituents

**On-Board Survey:**

In April 2013, an on-board passenger survey was conducted for the Sacramento region on all fixed routes and days along seven transit systems. Trained surveyors distributed and collected self-administered questionnaires to all participating passengers. The questionnaires were available in five different languages, including Spanish, Chinese, Russian, Vietnamese and Hmong. Survey responses were researched and analyzed by a contracted transit marketing agency, which provided RT with region-specific demographics. As shown in Figure D.1, an estimated 3 percent of RT riders self-assessed their understanding of English as "not well."

**Operator Survey:**

To obtain information about RT's LEP passengers, staff provided an optional survey for operators in January 2017. The survey was designed to collect information pertaining to RT's LEP passengers directly from the first point of contact.

The top five routes that reportedly serve a large number of LEP passengers include:

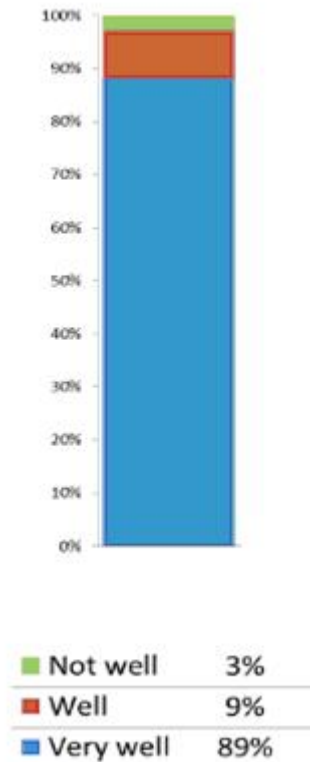
- Route 51 - Stockton/Broadway
- Route 23 - El Camino
- Routes 67/68 - Franklin/44th Street/MLK
- Routes 80/84 – Watt Avenue/Elkhorn//North Highlands
- Route 81 - Florin/65th Street

Route 51 is RT's highest ridership route, with approximately 4,100 average daily boardings<sup>1</sup>. This route travels from downtown Sacramento to Florin Towne Center via Broadway and Stockton Boulevard. Operators reported many LEP passengers speaking a variety of languages, primarily Chinese, Hmong, and Spanish along this route, which corresponds with the large Asian and Spanish communities in the area.

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<sup>1</sup> Source: Monthly Ridership Report, Sep 2015-Sep 2016

**Figure D.1**  
**Self-Rated Proficiency in English**



*Source: 2013 On-Board Survey*

Route 23 is also reported to have a high number of LEP passengers, primarily speaking Spanish and Russian. This route carries an average of 2,000 daily passengers<sup>2</sup>, and travels between Sunrise Mall transit center and Arden/Del Paso light rail station via El Camino Avenue and Arden Way, which is an area with a growing Russian community.

Routes 67 and 68 are interlining routes, with ridership at approximately 1,300 average daily passengers<sup>2</sup>. They both travel between Florin Town Center and Arden Fair Mall, with one going along Franklin Boulevard, and the other going along M.L. King Jr. Boulevard. According to RT operators, both routes carry a good number of LEP passengers; a majority of them being Spanish-speaking. The Latino population is fairly large along several miles of Franklin Boulevard, which has multiple destinations especially dedicated for this group, i.e. bakeries, grocery stores, etc.

Routes 80 and 84 carry approximately 1,100 and 900 average daily passengers, respectively, traveling along Watt Avenue to the northern portion of Sacramento, known as North Highlands and Antelope. RT operators observed these two routes to carry a high number of Russian

speaking LEP passengers, which matches the large Russian presence in both North Highlands and Antelope.

Route 81 is another high ridership route in a dense neighborhood, with approximately 3,000 average daily riders<sup>2</sup>. This route travels from University/65<sup>th</sup> Street light rail station to Florin Road and Riverside Boulevard via 65<sup>th</sup> Street and Florin Road. This route serves two light rail stations and one transit center, and operators report a high number of Spanish-speaking LEP passengers.

Most commonly asked questions from LEP passengers include:

- How to travel to their destination
- Questions pertaining to fares
- Where their stop is

To assist in communicating with LEP passengers, a majority of RT operators choose to alert the LEP passenger(s) to their stop, use diagrams or maps to explain information, and point to the fare decal on the vehicle. Some operators reported positive results from asking other passengers for assistance with communication.

#### **Customer Service Representative (CSR) Survey:**

In addition to RT operator feedback, the RT Customer Service Representatives were also provided with an optional survey about the importance of RT's programs, activities and services to LEP persons.

Approximately 67% of the CSR's have at least weekly contact with an LEP passenger. During these telephone contacts, the most common languages they are asked to have translated include Russian, Spanish and Chinese.

#### **Language Interpretation Service:**

When translation is requested through the call-center, RT's Customer Service Representatives (CSRs) utilize a third-party telephone interpretation service called TeleLanguage. Through this service, the CSR's are able to provide route, fare and schedule information to LEP callers. The following provides detailed information about the contact frequency between LEP persons and RT.

Since June 2014, the CSR's have taken 482 calls using the TeleLanguage phone service. The following information is a breakdown of the total number of calls by language:

**Table D.3  
Language Line Use by Language**

Spanish - 295 calls	Portuguese - 3 calls
Russian - 51 calls	Korean - 3 calls
Mandarin - 50 calls	Amharic - 1 calls
Cantonese - 33 calls	Dari - 1 call
Vietnamese - 23 calls	Hebrew – 1 call
Arabic – 11 calls	Hmong – 1 call
Farsi – 5 calls	Karen – 1 call
Laotian – 3 calls	Urdu – 1 call

**Community Organization Outreach:**

RT conducted telephone interviews and in-person outreach sessions in 2014 with members of community organizations that serve LEP constituents. The agencies that were contacted and/or participated are involved in services including, but not limited to, translation and interpretation services, immigration services, refugee resettlement, foreign-language media, adult English as a second language classes, etc. Follow-up interviews were held with several of these organizations in 2016 and 2017 to update RT's plan.

Interviewees were asked about the LEP populations they serve, including languages spoken, trends in age, education and economic status, areas of familiarity, popular destinations and neighborhoods, as well as where the demand for public transit services exist. Participating agencies include:

*One World for Love and Peace:*

Provides referral and information services to Arab immigrants and refugees in Sacramento in terms of job search assistance, housing, health, legal, counseling, tutoring and translation services through different kinds of media, in partnership with local organizations.

*Opening Doors, Inc.:*

Empowers refugees, immigrants, human trafficking survivors from Mexico, Latin America, Iraq and Russia, and underserved Sacramento area residents by providing safe places, skills development, and connections to community resources, assisting clients to build financial and personal assets while maintaining their cultural identity and individual goals.

*Russian American Media:*

Organization for major multicultural community events regularly attended by many key business, community and political leaders, as well as thousands of children and young people; devoted to improving the prosperity of the Russian-speaking and other local ethnic communities.

*Slavic Community Center of Sacramento:*

Slavic social services and cultural orientation by providing Russian and Ukrainian individuals information on education options; immigration services; document preparation; financial and educational assistance and support; citizenship classes and applications; and translation and interpretation services.



*Southeast Asian Assistance Center:*

Mental health services provided to refugees, immigrant citizens, asylees, adults, elderly, families, and youth, such as interpretation to limited-English-speaking refugees and immigrants from Vietnam, Cambodia, China, Russia, Mexico and Latin America.

*California Hispanic Resource Council:*

Assists Hispanic, Russian, Chinese, Vietnamese and Hmong individuals with immigration issues, such as processing family Visa petitions, and handling status adjustment, citizenship, and other immigration matters.

*Asian Resources Inc.:*

Provides multiple social services for the Vietnamese, Chinese, Hispanic, African, Russian and Ukrainian communities, including job seeking assistance, vocational training, English-as-a-Second-Language classes, referrals to child care programs, translation, resources and referrals, and assistance with completing forms and applications for various programs.

*Crossings TV:*

Provides locally-oriented, produced and marketed multi-cultural programming and content in Russian, Chinese, Punjabi, Hindi, Vietnamese, Tagalog and Hmong, efficiently linking its targeted audiences and commercial, non-commercial and governmental entities.

From these interviews, staff was able to identify specific communities of the service area and match them to bus routes and rail stations to provide more focused outreach when and where it is needed. The interview results demonstrate how RT can customize our assistance approach for each LEP group by having identified the LEP groups and how frequently they come in contact with RT programs, activities and/or services.

**Language:****Notes:**

Spanish

Immigrants from Mexico and Latin America, and other Spanish speaking groups reside in many Sacramento area neighborhoods, including South Sacramento centered on Franklin Boulevard between 12<sup>th</sup> Avenue and 47<sup>th</sup> Avenue, Downtown Sacramento, Oak Park, Stockton Boulevard, North Highlands, Foothill Farms, El Camino, Natomas, Del Paso Heights and Northgate. Some members of the Spanish-speaking LEP population depend on RT services; however, many in this group are also able to, and choose to drive due to high fares, low frequency and insufficient service. The transit-dependent individuals in this LEP group, however, find RT's service and programs important, as they rely heavily on it for their transportation needs. RT's translated materials and outreach is known to be extremely beneficial for this group, and proves to increase awareness.

Chinese

Chinese-speaking populations include both Mandarin and Cantonese languages. A large number of Chinese-speaking LEPs reside in and around South Sacramento, near Stockton Boulevard, the Land Park area, and the Greenhaven-Pocket area. This group is generally comfortable using public transit, and

largely resides in areas with adequate transit service. Many are in frequent contact with RT's services and they appear to take advantage of translated materials provided by RT in order to ride the system, especially the younger generation, who has proven to do well with accessing information through social media channels.

**Russian**

The Russian community includes many older immigrants from the former Soviet Union, as well as a growing second generation population. Many Russian and Ukrainian-speaking neighborhoods are located near Greenback Lane, Auburn Boulevard, Antelope Road, Rancho Cordova, and North Highlands. The population is generally comfortable using transit and the older generation tends to be more dependent on public transit and more comfortable with traditional printed media rather than electronic communications.

**Vietnamese**

Sacramento's largest Vietnamese population is located in the "Little Saigon" community in South Sacramento. This community includes a two-mile stretch between Fruitridge Road and Florin Road on Stockton Boulevard and is home to hundreds of restaurants, stores, and salons. Much of the Vietnamese LEP population is dependent upon and comfortable using transit.

**Hmong**

The Hmong population in Sacramento County is among the highest in the country, along with the City of Fresno. A majority of the Hmong community is located in South Sacramento near or along Meadowview Road, Mack Road, and Detroit Boulevard. Susan B. Anthony Elementary School, which is located on Detroit Boulevard, is home to the only Hmong dual-language immersion program on the West Coast. Most of the Hmong community is considered low-income; therefore, RT services and programs are important to this community.

**Punjabi**

Although RT has not yet observed a great amount of contact with this population with respect to transit services, the Punjabi community in Sacramento County has reached the safe harbor provision of 5 percent, or 1,000 persons; therefore, Punjabi is now included in RT's LAP as a language in which vital documents are to be translated. Punjabi is spoken by individuals originating from an area in Northern India, and includes a group mostly known by their religion, called Sikh. Yuba City in nearby Sutter County, which is located along the Sacramento River in the Sacramento Valley, holds one of the largest Punjabi-American communities outside the Punjab state of India. This LEP population is predominantly located in the southern portion of Sacramento County, closer to the City of Elk Grove, with the Elk Grove Unified School District holding approximately 57 percent of the total student population. Outreach to this group, and contact from this group has been minimal, as most are located in an area where they may be utilizing transit in Elk Grove.

**FACTOR 4:**

*Evaluate the resources available to RT and overall cost to provide LEP assistance.*

RT's Fiscal Year 2017 budget totals \$162 million. RT's total budget for Marketing and Communications is \$2.4 million, including labor, materials, and expenses. Customer Service and Customer Advocacy (i.e., complaints) total another \$1.7 million in labor, materials, and expenses.

Language assistance impacts RT's budget in the following ways:

- Costs of translation into five languages
- Costs for live telephone interpretation services
- Costs for interpreters at Board meetings and hearings, when requested
- Additional printing costs for key documents
- Additional administrative and training costs
- Additional costs for outreach labor and materials for potentially impactful construction projects in LEP areas

Direct costs for written translation, telephone interpretation, and in-person interpretation for public meetings total \$41,000 over four years. Since 2014, RT staff has been providing key documents for customers in English and five additional languages:

- Spanish
- Chinese
- Vietnamese
- Russian
- Hmong

Written Chinese is considered readable for both Mandarin and Cantonese-speaking populations. Written Russian is also considered readable for both Russian-speaking and Ukrainian-speaking populations. Hmong lacks a written language; however, RT translates into a written version of the spoken language, using English letters and phonics.

Beginning with adoption of this updated Language Assistance Plan, RT will begin translating key documents into Punjabi.

Key documents include information on fares, fare changes, and service changes, as well as RT's Title VI notice, which is displayed in all vehicles. RT also produces flyers, mailings, and uses a variety of other methods to reach LEP populations for potentially impactful construction projects.

See RT's Public Participation Plan for details and examples of RT's public information offerings.

# **Appendix E**

## **Construction Projects**



# **Sacramento Valley Station**

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RESOLUTION NO. 16-06- 0058

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

June 13, 2016

**CERTIFYING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING AND REPORTING PLAN FOR THE SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT.**

WHEREAS, an Initial Study (IS) was prepared by and for the Sacramento Regional Transit District (RT) for the proposed Sacramento Valley Station Area Improvements (the Project) under the Guidelines of the State Secretary for Resources, (Title 14, California Code of Regulations, Section 15070); and

WHEREAS, the proposed loop track was included in RT's 2003 Adopted Locally Preferred Alternative and its 2008 Program EIR, as well as the 2009 City and Caltrans/FHWA Environmental Assessment for the Sacramento Intermodal Transportation Facility; and

WHEREAS, the IS was prepared to ascertain whether the Project would have a significant effect on the environment and to identify any project changes and/or mitigation measures to avoid or reduce any such impacts to a less than significant level; and

WHEREAS, the Initial Study identified less than significant impacts with mitigation for Biological Resources, Cultural resources and Noise; and

WHEREAS, RT consulted with and requested comments on the IS from Responsible Agencies and other federal, state and local agencies in compliance with California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the Initial Study, a Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were provided to the public and Responsible Agencies and other federal, state and local agencies in compliance with California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the County Clerk posted the proposed Mitigated Negative Declaration for 30 days from March 29, 2016 to April 28, 2016; and

WHEREAS, RT conducted a public hearing on the proposed Project to solicit public comments on April 25, 2016; and

WHEREAS, written comments were received from the following agencies and organizations:

- Judicial Council of California;
- Sacramento Superior Court;
- Sacramento County Sheriff's Department;
- Sacramento Municipal Utilities District;
- Sacramento Metropolitan Air Quality Management District;
- Central Valley Regional Water Quality Control Board;
- United Auburn Indian Community; and



WHEREAS, RT has responded to the comments received and made minor changes to the Mitigated Negative Declaration to address the issues in response to the comments received; and

WHEREAS, RT has identified steps during Final Design and/or construction of the Project to address concerns raised from the comments received.

THEREFORE, BE IT FURTHER RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the whole record:

- A. THAT, an Initial Study has been prepared pursuant to CEQA;
- B. THAT, the Initial Study identified less than significant impacts with mitigation on the environment from the proposed Project;
- C. THAT, the Initial Study identified mitigation measures which would avoid or mitigate the effects of the Project to a point where no significant impacts would occur;
- D. THAT, the Initial Study/Mitigated Negative Declaration incorporates mitigation measures in the Project which would avoid or mitigate the effects to a point where no significant impacts would occur;
- E. THAT, the Board certifies the Initial Study/Mitigated Negative Declaration has been completed and circulated in compliance with CEQA and is consistent with state and RT guidelines implementing CEQA;
- F. THAT, the Board has reviewed and considered the subject Initial Study, the proposed Mitigated Negative Declaration, all comments received during the public review period, as well as written and oral comments and other evidence presented by all persons, including members of the public and staff members, who appeared and addressed the Board;
- G. THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the proposed Project;
- H. THAT, the Board has reviewed and considered the Initial Study and the Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program, which reflects the Board's independent judgment;
- I. THAT, the Board finds that there is no substantial evidence in the record that the Project, as mitigated, will have a substantial effect on the environment. Mitigation measures for Biological Resources, Cultural Resources and Noise have been incorporated into the Project to reduce impacts to a less than significant level; and
- J. THAT, based on the evidence presented and the records and files herein, the Board determines that the Project will not have a significant effect on the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented.

RESOLVED FURTHER THAT, the Board approves and adopts a Mitigated Negative Declaration for the Sacramento Station Area Improvements Project, set out as Exhibits A, B and C, and incorporated herein by ~~Page 6 of 26~~ **Page 6 of 26**; and

RESOLVED FURTHER THAT, the Board approves and adopts a Mitigated Negative Declaration to include those mitigation measures prescribed in the Initial Study/Mitigated Negative Declaration for the Project, and the text changes presented in this Issue Paper and noted herein as the Errata Sheet, as a condition of the approval of the Project; and

RESOLVED FURTHER THAT, the Board approves the Project and directs staff to file a Notice of Determination within five working days of this approval; and

RESOLVED FURTHER THAT, the Board designates the Director, Long Range Planning, or his/her designee, located at 1400 29<sup>th</sup> Street, Sacramento, CA 95812, as the custodian of the records in this matter.



JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: Cindy Brooks  
Cindy Brooks, Assistant Secretary

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INITIAL STUDY

# Sacramento Valley Station Area Improvements Project

*Prepared for*

Sacramento Regional Transit District

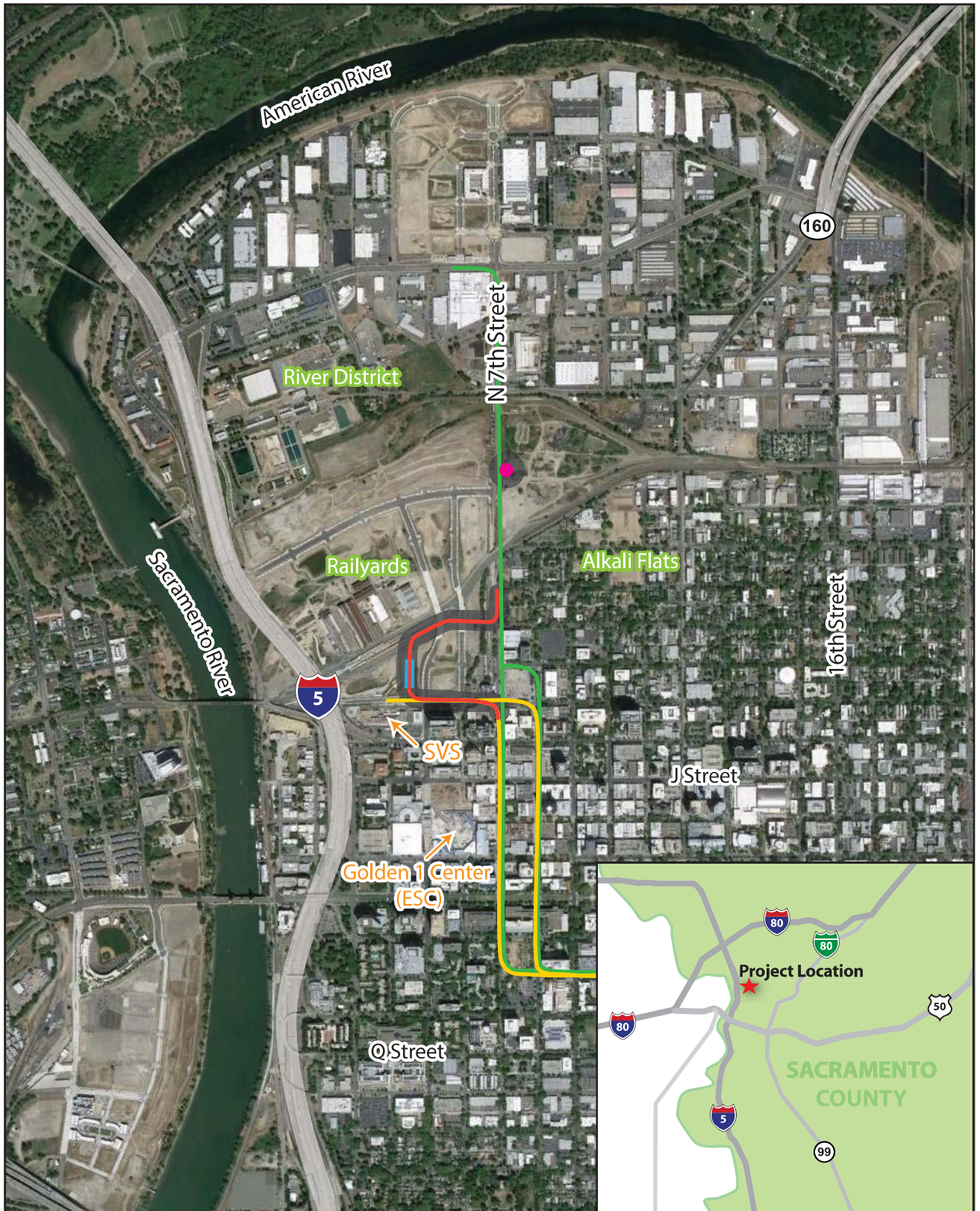
1400 29th Street  
Sacramento, CA 95816

March 2016



2485 Natomas Park Drive  
Suite 600  
Sacramento, CA 95833





Aerial Imagery courtesy of © Google Earth. Imagery Date: 06/17/2015

0 1,250 2,500  
Approximate scale in feet



LEGEND

- Railyards Station
- New Light Rail Tracks
- New Light Rail Station Platform
- Existing Light Rail Green Line
- Existing Light Rail Gold Line

**FIGURE 1**  
**Project Area**  
 Sacramento Valley Station Area Improvements Project  
 Sacramento Regional Transit District  
 Sacramento, CA

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## SECTION 2

# Project Description

## 2.1 Project Overview

The project includes the following elements that are evaluated in this IS:

- An approximately 0.5-mile-long, double-tracked, light rail transit loop, including track facilities to facilitate Gold Line trains turning back toward Folsom.
- An SVS Station along the transit loop tracks that would be oriented north–south and replace the existing Gold Line Station on H Street across from the Depot
- An electric bus charging station at existing RT bus berths on H Street
- A new Railyards Station on the east side of North 7th Street at Railyards Boulevard

## 2.2 Project Elements

### 2.2.1 Double-tracked Sacramento Valley Station Loop

Starting at 7th and H Streets, a second track would be constructed at grade, parallel to the existing single track, which is currently used for Gold Line service to the SVS. Between 6th Street and 7th Street, the new track would be constructed south of the existing track. Between 5th Street and 6th Street, the alignment would shift slightly to the north. West of 5th Street, the alignment would turn north into the relocated SVS station. North of the station the tracks would turn east into the proposed extension of F Street and cross under the new 5th and 6th Street overpasses to connect with the existing single track at 7th Street at F Street. The double-tracked SVS loop is shown on Figures 2-1a and 2-1b, with two station platform options described below. Engineering drawings showing the detailed plan view of the proposed alignments, with cross sections, are attached to this IS (see Appendixes A and B).

Track construction and use would be consistent with RT’s Light Rail Design Criteria, which includes technical criteria for horizontal and vertical alignments along straight sections and curves, subgrade and track structure requirements, provisions for safe operating speeds, and traction electrification standards. In the SVS area, all new tracks would be concrete embedded in the street or in the areas within the SVS. Required streetscape modifications, primarily along H Street and the future extension of F Street, would be finalized in collaboration with the City and adjacent property owners. The project would include signal modifications and traffic controls at street crossings and safety features for bicycles and pedestrians. A new pre-signal would be installed north of the 7th Street and F Street intersection to hold southbound traffic traveling on 7th Street, allowing Green Line trains to travel through the intersection.

The new track loop would include power poles with overhead contact system (OCS), similar to other light rail routes in Sacramento. The OCS used by RT in a downtown environment is a single electrical contact wire that can be used by light rail vehicles and by streetcars. On straight runs, OCS poles are placed approximately 100 to 150 feet apart. At the track curves, poles would be placed closer together and on either side of the curve. The OCS poles would be approximately 30 feet tall, with an overhead support structure approximately 14 feet wide, depending on the track spacing.

### 2.2.2 New Sacramento Valley Station Light Rail Station

In the section of the proposed loop where the proposed double tracks would be in a north–south orientation, RT would construct the SVS Station. In addition to serving the Green Line, the new station



## 4.13 Population and Housing

Would the project:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 4.13.1 Setting

The project area is located in the northwest portion of downtown Sacramento. The SVS area is characterized by transit uses that include Amtrak, light rail, and private and public bus services. Surrounding the SVS area are office, commercial, and high-density urban residential buildings. A substantial portion of the project site is undeveloped. Other than frontage improvements on the east side of North 7th Street, the Railyards Station site is undeveloped.

### 4.13.2 Impact Analysis

- a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

*NO IMPACT.* The project does not include the construction of new homes or businesses. The project would extend transit infrastructure into the SVS area and provide a station to serve future Railyards Specific Plan (City, 2007) development. In this manner, the project is supportive of the higher densities and mixed uses by providing access, mobility, and an alternative to cars, but would not be growth inducing. Therefore, there would be no impact.

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

*NO IMPACT.* The project would not result in the displacement of existing housing, and would not necessitate the construction of replacement housing elsewhere. Therefore, there would be no impact.

- c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

*NO IMPACT.* The project would not displace people; therefore, there would be no impact.

# **Downtown Riverfront Streetcar**

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# **Environmental Assessment/ Initial Study and Proposed Mitigated Negative Declaration**

## **Downtown Riverfront Streetcar Project**

May 2015

Prepared for:  
**Sacramento Area Council of Governments**  
1415 L Street, Suite 300  
Sacramento, California 95814

and

**U.S. Department of Transportation**  
**Federal Transit Administration**  
Region IX  
201 Mission Street, Suite 1650  
San Francisco, California 94105

Prepared by:  
URS Corporation  
2870 Gateway Oaks Drive, Suite 150  
Sacramento, California 95833-4308

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#### 4.14. Environmental Justice

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##### 4.14.1. Introduction to the Analysis

This section discusses environmental justice impacts that could result from the Project alternatives. The information in this section is based on the Environmental Justice Technical Memorandum prepared for the Project (URS, 2014c).

##### 4.14.2. Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the U.S. Department of Health and Human Services (HHS) poverty guidelines. For 2014, this was \$23,850 for a family of four. All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this Project. The FTA follows the Federal Highway Administration's (FHWA's) order for environmental justice matters related to transit projects. In this order, FHWA defines low-income and minority populations as follows:

- A *minority* is any person belonging to any of the following groups: Black, Hispanic, Asian (including Native Hawaiian or other Pacific Islander), or American Indian or Alaskan Native.
- A *low-income population* is any persons having a household or median income at or below the poverty thresholds defined by HHS.

Additional, laws, statutes, guidelines, and regulation that relate to environmental justice issues include the U.S. Department of Transportation Order 5610.2(a) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (USDOT, 2012)<sup>12</sup> and FTA Circular 4703.1 Environmental Justice Policy Guidance for FTA Recipients (FTA, 2012).<sup>13</sup>

##### 4.14.3. Affected Environment

The Project study area for the environmental justice analysis included a ¼-mile buffer around the proposed alignment and MSF sites. Minority and low-income populations in the Project study area were identified using data from the 2010 U.S. Census and the 2008-2012 American Community Survey 5-Year Estimates. Census data were collected at the census-tract level for race and ethnicity and income, and compared to data for the cities of West Sacramento and Sacramento as a reference.

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<sup>12</sup> U.S. Department of Transportation (USDOT), 2012. *Department of Transportation Updated Environmental Justice Order 5610.2(a)*. May 2, 2012. Accessed October 23, 2014.

<sup>13</sup> Federal Transit Administration (FTA), 2012. *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*. FTA Circular 4703.1. August 15, 2012. Accessed October 23, 2014.



Downtown/Riverfront Streetcar Project  
Affected Environment, Environmental Consequences,  
and Avoidance, Minimization, and/or Mitigation Measures

Based on the data collected, the Project study area has a total population of 51,895 residents, with a total minority population of 45.5 percent (compared to a total minority population of 52 percent for the City of West Sacramento, and 65 percent for the City of Sacramento). In the Project study area, there are six census tracts with total minority populations above 50% (census tracts 6, 7, 20, 21, 53.01 and 101.01), as depicted in Figure 4.14-1 Minority Population by Census Tract. Median household incomes in the 18 census tracts that intersect the Project study area range from \$12,222 to \$77,973. Low-income populations are identified when the median household income in a census tracts that intersects the Project study area is at or below \$35,775, or 150 percent of HHS 2014 poverty guideline for a family of four.<sup>14</sup> In the Project study area, there are seven census tracts with median household incomes below the low-income level (census tracts 6, 7, 11.01, 14, 20, 53.01 and 101.01), as depicted in Figure 4.14-2 Median Household Income by Census Tract.

There are five census tracts defined as low-income populations and defined as communities with total minority populations above 50% (Census Tract 6, 7, 20, 53.01 and 101.01), within these census tracts there are specific communities, described below, that are considered Environmental Justice communities. Census Tracts 6, 7 and 53.01 are comprised of the communities of Old Sacramento, Alkali Flat and Mission Flats located in the northwest portion of Downtown Sacramento, along the industrial corridor of the Southern Pacific Railyard. Census Tract 20 contains the community of Richmond Grove located between the downtown and I-80.<sup>15</sup> Census Tract 101.1 contains the City of West Sacramento's community of Broderick, located on the northeast portion of the city along the Southern Pacific railway.

#### 4.14.4. Environmental Effects

This section includes an analysis to determine if the Project would:

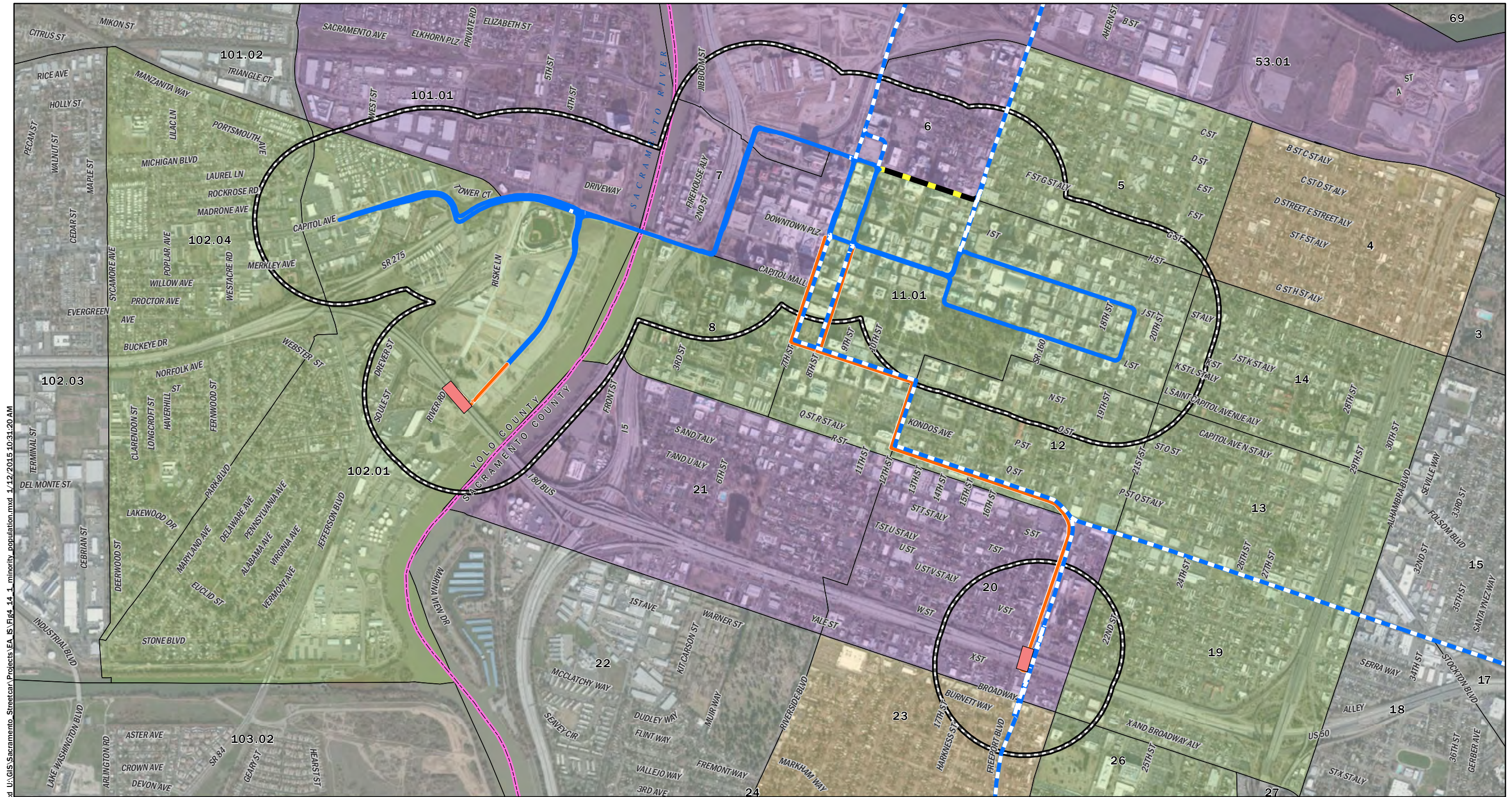
- Cause disproportionately high or adverse effects on any minority or low-income populations.

##### 4.14.4.1. No Action Alternative

The No Action Alternative would not change the existing condition of the Project study area, and would therefore have no adverse effect on environmental justice populations.

<sup>14</sup> FTA Circular 4703.1 suggests the use of a locally developed poverty threshold, such as that used for FTA's grant program, to identify a low-income person. The grant program defines a low-income person as an individual whose family income is at or below 150 percent of the HHS poverty guideline. The HHS "poverty guidelines" are issued each year and are a simplification of the "poverty thresholds" published by the U.S. Census Bureau. The HHS "poverty guidelines" are used for administrative purposes by federal agencies to determine, for example, financial eligibility for certain federal programs (HHS, 2014).

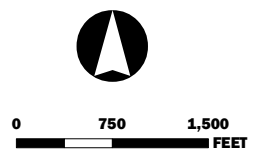
<sup>15</sup> City of Sacramento, 2009. 2030 General Plan: Part 3 - Community Plan Areas and Special Study Areas. March 3, 2009. Accessed October 23, 2014.



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Source: United States Census Bureau American Fact Finder, 2012 American Community Survey (U.S. Census Bureau, 2012); Basemap Imagery, NAIP, 2012.

- |                              |                                |  |
|------------------------------|--------------------------------|--|
| Proposed Streetcar Alignment | 1/4-Mile Buffer                | <b>Total Minority Population By Census Tract</b> |
| Existing Light Rail Route    | Potential Maintenance Facility | 10%-30%  |
| H Street LRT Relocation      |                                | 30%-50%  |
| Maintenance Facility Access  |                                | 50%-70%  |



**TOTAL MINORITY POPULATION BY CENSUS TRACT**

January 2015  
27560983

Downtown/Riverfront Streetcar Project  
Sacramento & West Sacramento

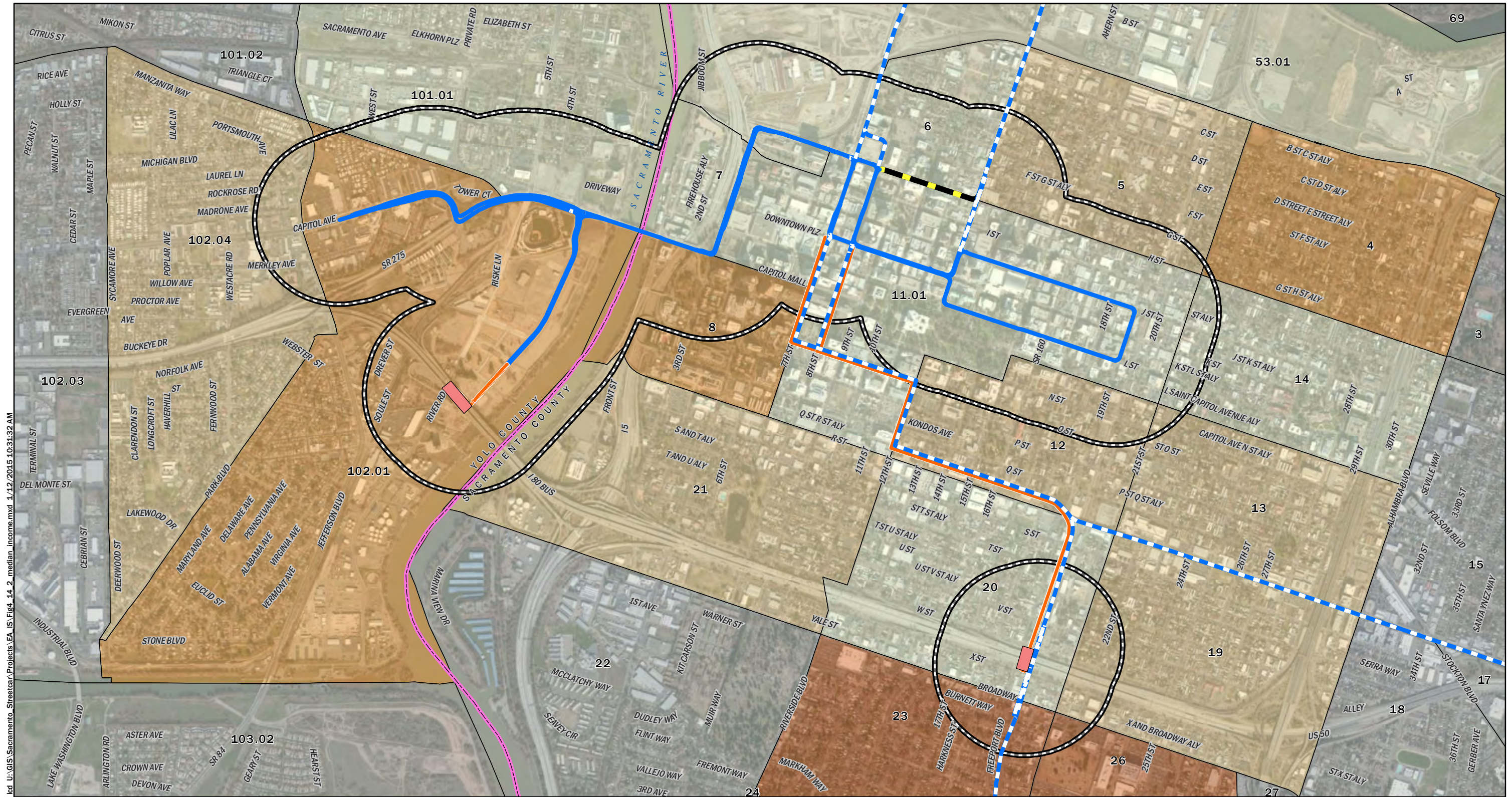


**FIGURE 4.14-1**





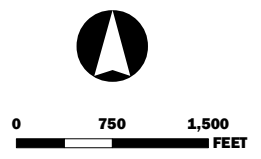
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I:\GIS\Sacramento\_Streetcar\Projects\EA\_IS\Fig4\_14\_2\_median\_income.mxd 1/12/2015 10:31:32 AM

Source: United States Census Bureau American Fact Finder, 2012 American Community Survey (U.S. Census Bureau, 2012); Basemap Imagery, NAIP, 2012.

Proposed Streetcar Alignment	1/4-Mile Buffer	<b>Median Household Income By Census Tract</b>
Existing Light Rail Route	Potential Maintenance Facility	0-\$35,775 (150% of HSS 2014 poverty guidelines for a family of four)
H Street LRT Relocation		\$35,775-\$45,000
Maintenance Facility Access		\$45,000-\$60,000
		\$60,000 and above



**MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT**

January 2015  
27560983  
Downtown/Riverfront Streetcar Project  
Sacramento & West Sacramento



**FIGURE 4.14-2**



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#### **4.14.4.2. Action Alternative**

Project improvements and operation of the Project would enhance the physical environment and would not cause substantial changes in aesthetics and visual quality, air quality, traffic, safety, physically divide existing neighborhoods, or affect neighborhood character (see Section 4.1, Aesthetics and Visual Quality; Section 4.2, Air Quality and Greenhouse Gas Emissions; Section 4.9, Land Use and Planning; and Section 4.13, Transportation, respectively).

Operational-related effects and benefits associated with the Project would affect all populations equally along the proposed alignment. Project benefits include enhanced mobility due to the new transit service, a potential reduction of traffic congestion, and a potential improvement in air quality. The effects on all of the identified environmental justice populations would not exceed those borne by non-environmental justice populations in the Project study area. Furthermore, measures to minimize harm incorporated into the Project (as described in Section 4.3, Biological Resources; Section 4.4, Historic Architectural, Archaeological, and Paleontological Resources; Section 4.7, Hazards and Hazardous Materials; and Section 4.10 Noise and Vibration) would lessen the potential adverse effects of the Project. Therefore, the Project would not cause disproportionately high or adverse effects on any minority or low-income populations. No adverse effects on environmental justice communities would occur as a result of the streetcar alignment.

Operational-related effects and benefits associated with either of the MSF options would similarly affect populations in the Project study area. The area surrounding the Sacramento MSF option contains census tracts with a median household income ranging from \$31,604 to more than \$60,000; and the area surrounding the West Sacramento MSF option contains census tracts with a median household income ranging from \$37,178 to more than \$50,000. Although the Sacramento MSF projects area is situated in proximity to the Environmental Justice community of Richmond Grove, it also within or in close proximity to the non-Environmental Justice communities of Poverty Ridge and Land Park. The area surrounding the Sacramento MSF option area contains census tracts with minority populations of 60.9 percent, 42.2 percent, 34.9 percent, and 23.5 percent for census tracts 20 (Richmond Grove), 29, 23 and 26, respectively; and the area surrounding the West Sacramento MSF option contains census tracts with minority populations of 38.5 percent for census tract 102.1 and 64.6 percent for census tract 21 (URS, 2014c). The effects on all of the identified environmental justice populations from the MSF options would not exceed those borne by non-environmental justice populations in the Project study area. Furthermore, as described above, measures to minimize harm incorporated into the Project would lessen the potentially adverse effects of the MSFs. Therefore, the Project would not cause disproportionately high or adverse effects on any minority or low-income populations. No adverse effects on environmental justice communities would occur as a result of the MSFs.

No minority or low-income populations have been identified that would be disproportionately adversely affected by the Project as determined above. Therefore, this Project is not subject to the provisions of Executive Order 12898.



---

#### 4.14.5. Construction Effects

Construction of the alignment, stations, street improvements/repairs, and traction power facilities would occur in the existing public right-of-way. Construction activities would occur over a relatively short time because the Project would be constructed in three-block segments that would take approximately 3 weeks each. Temporary effects may occur from construction equipment air emissions, temporary detours, and noise and vibration. However, these temporary effects would be minimized due to compliance with all construction-related regulations.

Short-term/temporary impacts associated with construction of the alignment, stations, street improvements/repairs, and traction power facilities for the Project would affect all populations equally in the Project area. The majority of construction will occur with the public rights-of-way; however construction will require the temporary loss of parking spaces and the use temporary construction easements or encroachments for work on the MSF, construction of track/facilities on or across State highway infrastructure or right-of-way and for traction power substation(s). The construction-related effects on all of the identified environmental justice populations would not exceed those borne by non-environmental justice populations in the Project area. Therefore, the construction of the Project would not cause disproportionately high or adverse effects on any minority or low-income populations. No disproportionately adverse effect on environmental justice communities would occur as a result of construction the alignment, stations, street improvements/repairs, and traction power facilities.

Construction of the Sacramento MSF Option or West Sacramento MSF option would both occur beneath the Business 80/Highway 50 elevated freeway, an existing transportation corridor. Construction activities would occur over a relatively short time, and temporary effects may occur from construction equipment air emissions, temporary detours, and noise and vibration. However, these temporary effects would be minimized due to compliance with all construction-related regulations. The construction-related effects on all of the identified environmental justice populations would not exceed those borne by non-environmental justice populations in the Project area of the MSFs. Therefore, the construction of either MSF option would not cause disproportionately high or adverse effects on any minority or low-income populations. No disproportionately adverse effect on environmental justice communities would occur as a result of construction the MSFs.

#### 4.14.6. Measures to Minimize Harm

Avoidance, minimization, and/or mitigation measures are described in the appropriate sections of the EA. No additional measures are required.

#### 4.14.7. Cumulative Effects

The Project would not result in physical changes in development or development patterns in the Project area. The Project, in conjunction with future projects in Downtown Sacramento and West Sacramento's redevelopment area, would result in improvements in community character and cohesion through improvements in community access along the proposed alignment. No disproportionately adverse cumulative effect on environmental justice communities would occur.

# **Appendix F**

## **Demographic Ridership Data**





# Connect Card Transit Surveys 2013

## SACOG

- Regional Transit
- El Dorado Transit
- e-tran
- Folsom Stage Line
- Roseville Transit
- Yolobus
- Yuba Sutter Transit



## FINAL REPORT December 2013



## Excerpts for Regional Transit Title VI Program Update 2017-2020





Title VI Program Update 2014  
Appendix F - Demographic Ridership Data

<b>Poverty Level Analysis for RT Bus, Rail &amp; Total</b>			
Poverty level income estimate - uses mid point in income ranges from Q20	RT Bus	RT Rail	All RT respondents
Poverty: Less than \$10,000, any household size, one or more persons	39.0%	34.0%	37.0%
Poverty: \$10 to \$14,999 (mid point \$12,500) & HH size 2 or more persons	12.0%	11.0%	11.0%
Poverty: \$15 to \$24,999 (mid point \$20,000) & HH includes 4 or more persons	5.0%	3.0%	4.0%
Poverty: \$25-\$34,999 (mid point \$30,000) & HH includes 6 or more persons	1.0%	1.0%	1.0%
Poverty: \$35,000 to \$44,999 (mid point \$40,000) & HH includes 9 or more persons	0.0%	0.0%	0.0%
Above poverty: \$10 to \$14,999 (midpoint \$12,500) & HH includes only one person	2.0%	2.0%	2.0%
Above poverty: \$15-\$24,999 (mid point \$20,000) & HH includes 3 or fewer persons	7.0%	5.0%	6.0%
Above poverty: \$25-\$34,999 (mid point \$30,000) & HH includes 5 or fewer persons	9.0%	9.0%	9.0%
Above poverty: \$35-\$44,999 (mid point \$40,000), & HH includes fewer than 9 persons	7.0%	6.0%	7.0%
Above poverty: \$45-\$54,999 (mid point \$50,000), no HH size criterion	6.0%	6.0%	6.0%
Above poverty: \$55-\$74,999 (mid point \$65,000), no HH size criterion	6.0%	8.0%	7.0%
Above poverty: \$75-\$99,999 (mid point \$87,500), no HH size criterion	3.0%	6.0%	4.0%
Above poverty: \$100,000 or more, no HH size criterion	3.0%	10.0%	6.0%
<b>Total percent below poverty level income</b>	<b>57.0%</b>	<b>49.0%</b>	<b>53.0%</b>
<b>Total percent above poverty level income</b>	<b>43.0%</b>	<b>52.0%</b>	<b>47.0%</b>

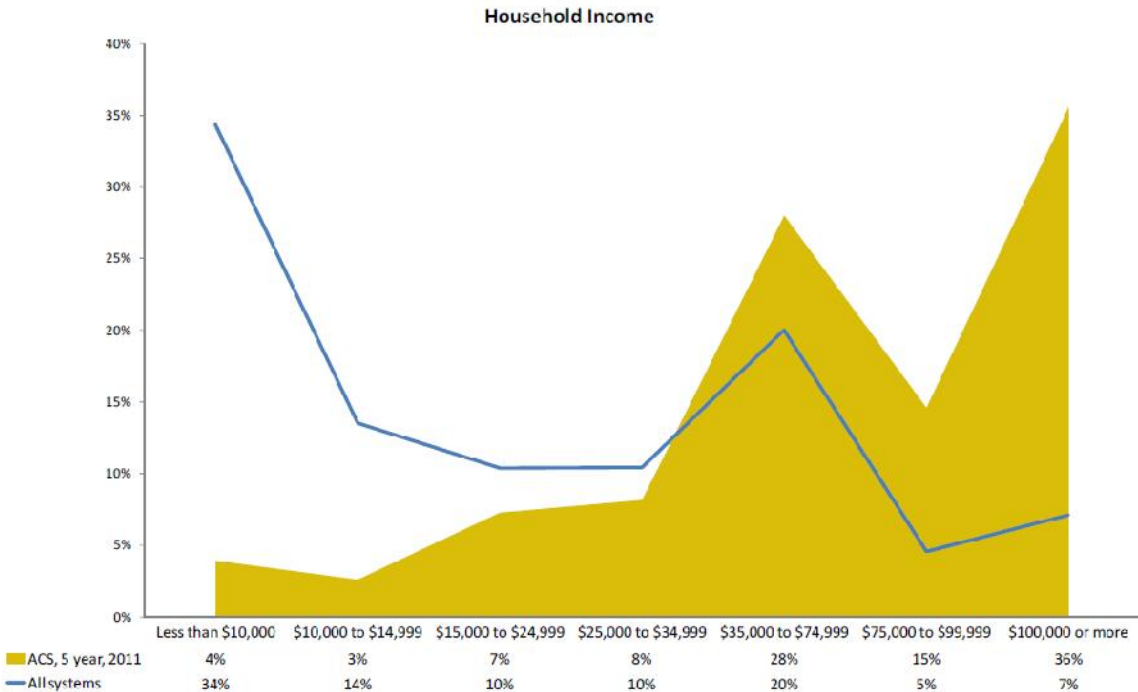
## Estimation of Poverty Levels

When computing poverty level for the purposes of federal programs, both household size and income are taken into account. For practical reasons, in the ridership survey, the level of income was asked within ranges rather than as an absolute amount. For this reason, the delineations in the table above are approximate, based on midpoints of income ranges.

The five categories at the top of the chart in dark yellow represent riders in households at or below the poverty level. The categories shown in orange represent riders in households above the poverty level. The percentages are shown for each mode surveyed and for the weighted total of RT's system.



**Figure 39 Rider Income Compared to Regional Population**



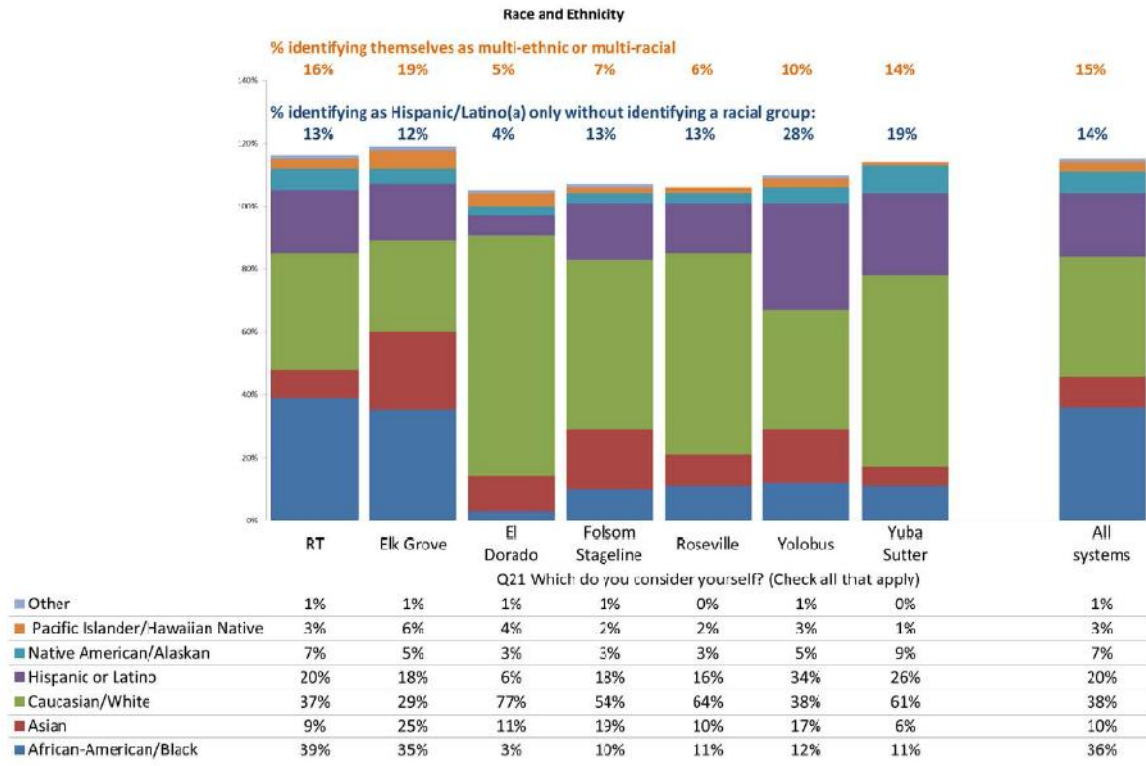
**Rider Income Compared to Population**

The chart above graphically compares the income distribution of all transit riders in the Sacramento region to that of the overall population. Clearly, the transit ridership includes a disproportionate number of persons with lower incomes, particularly under \$25,000.



Title VI Program Update 2014  
Appendix F - Demographic Ridership Data

**Figure 43 Self-Identification with an Ethnic/Racial Group**



**Self Identification with an Ethnic/Racial Group**

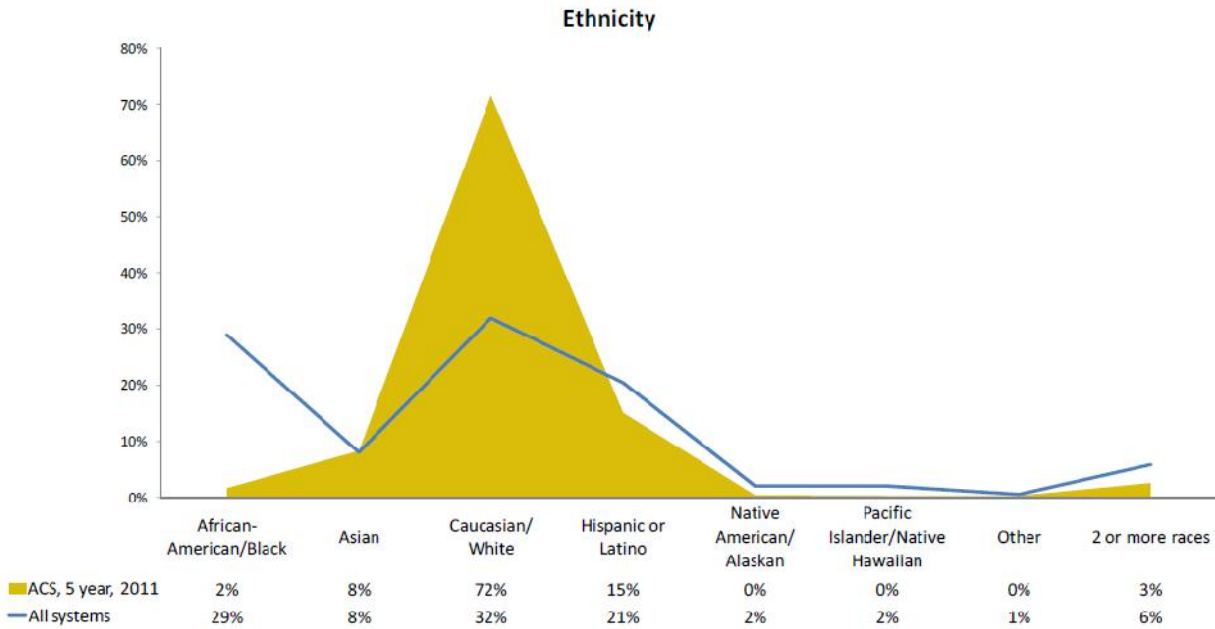
Respondents were asked with which ethnic and/or racial group they identify. The ethnic/racial makeup of the ridership varies significantly between systems. Yolobus has the highest percentage of riders who identify themselves as Hispanic (34%) while RT has the largest African-American/Black ridership (39%).

Respondents were asked to indicate all categories that apply to them. Many selected multiple categories, with the result that the columns in Figure 43 above exceed 100%. At the top of each column in an orange font is the percent by which the column total exceeds 100%. That is the total of those who identify with more than one racial or cultural group. The total percentages vary because the total identifying as bi-racial or bi-cultural differs from system to system.

Although persons of Hispanic culture may be of many different races, some chose to identify themselves only as Hispanic. Thus, for example, among RT riders 20% identified themselves as Hispanic or Latino. Within that 20%, 13% identified themselves only as Hispanic and indicated no other category. Overall among RT riders, a total of 16% identified with *more than one* racial or ethnic group.



**Figure 44 Ethnicity of Riders and Population**



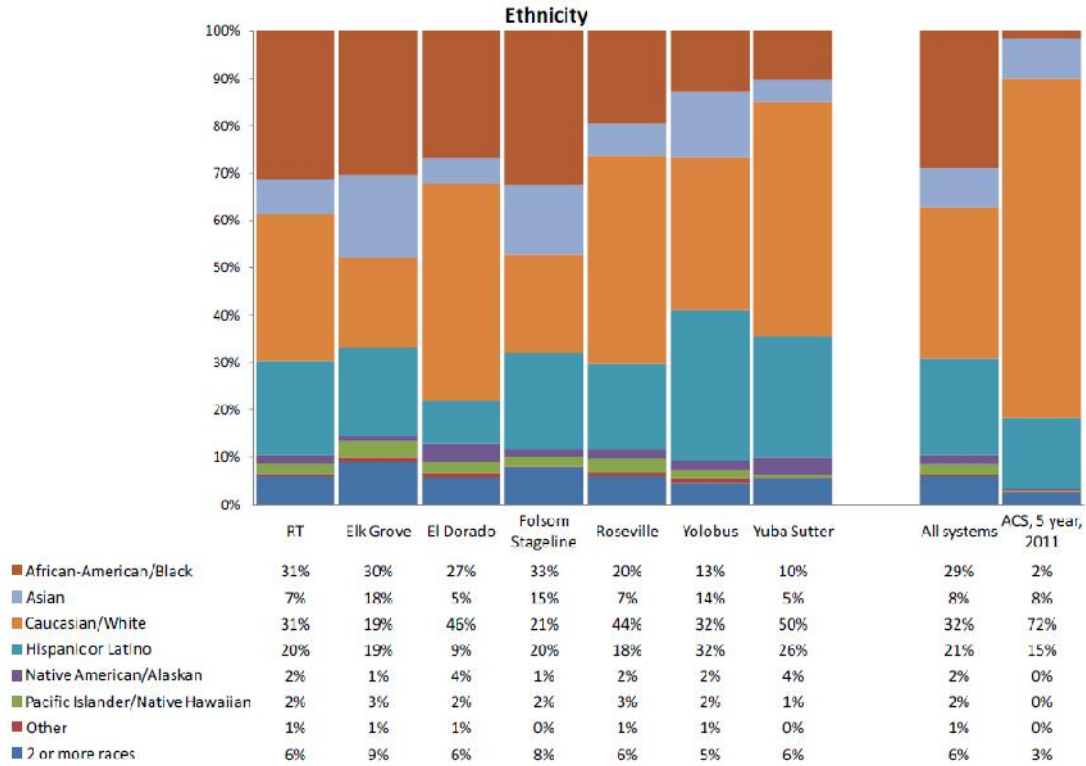
**Ethnicity of Riders Compared to Population**

The chart above compares the ethnic distribution of riders (self-identified) compared to that of the population based on the American Community Survey data. The most notable difference is the much higher proportion of African-Americans/Blacks among the transit ridership, and a somewhat higher proportion of Hispanics/Latinos.



Title VI Program Update 2014  
Appendix F - Demographic Ridership Data

**Figure 45 Ethnicity of Riders by System and Population**

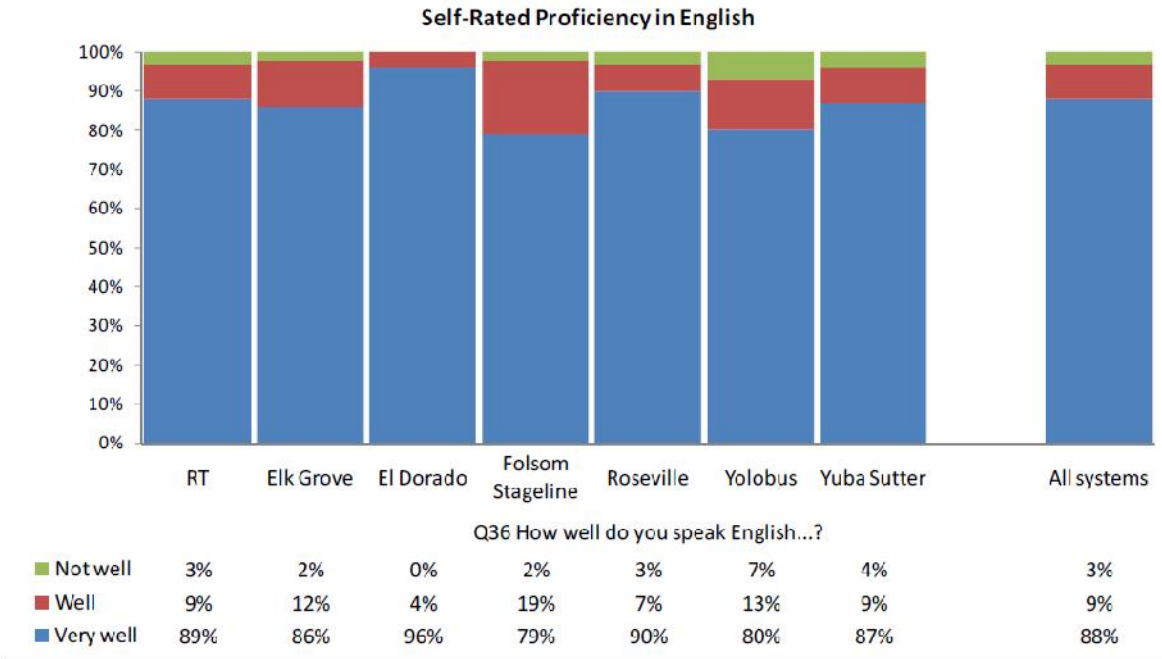


**Ethnicity of Riders by System Compared to Population**

The chart above repeats the ethnic distribution for each transit system with a comparison to the regional population distribution, demonstrating the significant variations between systems.



**Figure 46 English Proficiency (self-rated)**



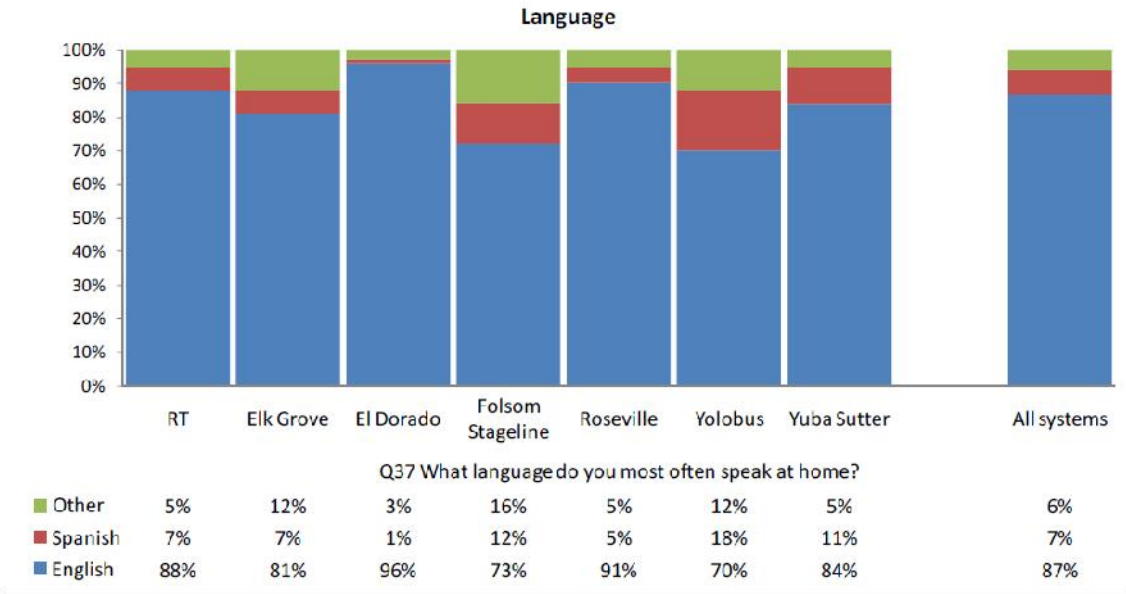
**English Proficiency (self-rated)**

Given the diversity of the Sacramento region’s population and the FTA’s Title VI requirements, it is important to have some idea of how well people speak English and how many speak a language other than English at home. A question asked by the Census, and suggested by the FTA, asks respondents how well they speak English, with the options being very well, well, and not well. (On non-English versions of the questionnaire, they also had the option of not at all).

Among riders of all systems in the Sacramento Region, 88% report that they speak English “very well,” while 9% say that they speak it only “well,” and 3% “not well.” As with other demographic characteristics, this tendency varies somewhat among systems. The greatest challenges in terms of having to provide information in languages other than English appears to occur among the Folsom Stage Line and YoloBus riderships. In terms of sheer numbers, however, RT would seem to present a greater challenge -- with 3% indicating that they speak English not well and another 9% indicating they speak it only well but not very well.



**Figure 47 Language Usually Spoken at Home**



**Language Usually Spoken at Home**

When asked what language they usually speak at home, 87% indicate that they speak English, 7% say they speak Spanish, and 6% say they speak a language other than either English or Spanish. Again, this tendency varies among the systems. Folsom Stage Line and YoloBus have the highest incidence of languages other than English being spoken at home, with a total of 28% at Folsom Stage Line and 30% at YoloBus.



Title VI Program Update 2014  
Appendix F - Demographic Ridership Data

# Other Languages Spoken at Home

(As a percent of “Other”)

Chinese	13.90%	Urdu/Punjabi	0.64%	Creole	0.29%
Hmong	11.55%	Fijian	0.62%	Swedish	0.27%
Tagalog	7.34%	Bengali	0.59%	Castellano	0.22%
Russian	6.54%	African	0.57%	Croatian	0.22%
Vietnamese	4.54%	Telugu	0.55%	French/ Arabic	0.20%
American Sign Language	4.10%	Tongan	0.54%	Swahili	0.19%
French	3.61%	Icelandic	0.52%	Indian	0.18%
Filipino	3.23%	Laotian	0.52%	Romanian	0.18%
Hindi	2.98%	Norwegian	0.52%	Greek	0.15%
Arabic	2.94%	Spanglish	0.49%	Indonesian	0.15%
English/Spanish	2.51%	Thai	0.40%	Punjabi/Hindi	0.15%
Japanese	2.50%	Urdu	0.39%	Italian And Japanese	0.13%
Punjabi	2.32%	Jamaican	0.38%	Mongolian	0.13%
Korean	2.07%	Armenian	0.37%	Nahuatl	0.13%
German	2.01%	Persian	0.37%	Samoa/English	0.13%
Cantonese	1.65%	Khmer	0.35%	E Nepalese	0.12%
Nepal	1.41%	Philippine	0.34%	Farsi/Hebrew	0.12%
Italian	1.39%	Ukrainian	0.33%	French/ Chinese	0.12%
Iu Mien	1.35%	American/ German/ Greek/ Italian	0.32%	Sila	0.12%
Amharic	1.18%	Bahasa	0.32%	Tagalog/ Italian	0.12%
Farsi	1.17%	French/Cantonese/Mandarin/Dutch	0.32%	Tongan/Other Pacific Islander	0.12%
Mandarin	1.09%	Gujarati	0.32%	Bisaya	0.10%
Portuguese	1.04%	Russian/Norwegian	0.32%	Cherokee	0.10%
Dutch	0.79%	Samoan/Tongan	0.32%	Chinese/ Asian/ African/ Japanese	0.10%
Tamil	0.65%	Syriac	0.32%	Latvian	0.10%

## Other Languages Spoken at Home

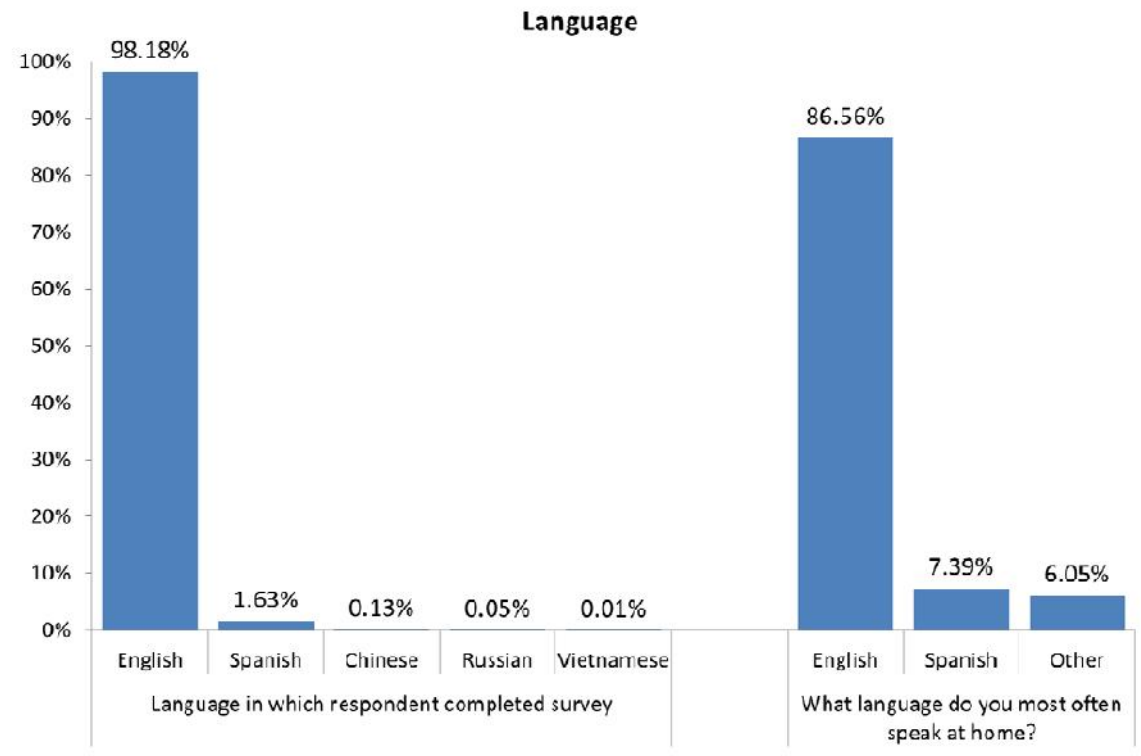
With 6% of all riders in the region indicating that they speak languages other than English at home, it was important to understand what other languages are spoken. The top two languages other than English and Spanish are Chinese at 16.64% (13.90% with no dialect specified, 1.09% Mandarin, and 1.65% Cantonese) and Hmong at 11.55%. A perusal of the total list of other languages spoken certainly suggests that Asian languages dominate.

To keep these numbers in perspective, the reader should keep in mind that the percentages are based on the relatively small proportion (6%) of the total regional ridership that speak a language other than English or Spanish in the home. Thus, those who speak Chinese at home, for example, would total about 1% of the total ridership.





**Figure 49 Language Spoken at Home and Used to Complete the Survey**



### Comparison of Language Spoken at Home and Language Used to Complete the Survey

The survey was offered in a number of languages besides English and Spanish. Although the survey staff was not multilingual, each had a handheld poster indicating that the questionnaire was available in Chinese, Russian, and Vietnamese. This was shown to non-English/Spanish speaking riders. If literate in their language, riders could point to their language and be given the correct version of the questionnaire.

Overall, 98% of those who completed a survey completed it in English. Although, as we saw in Figure 43, 20% of the riders identified themselves as Hispanic, less than 2% responded using the Spanish language version of the questionnaire. Similarly, although 1% of the total sample indicated that they speak Chinese at home, only .13% completed the Chinese version of the questionnaire. Similar discrepancies occur with those who completed the Russian and Vietnamese versions.

These tendencies suggest a high degree of language assimilation among these populations.

# **Appendix G**

## **Service Monitoring Report**

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# **Title VI Service Monitoring Report**

March 24, 2017





## Purpose and Requirements

- Required once every three years by FTA as part of RT's Title VI civil rights program
- RT must evaluate all fixed-route modes against six mandatory service standards
- Analysis identifies potential disparate impacts to minority populations or disproportionate burdens to low-income populations
- RT must choose a representative sample of routes
- RT's Service Standards recommend including all routes, except for contract service, supplemental service, special event service, demonstration projects, etc.
- RT Board is required to review and approve findings
- If disparate impacts exist, RT is required to take corrective action to remedy the disparities to the greatest extent possible

## Summary of 2017 Findings

Passenger Loading	all routes meet standards
Productivity	several bus routes below standard, but no pattern of discrimination
On-Time Performance	several bus routes below standard, but no pattern of discrimination
Coverage	meets standards
Vehicle Assignment	meets standards
Amenities	five benches are needed at bus stops in minority areas



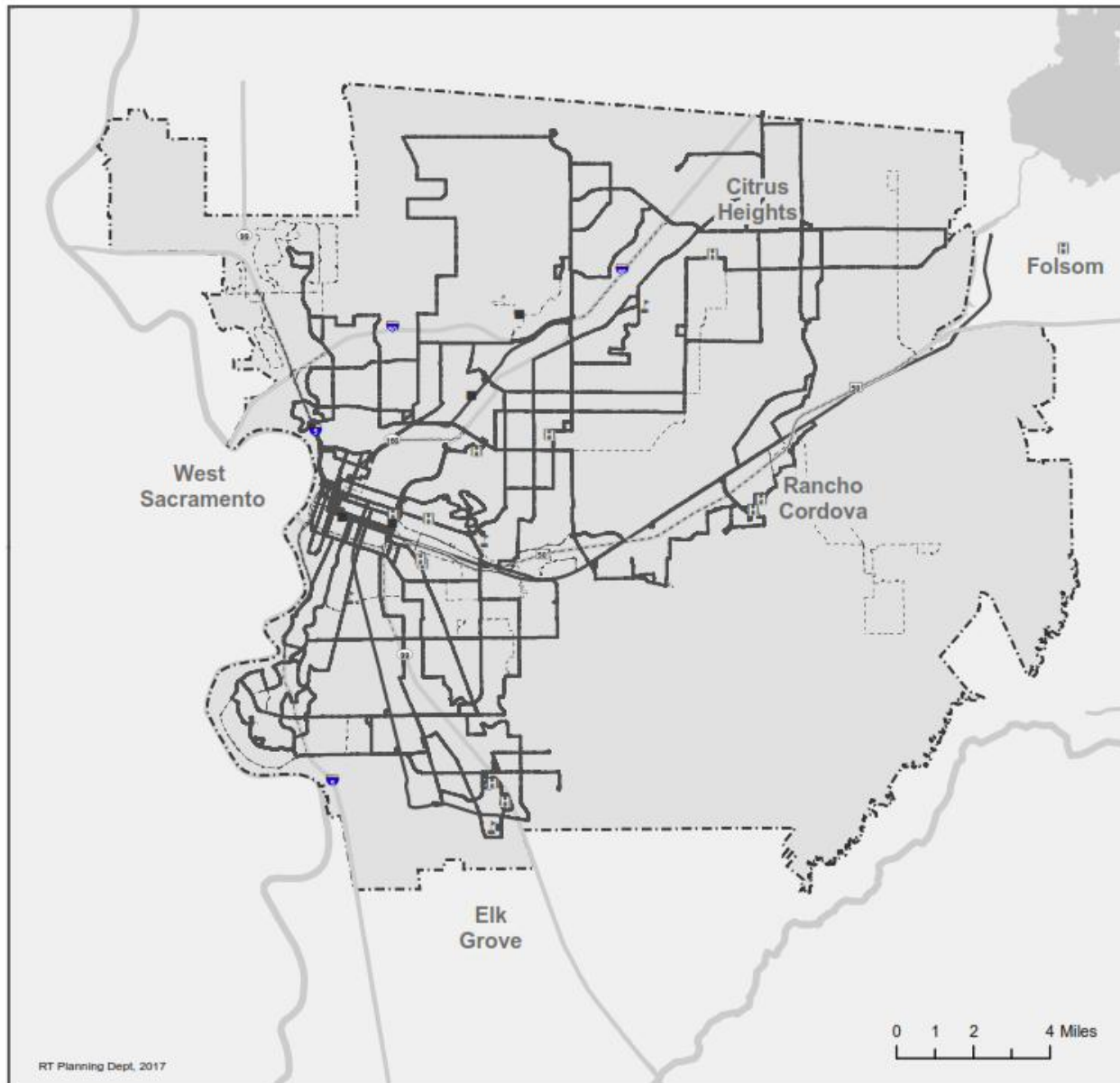
## Corrective Action

- Where ADA and other siting rules allow, RT's Facilities Department will install non-ad-supported benches to correct this deficiency
- Transfer of five benches to minority areas would correct disparity
- Eligible bench sites limited by ADA and property owners
- Goal: Install five benches in minority areas over next year

## Definitions







- FTA's service monitoring process focuses on "minority routes"
- 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.
- FTA defines a minority area as an area where the percent of minority residents exceeds the average for RT's service area
- FTA defines a "minority route" as a route where more than 1/3 of the route's miles go through a minority area. 26 of 47 bus routes are minority routes
- RT voluntarily follows same process for low-income routes
- 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.





**Regional Transit**

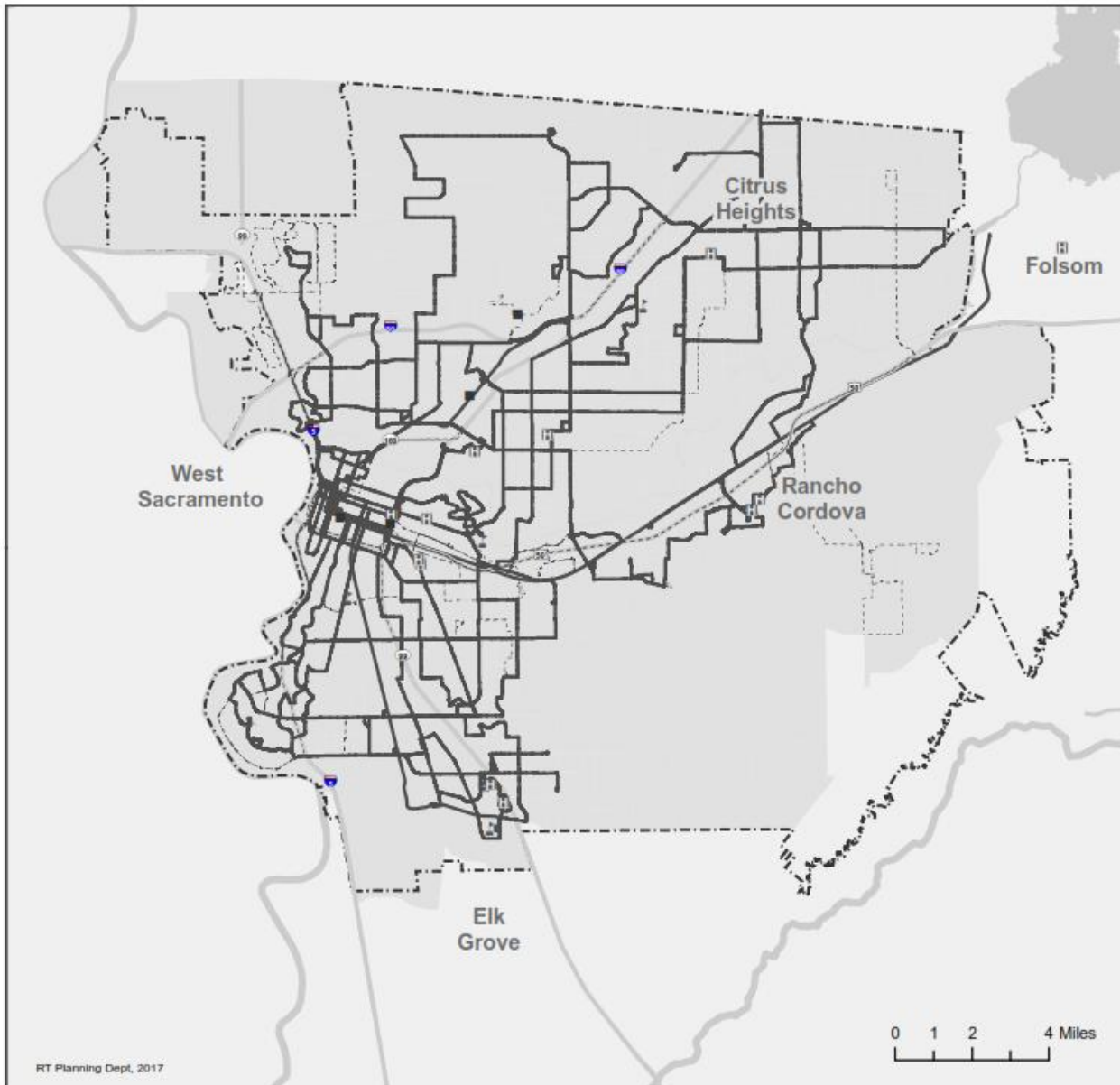
**Service Area**

-  Service Area per PUC
-  Regular Routes
-  Peak Routes
-  Hospitals
-  College/University
-  RT Facility

Service Area = 367 sq mi

Description:  
 City of Sacramento  
 City of Rancho Cordova  
 Sacramento County urban services area  
 Per Calif. Public Utilities Code 102052.5.








Includes City of Citrus Heights, per MOA  
 Excludes Rancho Murieta, per MOA



**Regional Transit**

**Service Area**

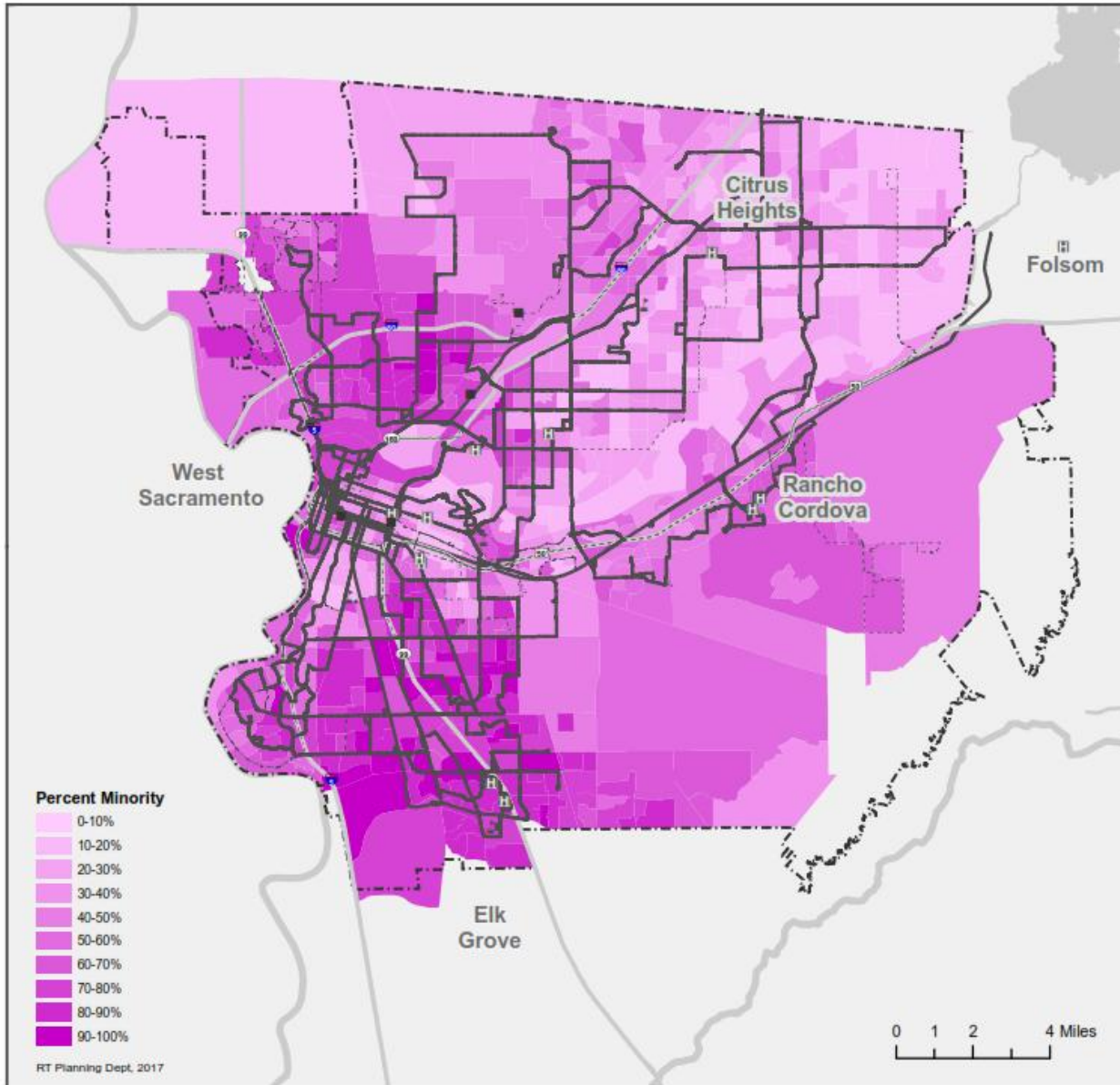
Census Block Groups

-  Service Area per PUC
-  Census Block Groups
-  Regular Routes
-  Peak Routes
-  Hospitals
-  College/University
-  RT Facility

Service Area = 336 sq mi\*  
Population = 1,176,865

Description:  
Approximation of district boundaries using  
U.S. Census block groups

Source: U.S. Census Bureau, Amer. Community Survey  
ACS 2015, 5-year dataset



## Regional Transit

### Percent Minority

Within RT's Service Area \*

- Service Area per PUC
- Regular Routes
- Peak Routes
- Hospitals
- College/University
- RT Facility

Service Area = 336 sq mi\*  
 Population = 1,176,865  
 Minority Population = 626,138 (53.2%)

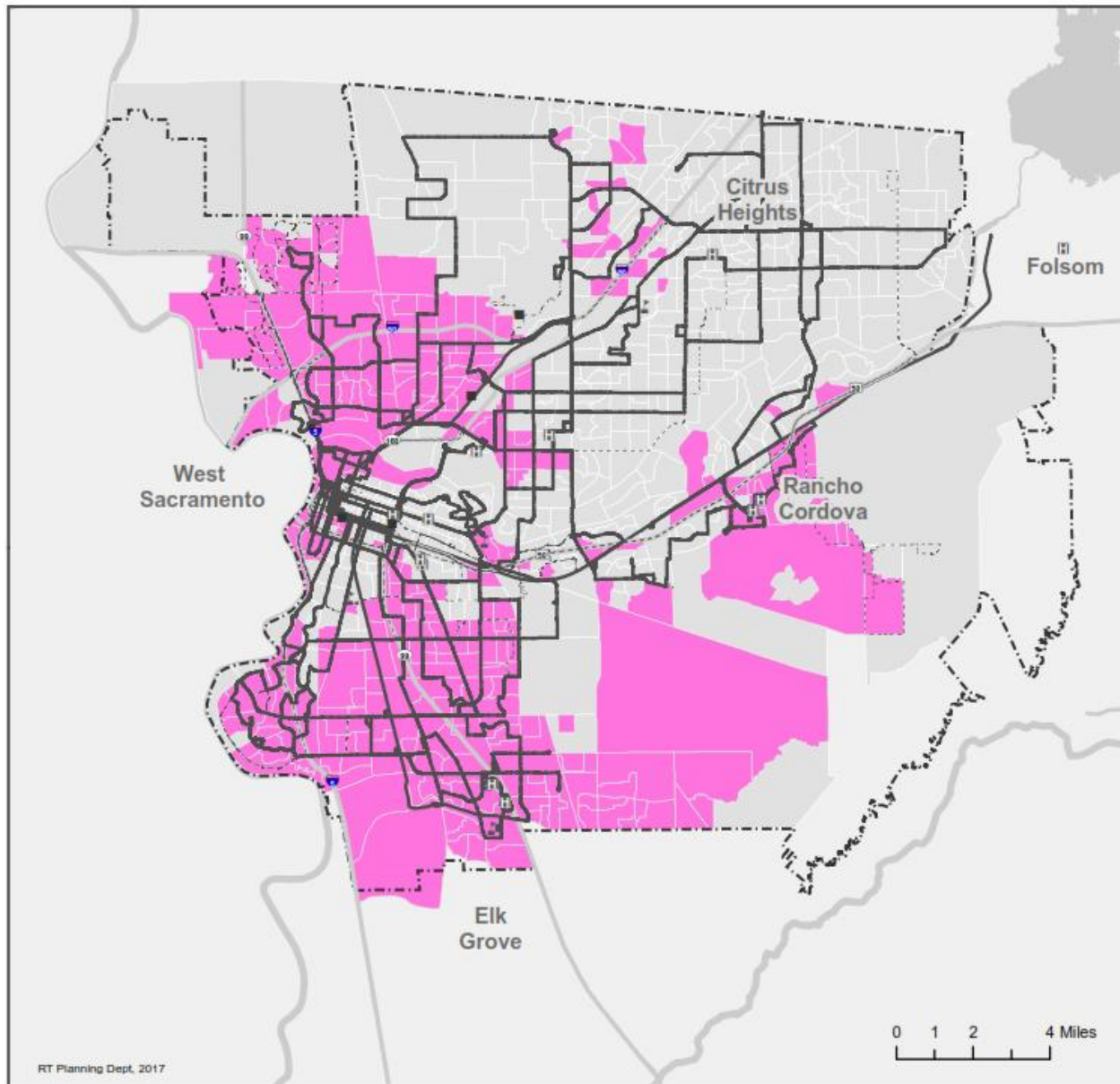
\* Approximation of district boundaries using U.S. Census Bureau block groups

- Percent Minority**
- 0-10%
  - 10-20%
  - 20-30%
  - 30-40%
  - 40-50%
  - 50-60%
  - 60-70%
  - 70-80%
  - 80-90%
  - 90-100%

RT Planning Dept, 2017

0 1 2 4 Miles








Source: U.S. Census Bureau, Amer. Community Survey ACS 2010, 5-year dataset



**Regional Transit**

**Minority Areas**

Within RT's Service Area \*

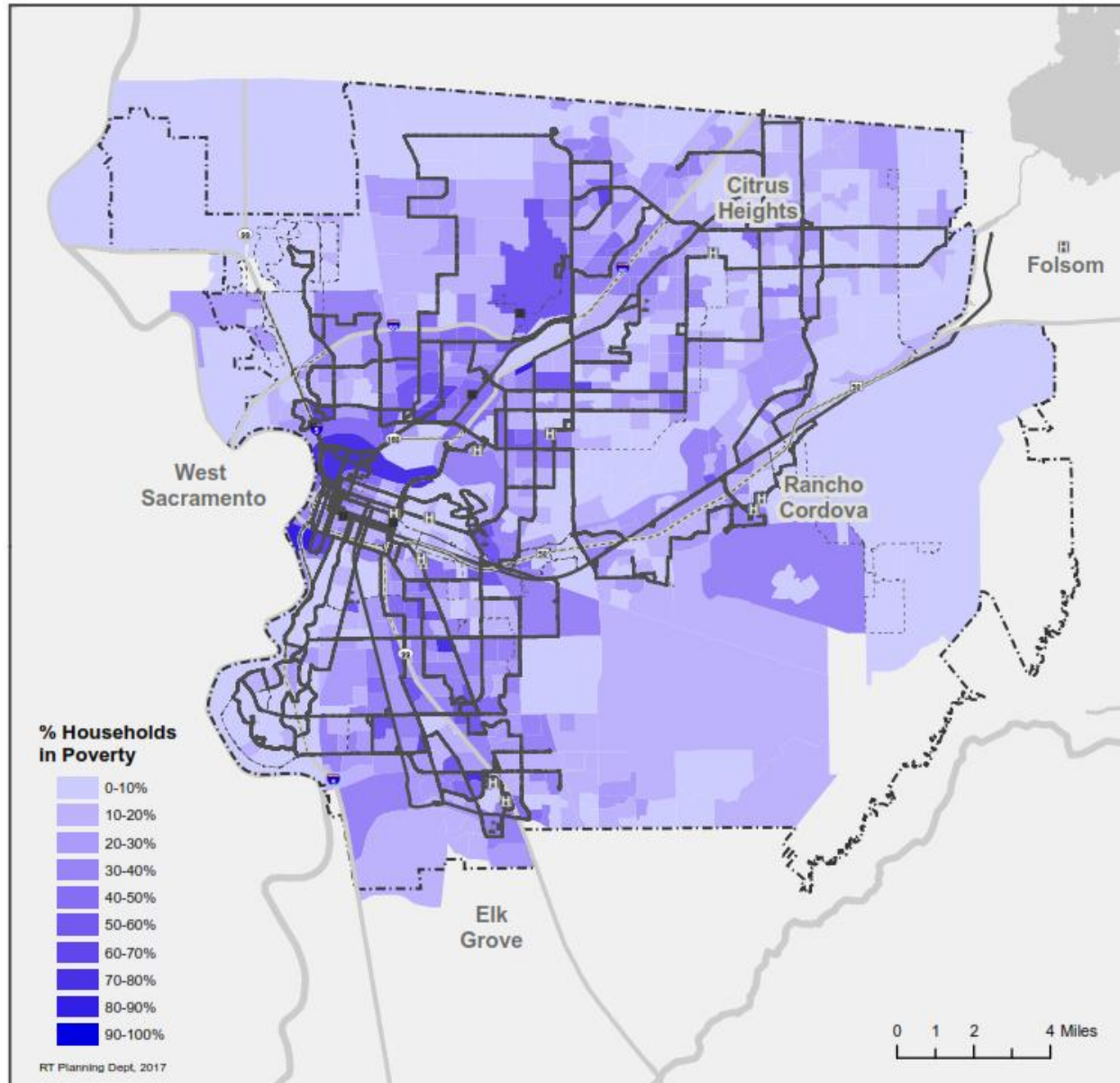
-  Service Area per PUC
-  Minority Block Groups \*\*
-  Regular Routes
-  Peak Routes
-  College/University
-  Hospitals
-  RT Facility

Service Area = 336 sq mi\*  
 Population = 1,176,865  
 Minority Population = 626,138 (53.2%)

\* Approximation of district boundaries using U.S. Census Bureau block groups

\*\* Block groups that exceed 53.2% minority







Source: U.S. Census Bureau, Amer. Community Survey ACS 2015, 5-year dataset



**Regional Transit**

**Percent Low-Income**

Within RT's Service Area \*

-  Service Area per PUC
-  Regular Routes
-  Peak Routes
-  Hospitals
-  College/University
-  RT Facility

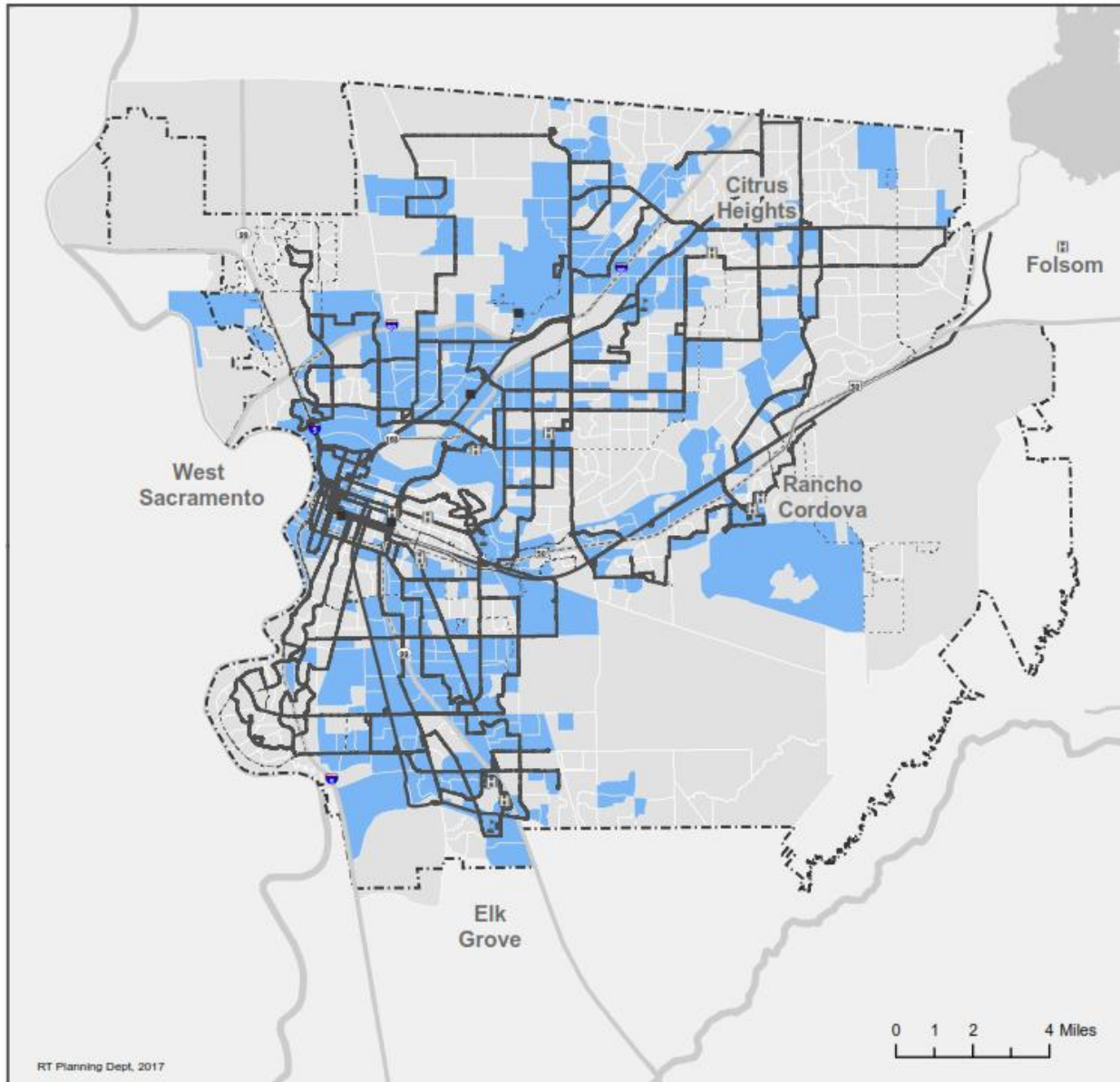
Service Area = 336 sq mi\*  
 Population = 1,165,124 \*\*  
 Low-Income Population = 234,441 (20.1%)

Poverty status determined by U.S. Dept. of Health and Human Services based on household income and size.

\* Approximation of district boundaries using U.S. Census Bureau block groups

\*\* Poverty figures exclude prison inmates








Source: U.S. Census Bureau, Amer. Community Survey ACS 2015, 5-year dataset



**Regional Transit**

**Poverty Areas**

Within RT's Service Area \*

-  Service Area per PUC
-  Low-Income Block Groups \*\*
-  Regular Routes
-  Peak Routes
-  College/University
-  Hospitals
-  RT Facility

Service Area = 336 sq mi\*  
 Population = 1,165,124 \*\*\*  
 Low-Income Population = 234,441 (20.1%)

Poverty status determined by U.S. Dept. of Health and Human Services based on household income and size.

\* Approximation of district boundaries using U.S. Census Bureau block groups

\*\* Block groups that exceed 20.1% low-income

\*\*\* Poverty figures exclude prison inmates

Source: U.S. Census Bureau, Amer. Community Survey ACS 2015, 5-year dataset



**Minority and Low-Income Routes**

Route	Name	Percent Minority	Percent Low-Income	Minority Route	Low-Income Route
1	GREENBACK	1%	58%	N	Y
2	RIVERSIDE	53%	30%	Y	N
3	RIVERSIDE EXPRESS	64%	32%	Y	N
5	MEADOWVIEW - VALLEY HI	100%	71%	Y	Y
6	LAND PARK	43%	32%	Y	N
7	POCKET EXPRESS	61%	37%	Y	Y
11	TRUXEL ROAD	88%	58%	Y	Y
13	NORTHGATE	98%	85%	Y	Y
15	RIO LINDA BLVD - O ST	62%	75%	Y	Y
19	RIO LINDA	28%	52%	N	Y
21	SUNRISE - CITRUS HEIGHTS	3%	25%	N	N
22	ARDEN	52%	66%	Y	Y
23	EL CAMINO	17%	44%	N	Y
24	MADISON - GREENBACK	0%	16%	N	N
25	MARCONI	8%	50%	N	Y
26	FULTON	20%	60%	N	Y
28	FAIR OAKS - FOLSOM BLV	17%	42%	N	Y
29	ARDEN - CALIFORNIA AVE	25%	55%	N	Y
30	J ST	25%	58%	N	Y
33	DOS RIOS	85%	100%	Y	Y
34	McKINLEY	9%	32%	N	N
38	P/Q STREETS	32%	67%	N	Y
47	PHOENIX PARK	100%	82%	Y	Y
51	BROADWAY - STOCKTON	66%	82%	Y	Y
54	CENTER PARKWAY	100%	57%	Y	Y
55	SCOTTSDALE	100%	92%	Y	Y
56	POCKET - CRC	100%	73%	Y	Y
61	FRUITRIDGE	55%	56%	Y	Y
62	FREEPOR	41%	31%	Y	N
65	FRANKLIN - UNIV/65TH	79%	62%	Y	Y
67	FRANKLIN	58%	76%	Y	Y
68	44TH ST	66%	84%	Y	Y
72	ROSEMONT - LINCOLN VILLAGE	23%	34%	N	Y
74	INTERNATIONAL	91%	21%	Y	N
75	MATHER FIELD	95%	92%	Y	Y
80	WATT AVE - ELKHORN	15%	56%	N	Y
81	FLORIN - 65TH ST	94%	51%	Y	Y
82	HOWE - 65TH ST	10%	44%	N	Y
84	WATT AVE - NORTH HIGHLANDS	15%	50%	N	Y
85	McCLELLAN PARK	4%	87%	N	Y
86	SAN JUAN - SILVER EAGLE	93%	89%	Y	Y
87	HOWE	50%	72%	Y	Y
88	WEST EL CAMINO	80%	78%	Y	Y
93	HILLSDALE	7%	42%	N	Y
95	CITRUS HEIGHTS - ANTELOPE	0%	17%	N	N
103	AUBURN BLVD	25%	32%	N	N
109	HAZEL EXPRESS	32%	35%	N	Y

**Minority and Low Income Routes**

- The population of RT’s service area is
  - 53.2 percent minority
  - 20.1 percent low-income
- 26 of 47 bus routes are minority routes (55%)
- 37 of 47 bus routes are low-income routes (79%)
- All three light rail lines are low-income routes
- Two of the three light rail lines are minority routes (*Blue and Green lines only*)
- Supplemental and contract service is excluded from analysis



## Vehicle Loading Standards

- RT considers a route to be overloaded if 25 percent or more of one-way vehicle trips are regularly overloaded. For example, for an hourly route with 32 one-way vehicle trips per day, if 8 or more trips are overloaded, then the route is considered overloaded.
- For period 9/6/15 to 9/3/16, no trips met this criteria, so no routes would be considered overloaded.

Vehicle Type	Seated	Standing	Total	Load Factor
40ft Low-Floor Bus	34	26	60	1.8
25ft Cutaway Bus	12	5	17	1.4
27ft Cutaway Bus	16	6	22	1.4
28ft Body-on-Chassis Bus	21	8	29	1.4
32ft Cutaway Bus	30	10	40	1.3
80ft Siemens Light Rail Vehicle	64	64	128	2.0
84ft CAF Light Rail Vehicle	64	64	128	2.0
88.5ft UTDC Light Rail Vehicle	67	67	134	2.0
Other Vehicle Types	Determined as Needed			





# Vehicle Loading Monday - Friday

- 47 bus routes evaluated
- 0 routes below standard

Route	Name	Trips			MIN	LI	Route	Name	Trips			MIN	LI
		Daily Trips	Overloaded	% Overld					Daily Trips	Overloaded	% Overld		
001	Greenback	121	0	0%	N	Y	054	Center Parkway	31	0	0%	Y	Y
002	Riverside	26	0	0%	Y	N	055	Scottsdale	52	0	0%	Y	Y
003	Riverside Express	8	0	0%	Y	N	056	Pocket-C.R.C.	66	0	0%	Y	Y
005	Meadowview-Valley Hi	31	0	0%	Y	Y	061	Fruitridge	31	0	0%	Y	Y
006	Land Park	27	0	0%	Y	N	062	Freeport	60	0	0%	Y	N
007	Pocket Express	6	0	0%	Y	Y	065	Franklin South	28	0	0%	Y	Y
011	Truxel Road	43	0	0%	Y	Y	067	Franklin	58	0	0%	Y	Y
013	Northgate	31	0	0%	Y	Y	068	44th Street	59	0	0%	Y	Y
015	Rio Linda Blvd-O Street	56	0	0%	Y	Y	072	Rosemont-Lincoln Village	63	0	0%	N	Y
019	Rio Linda	29	0	0%	N	Y	074	International	29	0	0%	Y	N
021	Sunrise	70	0	0%	N	N	075	Mather Field	14	0	0%	Y	Y
022	Arden	28	0	0%	Y	Y	080	Watt-Elkhorn	32	0	0%	N	Y
023	El Camino	65	0	0%	N	Y	081	Florin-65th Street	119	0	0%	Y	Y
024	Madison-Greenback	27	0	0%	N	N	082	Howe-65th Street	66	0	0%	N	Y
025	Marconi	55	0	0%	N	Y	084	Watt Avenue-North Highlands	28	0	0%	N	Y
026	Fulton	52	0	0%	N	Y	085	McClellan Shuttle	14	0	0%	N	Y
028	Fair Oaks-Folsom	32	0	0%	N	Y	086	San Juan-Silver Eagle	61	0	0%	Y	Y
029	Arden-California Avenue	4	0	0%	N	Y	087	Howe	55	0	0%	Y	Y
030	J Street (DASH)	116	0	0%	N	Y	088	West El Camino	59	0	0%	Y	Y
033	Dos Rios	60	0	0%	Y	Y	093	Hillsdale	55	0	0%	N	Y
034	McKinley	27	0	0%	N	N	095	Citrus Heights-Antelope Rd	23	0	0%	N	N
038	P/Q Streets	29	0	0%	N	Y	103	Auburn Blvd	8	0	0%	N	N
047	Phoenix Park	24	0	0%	Y	Y	109	Hazel Express	4	0	0%	N	Y
051	Broadway-Stockton	143	0	0%	Y	Y							



## Vehicle Loading Saturday

Route	Name	Trips		% Overld	MIN	LI
		Daily Trips	Overloaded			
001	Greenback	66	0	0%	N	Y
011	Truxel Road	26	0	0%	Y	Y
015	Rio Linda Blvd-O Street	29	0	0%	Y	Y
019	Rio Linda	20	0	0%	N	Y
021	Sunrise	42	0	0%	N	N
023	El Camino	53	0	0%	N	Y
025	Marconi	21	0	0%	N	Y
026	Fulton	21	0	0%	N	Y
030	J Street (DASH)	53	0	0%	N	Y
038	P/Q Streets	25	0	0%	N	Y
051	Broadway-Stockton	68	0	0%	Y	Y
054	Center Parkway	24	0	0%	Y	Y
055	Scottsdale	19	0	0%	Y	Y
056	Pocket-C.R.C.	55	0	0%	Y	Y
062	Freeport	29	0	0%	Y	N
067	Franklin	28	0	0%	Y	Y
068	44th Street	28	0	0%	Y	Y
072	Rosemont-Lincoln Village	23	0	0%	N	Y
075	Mather Field	11	0	0%	Y	Y
080	Watt-Elkhorn	29	0	0%	N	Y
081	Florin-65th Street	60	0	0%	Y	Y
082	Howe-65th Street	31	0	0%	N	Y
084	Watt Avenue-North Highlands	20	0	0%	N	Y
086	San Juan-Silver Eagle	28	0	0%	Y	Y
087	Howe	29	0	0%	Y	Y
088	West El Camino	26	0	0%	Y	Y
093	Hillsdale	22	0	0%	N	Y

- 27 bus routes
- 0 below standard



## Vehicle Loading Sunday/Holiday

Route	Name	Trips		% Overld	MIN	LI
		Daily Trips	Overloaded			
001	Greenback	63	0	0%	N	Y
015	Rio Linda Blvd-O Street	26	0	0%	Y	Y
019	Rio Linda	20	0	0%	N	Y
021	Sunrise	30	0	0%	N	N
023	El Camino	28	0	0%	N	Y
026	Fulton	20	0	0%	N	Y
030	J Street (DASH)	28	0	0%	N	Y
038	P/Q Streets	20	0	0%	N	Y
051	Broadway-Stockton	50	0	0%	Y	Y
055	Scottsdale	16	0	0%	Y	Y
056	Pocket-C.R.C.	27	0	0%	Y	Y
067	Franklin	28	0	0%	Y	Y
068	44th Street	28	0	0%	Y	Y
072	Rosemont-Lincoln Village	22	0	0%	N	Y
075	Mather Field	11	0	0%	Y	Y
080	Watt-Elkhorn	23	0	0%	N	Y
081	Florin-65th Street	29	0	0%	Y	Y
082	Howe-65th Street	28	0	0%	N	Y
086	San Juan-Silver Eagle	21	0	0%	Y	Y
087	Howe	21	0	0%	Y	Y
088	West El Camino	26	0	0%	Y	Y
093	Hillsdale	22	0	0%	N	Y

- 22 bus routes
- 0 below standard

## Vehicle Loading Light Rail

- Three light rail lines with weekday service; two with weekend service.
- 0 Trips below standard.

Line	Service	Daily Trips	Trips		MIN	LI
			Overloaded	% Overld		
Blue	M-F	135	0	0%	Y	Y
	Sat	76	0	0%	Y	Y
	Sun	66	0	0%	Y	Y
Gold	M-F	135	0	0%	N	Y
	Sat	74	0	0%	Y	Y
	Sun	66	0	0%	Y	Y
Green	M-F	60	0	0%	Y	Y



## Productivity/Headways Standards

- Light rail runs at 15 or 30 minute headways.
- Regular bus routes connecting with light rail usually run at multiples of 15 minute headways to facilitate transferring.
- Regular headways should not exceed 60 minutes on any trunk or branch line.
- Headways on peak-only routes are based on passenger loads and are adjusted to match school bell times, shift changes, etc., except for light rail feeders, which should be timed around the light rail schedule.
- In areas where headways are 30 to 60 minutes, parallel routes should generally be spaced approximately one mile apart and additional resources should be used to improve headways before adding new routes or branches at closer distances.

Service Type	Productivity Standards			
	Minimum		Maximum	
Regular Weekday Bus Service	20	boardings per hour	40	boardings per hour
Saturday Bus Service	15	boardings per hour	35	boardings per hour
Sunday/Holiday Bus Service	15	boardings per hour	35	boardings per hour
Community Bus Service	15	boardings per hour	30	boardings per hour
Peak-Only Light Rail Feeder	15	boardings per trip	34	boardings per trip
Peak-Only Downtown Express	25	boardings per trip	34	boardings per trip
Supplemental Service	25	boardings per trip	62	max load
Light Rail – Weekdays	85	boardings per train hr	400	max load
Light Rail – Weekends	65	boardings per train hr	400	max load
Contract Service	Varies	cost per passenger	Varies	cost per passenger



Route	Name	Boardings per hour	MIN	LI
51	Broadway-Stockton	33	Y	Y
87	Howe	29	Y	Y
81	Florin-65th Street	29	Y	Y
30	J Street (DASH)	28	N	Y
56	Pocket-C.R.C.	27	Y	Y
1	Greenback	26	N	Y
23	El Camino	24	N	Y
26	Fulton	24	N	Y
72	Rosemont-Lincoln Village	24	N	Y
82	Howe-65th Street	24	N	Y
22	Arden	23	Y	Y
15	Rio Linda Blvd-O Street	23	Y	Y
88	West El Camino	23	Y	Y
11	Truxel Road	23	Y	Y
80	Watt-Elkhorn	23	N	Y
86	San Juan-Silver Eagle	23	Y	Y
55	Scottsdale	22	Y	Y
84	Watt Avenue-North Highlands	21	N	Y
13	Northgate	21	Y	Y
67	Franklin	21	Y	Y
25	Marconi	21	N	Y
93	Hillsdale	21	N	Y
68	44th Street	20	Y	Y
62	Freeport	20	Y	N
19	Rio Linda	19	N	Y
61	Fruitridge	19	Y	Y
21	Sunrise	18	N	N
38	P/Q Streets	18	N	Y
2	Riverside	17	Y	N
75	Mather Field	16	Y	Y
5	Meadowview-Valley Hi	14	Y	Y
54	Center Parkway	13	Y	Y
6	Land Park	13	Y	N
28	Fair Oaks-Folsom	13	N	Y
24	Madison-Greenback	12	N	N
74	International	12	Y	N
65	Franklin South	12	Y	Y
34	McKinley	9	N	N

Below Standard

## Productivity Monday – Friday

- 38 regular all-day routes
- CBS and peak-only routes evaluated separately
- 14 total routes do not meet standards
- No significant disparities between minority and non-minority or low income and non-low income

	Meet Standard	Fails Standard	Total
Minority	14	8	22
Non Minority	10	6	16
Low-Income	23	8	31
Non Low-Income	1	6	7



## Productivity Saturday

- Five routes are below standard
- Four of the five routes that are below standard are under by 2 to 6 average boardings per hour.

Route	Name	Boardings per hour	MIN	LI
51	Broadway-Stockton	29	Y	Y
87	Howe	28	Y	Y
15	Rio Linda Blvd-O Street	28	Y	Y
67	Franklin	25	Y	Y
93	Hillsdale	25	N	Y
68	44th Street	24	Y	Y
81	Florin-65th Street	24	Y	Y
23	El Camino	24	N	Y
26	Fulton	23	N	Y
88	West El Camino	23	Y	Y
25	Marconi	23	N	Y
55	Scottsdale	23	Y	Y
86	San Juan-Silver Eagle	22	Y	Y
1	Greenback	21	N	Y
72	Rosemont-Lincoln Village	21	N	Y
80	Watt-Elkhorn	21	N	Y
30	J Street (DASH)	20	N	Y
82	Howe-65th Street	18	N	Y
56	Pocket-C.R.C.	18	Y	Y
84	Watt Avenue-North Highlands	17	N	Y
19	Rio Linda	15	N	Y
11	Truxel Road	15	Y	Y
21	Sunrise	14	N	N
75	Mather Field	12	Y	Y
62	Freeport	12	Y	N
38	P/Q Streets	10	N	Y
54	Center Parkway	9	Y	Y

Below Standard

	Meet Standard	Below Standard	Total
Minority	11	3	14
Non Minority	11	2	13
Low-Income	22	3	25
Non Low-Income	0	2	2



## Productivity Sunday/Holiday

Route	Name	Boardings per hour	MIN	LI
51	Broadway-Stockton	29	Y	Y
81	Florin-65th Street	26	Y	Y
23	El Camino	23	N	Y
80	Watt-Elkhorn	22	N	Y
87	Howe	22	Y	Y
86	San Juan-Silver Eagle	20	Y	Y
26	Fulton	20	N	Y
30	J Street (DASH)	20	N	Y
15	Rio Linda Blvd-O Street	20	Y	Y
68	44th Street	19	Y	Y
56	Pocket-C.R.C.	19	Y	Y
88	West El Camino	19	Y	Y
93	Hillsdale	18	N	Y
67	Franklin	18	Y	Y
82	Howe-65th Street	16	N	Y
1	Greenback	16	N	Y
55	Scottsdale	16	Y	Y
72	Rosemont-Lincoln Village	14	N	Y
19	Rio Linda	13	N	Y
21	Sunrise	13	N	N
38	P/Q Streets	10	N	Y
75	Mather Field	10	Y	Y

Below  
Standard

- Routes 21, 38 and 75 are long-term low productivity routes but provide important coverage and connectivity with transit centers and light rail.
- Five total routes are below standard, with no significant disparities between minority and non-minority or low income and non-low income.

	Meet Standard	Below Standard	Total
Minority	10	1	11
Non Minority	7	4	11
Low-Income	17	4	21
Non Low-Income	0	1	1



## Productivity

### CBS

Route	Name	Boardings per hour	MIN	LI
33	Dos Rios	24	Y	Y
47	Phoenix Park	11	Y	Y
95	Citrus Heights-Antelope Rd	6	N	N
85	McClellan Shuttle	3	N	Y

### Peak-Only

Route	Name	Boardings per Trip	MIN	LI
3	Riverside Express	35	Y	N
7	Pocket Express	34	Y	Y
29	Arden-California Avenue	29	N	Y
109	Hazel Express	26	N	Y
103	Auburn Blvd	20	N	N

- Productivity standards for CBS are 15 boardings per revenue hour
- CBS analysis excludes contract service, e.g., Rancho Cordovan
- Productivity standards for peak-only buses are 25 boardings per trip for downtown expresses and 15 boardings per trip for light rail feeders
- All peak-only buses meet RT's productivity standards

## Productivity Light Rail

Line	Service	Boardings per train hr	Max Load	MIN	LI
Blue	M-F	152	80	Y	Y
	Sat	92	51	Y	Y
	Sun	79	46	Y	Y
Gold	M-F	150	84	N	Y
	Sat	89	50	N	Y
	Sun	79	41	N	Y
Green	M-F	29	5	Y	Y

- Blue and Gold line are meeting productivity standards for all service types.
- Green line is below standard by 56 boardings per train hour for Monday – Friday service.
- All three lines are low-income routes, and two of the three lines are minority routes



## On-Time Performance Standard

- RT's target is for the bus system to be 85 percent on-time or better. Individual routes are expected to be within one standard deviation of 85 percent on-time or better.
- For Title VI purposes, all routes are expected to be within one standard deviation of the actual systemwide average or better.
- On-time performance for RT's light rail system is measured at the starting point of each trip.
- Trains are considered on-time if they depart 0 to 5 minutes late. RT's target is for the light rail system to be 97 percent on-time or better.



Route	Name	Average % On-time	MIN	LI
85	McClellan Shuttle	99.9%	N	Y
75	Mather Field	95.0%	Y	Y
24	Madison-Greenback	89.9%	N	N
1	Greenback	83.3%	N	Y
72	Rosemont-Lincoln Village	81.7%	N	Y
47	Phoenix Park	80.9%	Y	Y
5	Meadowview-Valley Hi	79.8%	Y	Y
88	West El Camino	79.6%	Y	Y
56	Pocket-C.R.C.	79.3%	Y	Y
30	J Street (DASH)	78.9%	N	Y
2	Riverside Express	78.1%	Y	N
13	Northgate	77.8%	Y	Y
82	Howe-65th Street	77.5%	N	Y
103	Auburn Blvd.	76.8%	N	N
62	Freepoint	76.6%	Y	N
28	Fair Oaks-Folsom	75.9%	N	Y
95	Citrus Heights-Antelope Rd	74.8%	N	N
87	Howe	74.3%	Y	Y
68	44th Street	74.1%	Y	Y
25	Marconi	73.8%	N	Y
38	P/Q Street	73.3%	N	Y
86	San Juan-Silver Eagle	72.3%	Y	Y
67	Franklin	72.1%	Y	Y
65	Franklin South	71.8%	Y	Y
61	Fruitridge	71.5%	Y	Y
55	Scottsdale	71.1%	Y	Y
81	Florin-65th Street	70.0%	Y	Y
51	Broadway-Stockton	69.8%	Y	Y
93	Hillsdale	69.5%	N	Y
84	Watt Avenue-North Highlands	69.2%	N	Y
74	International	69.2%	Y	N
6	Land Park	69.1%	Y	N
34	McKinley	68.7%	N	N
7	Pocket Express	68.5%	Y	Y
15	Rio Linda Blvd-O Street	67.0%	Y	Y
23	El Camino	65.8%	N	Y
21	Sunrise	65.7%	N	N
80	Watt-Elkhorn	65.1%	N	Y
22	Arden-California Avenue	64.7%	Y	Y
3	Riverside Express	62.0%	Y	N
26	Fulton	61.7%	N	Y
54	Center Parkway	61.5%	Y	Y
33	Dos Rios	61.3%	Y	Y
11	Truxel Road	60.0%	Y	Y
19	Rio Linda	57.4%	N	Y
109	Hazel Express	55.7%	N	Y
29	Arden-California Avenue	43.2%	N	Y

# On-Time Performance

## Monday – Friday

- System goal is 85.0 percent on-time
- Actual system average is 71.4 percent
- Title VI goal is to equal or exceed 61.5 percent
  - Within one standard deviation of actuals
- Five routes are below standard
- 2 of 5 deficient routes are minority
- All deficient routes are low-income \*
  - 78% of all routes are low-income
  - Passenger survey data from Routes 29 and 109 show ridership is much higher-income than service area

\* For Service Monitoring, low-income status is determined by demographics of area served by route



## On-Time Performance Saturday

Route	Name	Average % On-time	MIN	LI
75	Mather Field	95.0%	Y	Y
72	Rosemont-Lincoln Village	93.4%	N	Y
82	Howe-65th Street	88.8%	N	Y
62	Freeport	87.1%	Y	N
11	Truxel Road	83.6%	Y	Y
1	Greenback	82.9%	N	Y
21	Sunrise	82.9%	N	N
30	J Street (DASH)	80.7%	N	Y
38	P/Q Streets	78.2%	N	Y
84	Watt Avenue-North Highlands	76.7%	N	Y
80	Watt-Elkhorn	76.6%	N	Y
23	El Camino	76.3%	N	Y
81	Florin-65th Street	75.7%	Y	Y
86	San Juan-Silver Eagle	75.2%	Y	Y
51	Broadway-Stockton	74.8%	Y	Y
87	Howe	71.1%	Y	Y
93	Hillsdale	70.8%	N	Y
15	Rio Linda Blvd-O Street	69.2%	Y	Y
56	Pocket-C.R.C.	68.4%	Y	Y
54	Center Parkway	67.1%	Y	Y
26	Fulton	66.6%	N	Y
88	West El Camino	65.1%	Y	Y
25	Marconi	59.8%	N	Y
68	44th Street	57.2%	Y	Y
67	Franklin	56.4%	Y	Y
55	Scottsdale	54.5%	Y	Y
19	Rio Linda	41.9%	N	Y

- Five routes are below standard
- 3 of 5 deficient routes are minority
- All deficient routes are low-income
- No evidence of disparate impact
- 92.5% of Saturday routes are low-income



## On-Time Performance Sunday/Holiday

Route	Name	Average % On-time	MIN	LI
75	Mather Field	95.0%	Y	Y
72	Rosemont-Lincoln Village	93.8%	N	Y
82	Howe-65th Street	90.5%	N	Y
21	Sunrise	89.7%	N	N
1	Greenback	88.7%	N	Y
93	Hillsdale	86.7%	N	Y
86	San Juan-Silver Eagle	85.9%	Y	Y
26	Fulton	84.6%	N	Y
81	Florin-65th Street	80.3%	Y	Y
38	P/Q Streets	79.7%	N	Y
30	J Street (DASH)	78.6%	N	Y
15	Rio Linda Blvd-O Street	78.4%	Y	Y
87	Howe	76.4%	Y	Y
23	El Camino	74.9%	N	Y
51	Broadway-Stockton	71.6%	Y	Y
68	44th Street	68.8%	Y	Y
67	Franklin	68.6%	Y	Y
56	Pocket-C.R.C.	66.5%	Y	Y
80	Watt-Elkhorn	65.7%	N	Y
55	Scottsdale	61.2%	Y	Y
19	Rio Linda	59.9%	N	Y
88	West El Camino	59.7%	Y	Y

- Four routes are below standard
- 2 of 4 deficient routes are minority
- All deficient routes are low-income
- No evidence of disparate impact
- 95% of all Sunday/Holiday routes are low-income

## On-Time Performance

### Light Rail

- The Blue Line and Gold Line are currently operating above the On-Time Performance standard of 97.0%.
- The Green Line is slightly deficient; however, it carries less than 1% of light rail passengers and is only deficient by 0.8%.

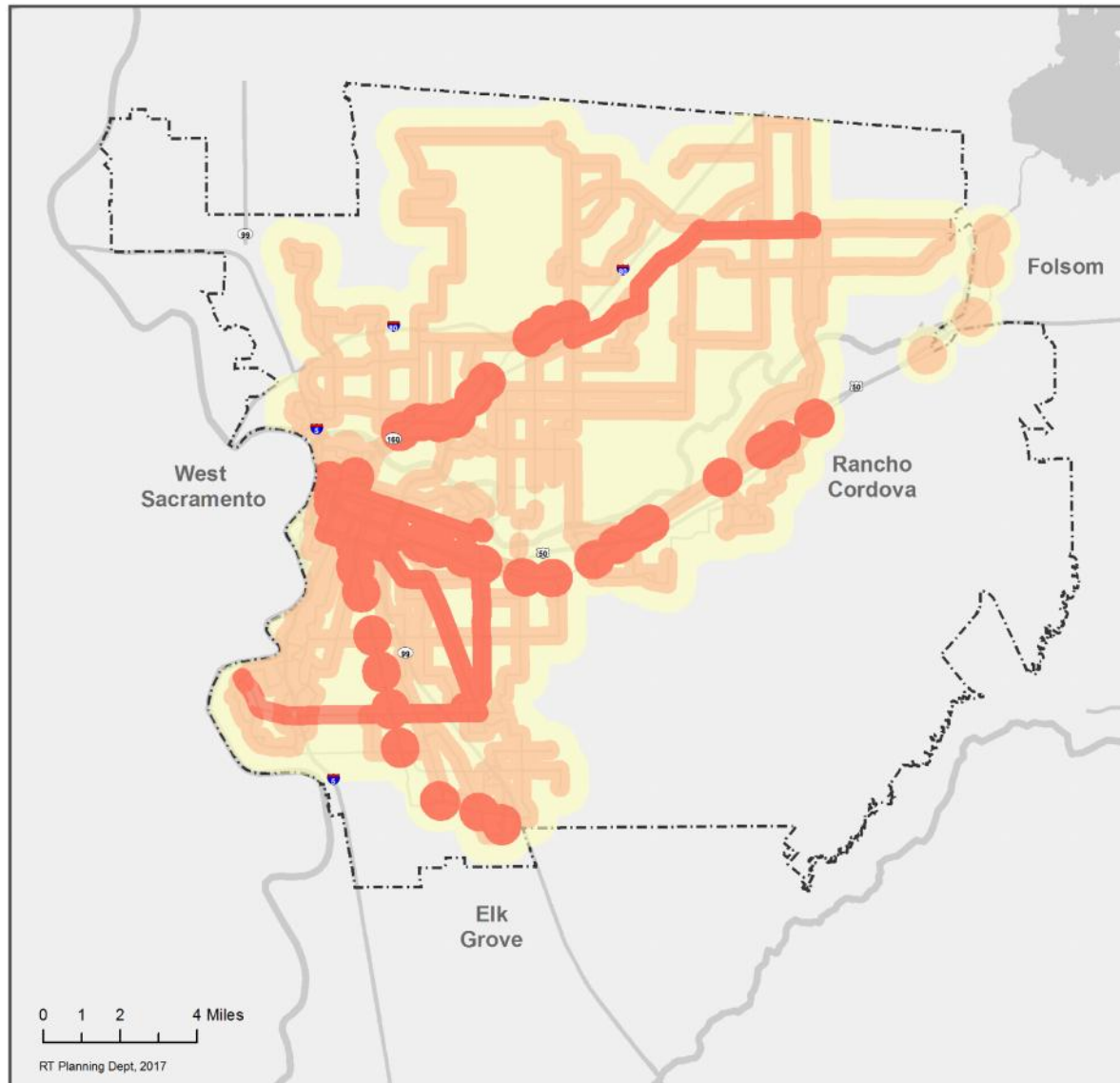
Route	Name	Average % On-time	MIN	LI
507	Gold	98.4%	N	Y
533	Blue	97.3%	Y	Y
519	Green	96.2%	Y	Y

## Service Area Coverage

- What percent of RT's service area is actually served?
- Four standards (shown below)
- 3/4-mile distance used for complementary ADA paratransit and National Transit Database reporting
- 1/4-mile from bus route and 1/2-mile from light rail stations identified by FTA as typical walking distances to transit
- Frequent service means 15-minute or better headways

<b>Distance</b>	<b>Basic Local Service</b>	<b>High Frequency Service</b>
0.75 miles from bus routes 0.75 miles from rail stations	85% of population	20% of population
0.25 miles from bus routes 0.50 miles from rail stations	50% of population	10% of population





## Regional Transit

### Coverage Area

Excludes Peak-Only Routes

- Service Area per PUC
- Regular Routes
- 3/4-mile basic coverage
- 1/4-mile coverage \*
- 1/4-mile frequent service \*

367 sq. mi. service area  
 226 sq. mi. 3/4-mile basic coverage  
 130 sq. mi. 1/4-mile coverage \*  
 39 sq. mi. 1/4-mile freq service \*

#### Population

Population	Percentage
1,176,865	service area
1,042,425	3/4-mile basic coverage 89%
677,117	1/4-mile coverage * 58%
206,617	1/4-mile freq service * 18%

\* 1/4 mile from bus routes  
 1/2 mile from LR stations

Source: U.S. Census Bureau, Amer. Community Survey  
 ACS 2015, 5-year dataset



### Service Coverage

#### Service Area

	Total	Minority	Low-Income
Total Population <sup>1</sup>	1,176,865	626,138	234,441
Area (sqmi) <sup>2,3</sup>	367	-	-
Percent of Pop.		53.2%	20.1%

#### Basic Service 3/4 Mile

	Total	Minority	Low-Income
Total Population	1,042,425	548,926	221,510
Area (sqmi)	226	-	-
Pop. Coverage	<b>89%</b>	<b>88%</b>	<b>94%</b>

#### Basic Service 1/4 Mile<sup>5</sup>

	Total	Minority	Low-Income
Total Population	677,117	368,277	159,158
Area (sqmi)	130	-	-
Pop. Coverage	<b>58%</b>	<b>59%</b>	<b>68%</b>

#### High Frequency 3/4 Mile

	Total	Minority	Low-Income
Total Population	415,434	240,720	102,561
Area (sqmi)	76	-	-
Pop. Coverage	<b>35%</b>	<b>38%</b>	<b>44%</b>

#### High Frequency 1/4 Mile<sup>5</sup>

	Total	Minority	Low-Income
Total Population	208,617	118,091	53,673
Area (sqmi)	39	-	-
Pop. Coverage	<b>18%</b>	<b>19%</b>	<b>23%</b>

1. Source: U.s. Census Bureau, Amer. Community Survey ACS 2015, 5-year dataset

2. Service area of 367 square miles represents RT's service area, per PUC

3. Area also includes Citrus Heights, which is not officially annexed into RT; excludes Rancho Murieta.

4. Percent low-income is computed using a total population of only 1,165,124 for which low-income status is actually determined.

5. 1/4 mile from bus routes and 1/2 mile from light rail stations

## Service Area Coverage

- All coverage standards are currently being met.

### Standards:

Distance	Basic Local Service	High Frequency Service
3/4-Mile	85% of population	20% of population
1/4-Mile	50% of population	10% of population

## Vehicle Assignment

### Bus

- Vehicle assignments are tracked in database
- Compute the average vehicle age for each route
- Compute average vehicle age for all minority routes
- Compare to average vehicle age for RT's overall system
- Computations weighted by number of vehicle trips per day on each route

### Light Rail

- Vehicle assignments are not tracked electronically
- Random passenger surveys include vehicle number
- Estimate average vehicle age for each of three lines
- Compare each line and percent minority of each line



Route	Average Vehicle Age	MIN	LI	Route	Average Vehicle Age	MIN	LI
1	8.1	N	Y	80	4.9	N	Y
2	10.9	Y	N	81	8.9	Y	Y
3	11.4	Y	N	82	6.3	N	Y
5	9.6	Y	Y	84	6.7	N	Y
6	5.4	Y	N	85	8.0	N	Y
7	10.3	Y	Y	86	9.7	Y	Y
11	9.2	Y	Y	87	9.6	Y	Y
13	8.8	Y	Y	88	8.8	Y	Y
15	9.0	Y	Y	93	10.4	N	Y
19	5.5	N	Y	95	7.1	N	N
21	4.3	N	N	103	11.4	N	N
22	8.3	Y	Y	109	11.6	N	Y
23	9.1	N	Y	170	4.1	Y	Y
24	11.3	N	N	171	4.1	Y	Y
25	5.7	N	Y	172	4.0	Y	Y
26	8.5	N	Y	173	4.1	Y	Y
28	6.3	N	Y	175	7.0	Y	N
29	10.8	N	Y	176	7.0	Y	N
30	11.0	N	Y	177	7.0	Y	N
33	9.1	Y	Y	178	7.0	N	Y
34	11.3	N	N	205	13.0	Y	Y
34	8.5	N	N	206	12.9	Y	Y
38	7.0	N	Y	210	12.3	N	Y
51	8.1	Y	Y	211	12.6	N	Y
54	10.7	Y	Y	212	10.1	Y	N
55	11.2	Y	Y	213	12.1	Y	Y
56	5.6	Y	Y	214	11.4	Y	Y
61	8.2	Y	Y	226	12.8	Y	N
62	7.2	Y	N	227	13.3	Y	N
65	8.6	Y	Y	228	12.9	Y	N
67	9.4	Y	Y	246	12.8	Y	N
68	9.3	Y	Y	247	12.9	Y	N
72	9.8	N	Y	248	11.9	Y	N
74	8.4	Y	N	252	12.9	Y	Y
75	8.4	Y	Y	255	10.7	N	Y

## Vehicle Assignment Monday - Friday

- Vehicles on minority routes average 0.2 years older
- Not a significant disparity

	Average Vehicle Age
RT System	9.1
Minority Routes	9.3
Low-Income Routes	8.8



Route	Average Vehicle Age	MIN	LI
1	7.8	N	Y
11	7.9	Y	Y
15	5.5	Y	Y
19	4.7	N	Y
21	6.0	N	N
23	5.6	N	Y
25	4.5	N	Y
26	5.4	N	Y
30	8.4	N	Y
38	4.8	N	Y
51	7.7	Y	Y
54	7.8	Y	Y
55	7.8	Y	Y
56	7.8	Y	Y
62	7.9	Y	N
67	4.7	Y	Y
68	4.7	Y	Y
72	7.7	N	Y
75	7.8	Y	Y
80	4.7	N	Y
81	4.4	Y	Y
82	5.2	N	Y
84	7.2	N	Y
86	4.8	Y	Y
87	4.8	Y	Y
88	5.3	Y	Y
93	6.7	N	Y

## Vehicle Assignment Saturday

- Vehicles on minority routes average 0.1 year older
- Not a significant disparity

	Average Vehicle Age
RT System	6.2
Minority Routes	6.3
Low-Income Routes	6.1



## Vehicle Assignment Sunday/Holiday

Route	Average Vehicle Age	MIN	LI
1	7.8	N	Y
15	5.4	Y	Y
19	6.0	N	Y
21	5.5	N	N
23	5.6	N	Y
26	5.3	N	Y
30	8.1	N	Y
38	5.4	N	Y
51	5.5	Y	Y
55	7.7	Y	Y
56	7.3	Y	Y
67	5.4	Y	Y
68	5.3	Y	Y
72	7.9	N	Y
75	8.0	Y	Y
80	5.3	N	Y
81	5.4	Y	Y
82	5.5	N	Y
86	5.5	Y	Y
87	5.5	Y	Y
88	6.3	Y	Y
93	5.3	N	Y

- Vehicles on low-income routes average 0.1 year older
- Not a significant disparity

	Average Vehicle Age
RT System	6.1
Minority Routes	6.1
Low-Income Routes	6.2

# Vehicle Assignment

## Light Rail

Line	Average Vehicle Age	MIN	LI
Blue	20.6	Y	Y
Gold	20.9	N	Y
Green	30.2	Y	Y

- Train consists on the Blue Line and Gold Line can be and often are composed of mixed vehicle types for various reasons, including service and maintenance scheduling, voltage requirements, and performance.
- The Green Line uses a specially wrapped light rail vehicle.
- No significant disparities between that of the average car age and the ridership demographics.



## Transit Amenity Distribution

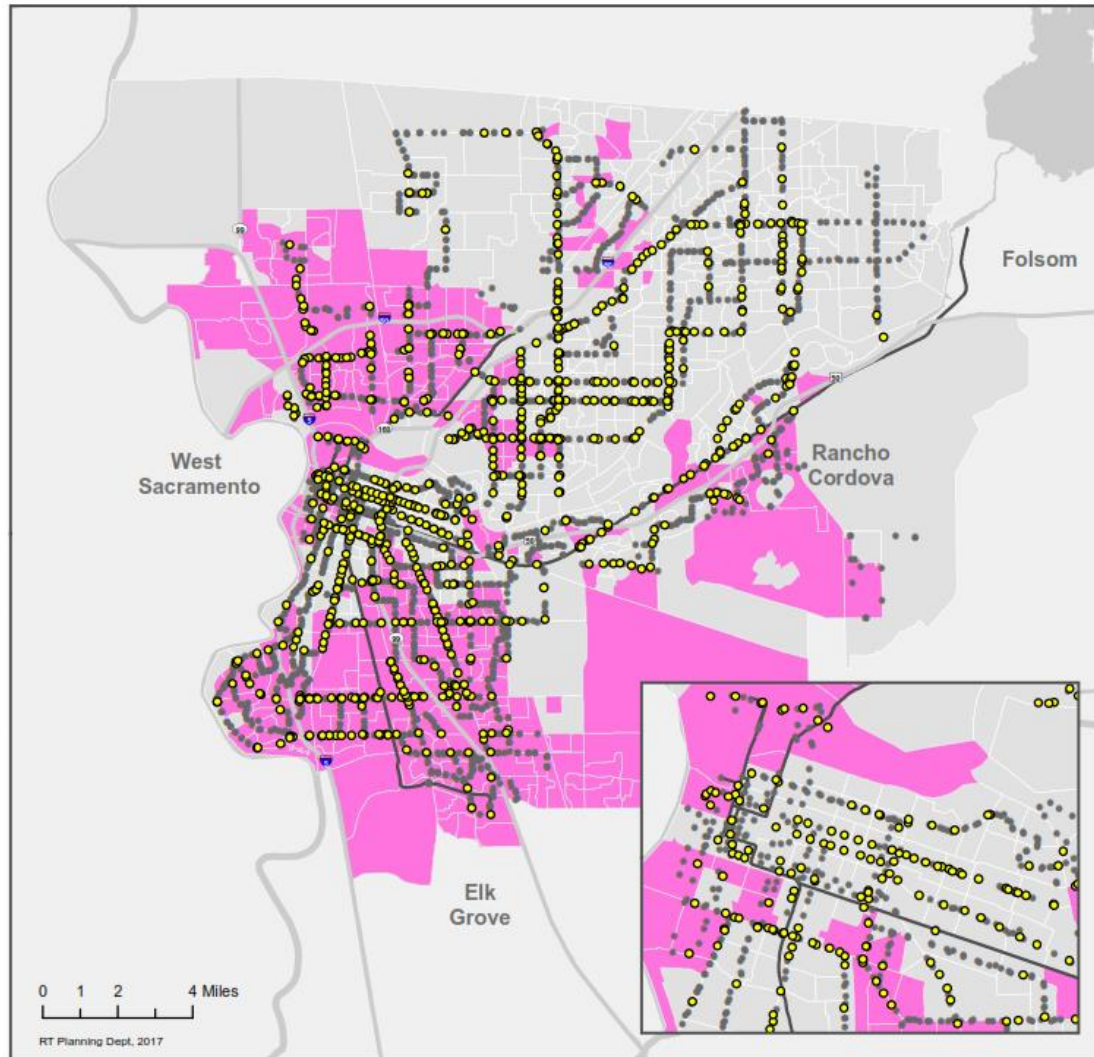
### Bus Stops

- RT's Title VI goal is for the percent of bus stops in minority areas equipped with benches/shelters to equal or exceed that for RT's overall service area.
- If a deficiency is found requiring corrective action, then, where ADA and other siting rules allow, RT will install benches/shelters to correct the deficiency. If ADA or other siting rules prevent RT from adding benches/shelters where desired, RT will notify the applicable city or county.
- New benches and shelters paid for by RT are located according to a number of factors including, but not limited to, the following:
  - Average daily boardings at the stop
  - Prevalence of disabled passengers
  - Presence or absence of amenities in the nearby area (e.g., shelter, trash cans, seating, lighting, etc.)
  - Cost for additional curb, gutter, street, or sidewalk improvements
  - Financial assistance from local jurisdictions, business improvement districts, etc.
  - Minimum ridership of 40 daily boardings for shelters
  - Title VI compliance



# Transit Amenity Distribution

## Minority Census Tracts - Bus Benches



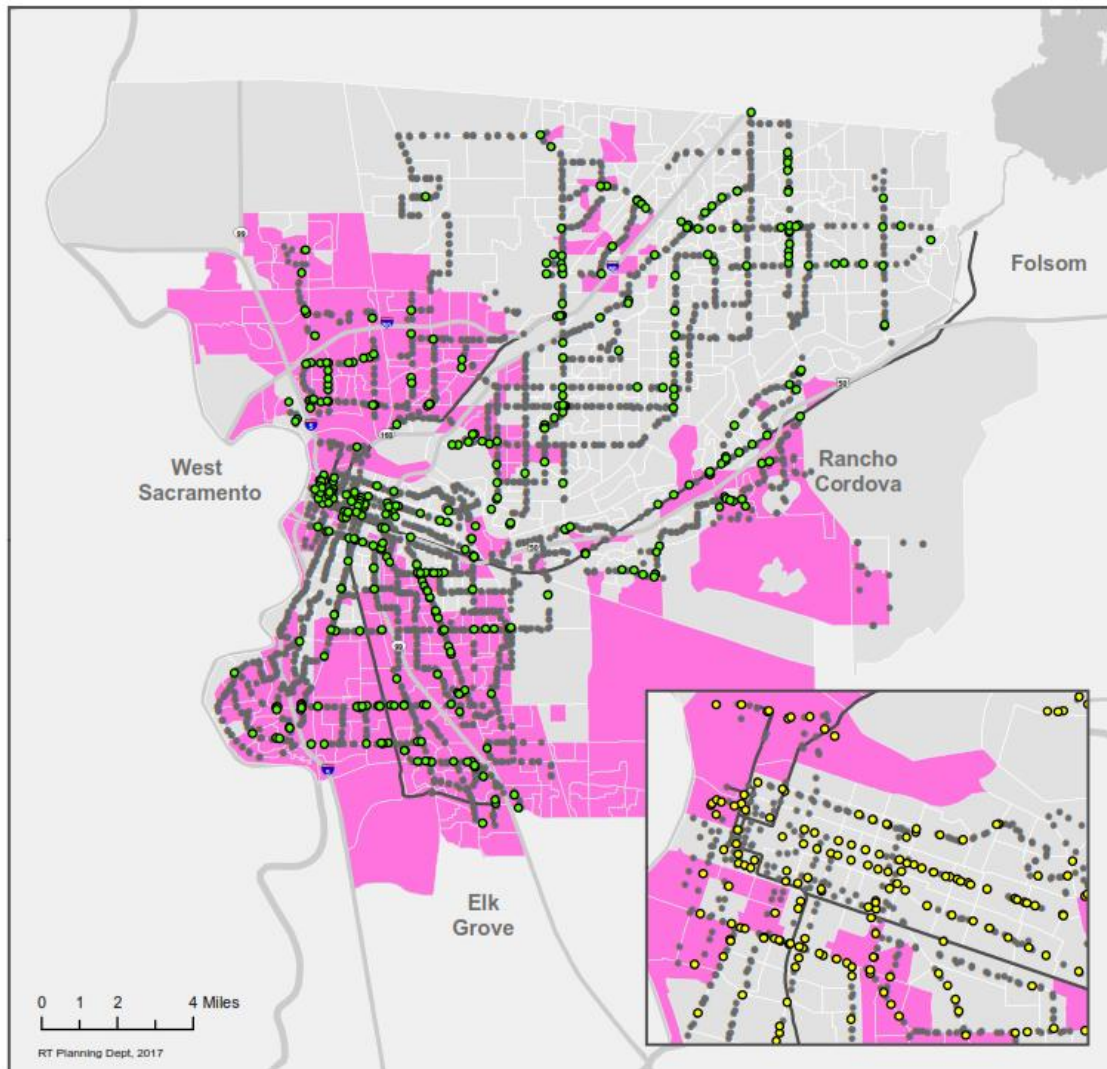
- 3,039 stops in RT service area.
- Just over 1/4 have benches.
- Minority stops are less likely to be equipped with benches.
- Five additional benches in minority areas would close gap
- Goal: Install five benches in minority areas over next year

	Tot Stops	Stops w/ Benches	% with Benches
Minority	1,314	352	26.8%
Non-Minority	1,725	473	27.4%
Total	3,039	825	27.1%

Source: prepared March 2017

# Transit Amenity Distribution

## Minority Census Tracts - Bus Shelters



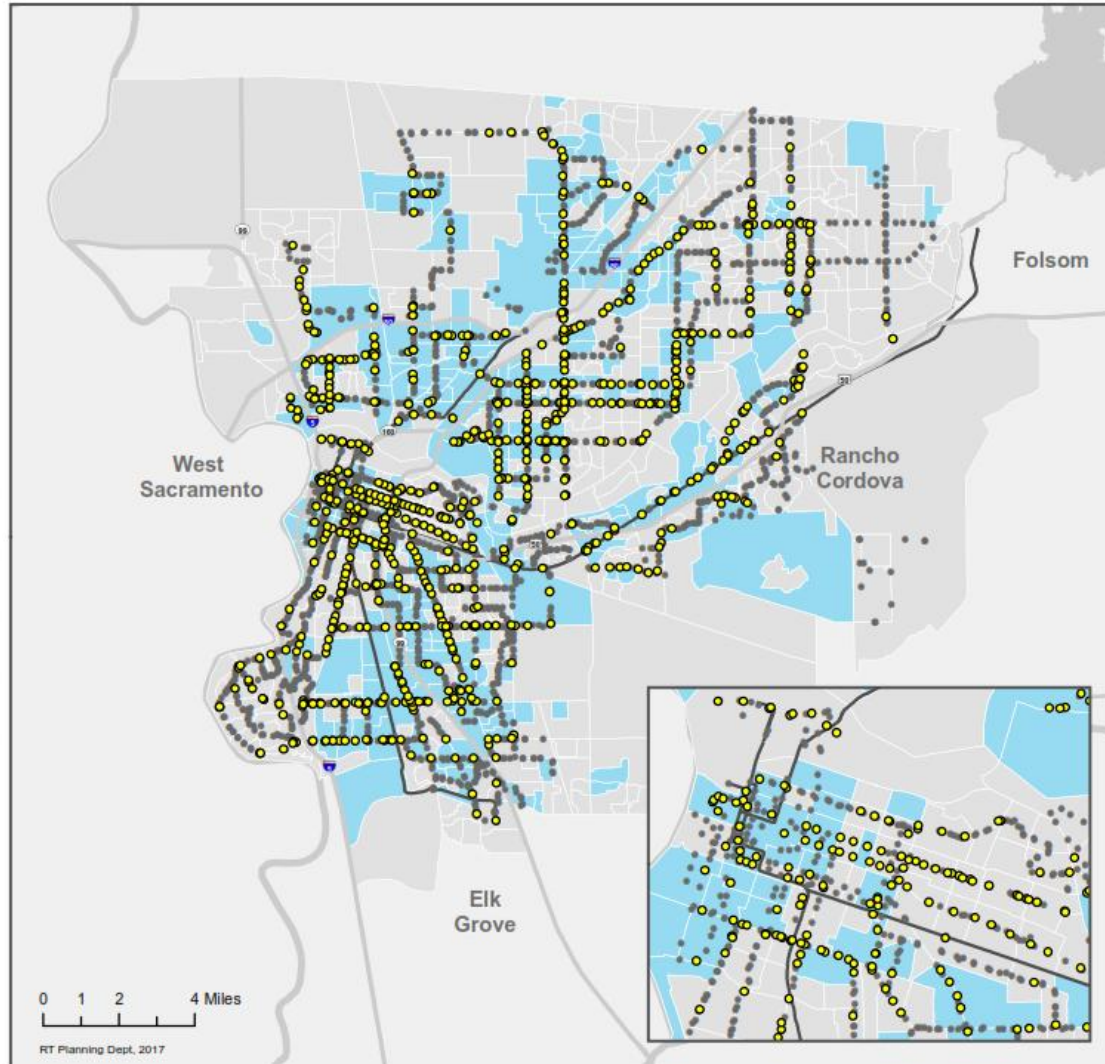
- 3,039 stops in RT service area.
- 13 percent have shelters.
- Minority areas equipped with shelters exceed that for RT's overall service area.

	Tot Stops	Stops w/ Shelters	% with Shelters
Minority	1,314	173	13.2%
Non-Minority	1,725	217	12.6%
Total	3,039	390	12.8%

Source: prepared March 2017

# Transit Amenity Distribution

## Low Income Census Tracts - Bus Benches

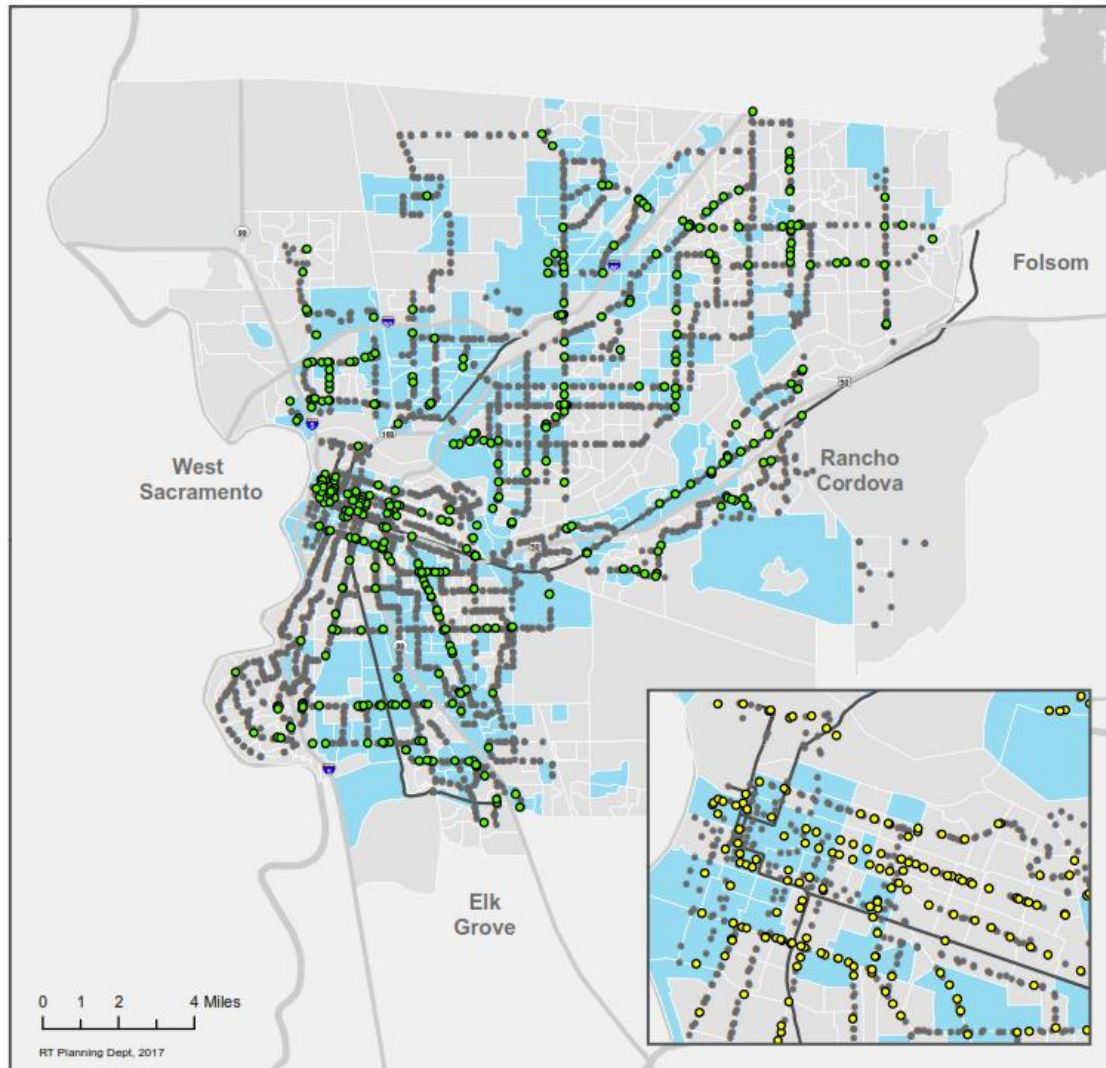


- Title VI does not require amenity analysis for low-income populations.
- 3,039 stops in RT service area.
- Approximately 1/3 have benches.
- Low-Income areas equipped with benches exceed that for RT's overall service area.

	Tot Stops	Stops w/ Benches	% with Benches
Low-Income	1,228	389	31.7%
Non-Low-Income	1,811	436	24.1%
Total	3,039	825	27.1%

# Transit Amenity Distribution

## Low Income Census Tracts - Bus Shelters



- Title VI does not require amenity analysis for low-income populations.
- 3,039 stops in RT service area.
- 15 percent have shelters.
- Low Income areas equipped with shelters exceed that for RT's overall service area.

	Tot Stops	Stops w/ Shelters	% with Shelters
Low-Income	1,228	190	15.5%
Non-Low-Income	1,811	200	11.0%
Total	3,039	390	12.8%

Source: prepared March 2017



## Transit Amenity Distribution Light Rail Stations

- Amenities for light rail stations are distributed according to estimated ridership. Older stations may have been built to more limited standards. Improvements are programmed as part of RT's long-range capital program, as funding permits, to bring them into compliance with standards regarding the following amenities:
  - a) Shelters
  - b) Mini-High Shelters
  - c) Drinking fountains
  - d) Seating (main platform)
  - e) Seating (mini-high platform)
  - f) Trash receptacles
  - g) Recycling receptacles
  - h) Bicycles racks
  - i) Bicycle lockers
  - j) Information display cases
  - k) Dynamic Message Signs
  - l) Fare Vending Machines
  - m) Smart Card Addfare Machines
  - n) Smart Card Tap Devices
  - o) Elevators
  - p) Tree shading
  - q) Artwork
- For purposes of this policy, a center platform is considered 1 platform whether it serves one or two tracks. RT's Title VI goal is to meet the above-stated goals for seating and shelter. If, during the Service Monitoring process, RT is found deficient in this goal with respect to minority or low-income areas, RT will incorporate Title VI status into its capital development process to correct the deficiency.



# Transit Amenity Distribution

## Light Rail Stations

STATION	Platform Shelter		Mini-High Shelter		STATION	Platform Shelter		Mini-High Shelter	
	IB	OB	IB	OB		IB	OB	IB	OB
12th & I Street	-	Y	-	Y	CRC	Y	Y		Y
13th Street	Y	N	Y	Y	Florin	Y	Y	Y	Y
16th Street	N	Y	Y	Y	Fruitridge <sup>2</sup>	Y		Y	Y
23rd Street	Y	N	N	N	Franklin	Y		Y	
29th Street <sup>4</sup>	Y	Y	N	N	Glenn <sup>3</sup>	Y		Y	Y
39th Street	Y	Y	Y	Y	Globe <sup>2</sup>	Y		N	Y
47th Avenue	Y	Y	Y	Y	Hazel <sup>3</sup>	Y		Y	Y
48th Street	Y	Y	Y	Y	Historic Folsom <sup>3</sup>	Y		Y	N
4th Ave/Wayne Hultgren	Y	Y	Y	Y	Iron Point <sup>3</sup>	Y		Y	Y
59th Street	Y	N	N	N	Marconi/Arcade	Y	N	N	N
7th & Capitol	N	-	N	-	Mather Field/Mills	Y	Y	Y	Y
7th & I/County Center	Y	-	Y	-	Meadowview	Y	Y	Y	Y
7th & Richards/Township 9	Y	Y	Y	Y	Power Inn	Y	Y	Y	Y
8th & Capitol	Y	-	N	-	Roseville Road <sup>3</sup>		Y	N	Y
8th & H/County Center	-	Y	-	Y	Royal Oaks	Y	Y	Y	Y
8th & K	-	N	-	Y	Sacramento Valley <sup>3</sup>		Y	Y	Y
8th & O <sup>1</sup>	N	N	N	N	9th & K Street <sup>1</sup>	-	N	-	N
Alkali Flat/La Valentina <sup>2</sup>		Y	Y	Y	Starfire	Y	N	N	N
Archives Plaza <sup>1</sup>	N	N	N	N	Sunrise	Y	Y	Y	Y
Arden/Del Paso	Y	Y	Y	Y	Swanston	Y	N	Y	Y
Broadway	Y	Y	Y	Y	Tiber	Y	Y	Y	Y
Butterfield	Y	Y	Y	Y	University/65th Street	Y	N	N	N
Cathedral Square <sup>1</sup>	N	N	N	N	Watt/I-80		Y	Y	N
Center Parkway		Y		Y	Watt/I-80 West		Y	N	N
City College	Y	Y	Y	Y	Watt/Manlove	Y	Y	Y	Y
College Greens	Y	Y	Y	Y	Zinfandel	Y	Y	Y	Y
Cordova Town Center	Y	Y	Y	Y					

- 1. Station is considered a Transit Mall
- 2. Station has a center platform that serve both the inbound and outbound direction
- 3. Station situated along single track providing one platform shelter shared by both the inbound and outbound direction
- 4. 29th Street station is located under a freeway overpass functioning as a shelter



## Conclusion

- Corrective action needed to remedy slight disparity in bench distribution
- Where ADA and other siting rules allow, RT's Facilities Department will install non-ad-supported benches to correct this deficiency
- Goal: Install five benches in minority areas over next year

# **Appendix H**

## **Equity Analyses**



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# **South Line Extension**

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RESOLUTION NO. 14-09- 0099

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

September 8, 2014

**APPROVING SACRAMENTO REGIONAL TRANSIT DISTRICT'S TITLE VI  
EQUITY ANALYSIS OF THE BLUE LINE TO COSUMNES RIVER COLLEGE  
LIGHT RAIL EXTENSION**

WHEREAS, the Sacramento Regional Transit District (RT) is a recipient of financial assistance from the Federal Transit Administration (FTA) and is thereby subject to Title VI of the Civil Rights Act of 1964 and the United States Department of Transportation's (DOT's) implementing regulations; and

WHEREAS, in accordance with DOT's implementing regulations, the Board of Directors adopted written procedures consistent with FTA guidance for evaluating, prior to implementation, any and all service changes that exceed RT's major service change threshold, to determine whether those changes will have a discriminatory impact based on race, color, or national origin, set forth in Resolution 13-08-0124; and

WHEREAS, FTA guidance specifies that transit providers that have implemented or will implement a New Starts capital project shall conduct a service and fare equity analysis six months prior to the beginning of revenue operations; and

WHEREAS, on December 27, 2012, RT executed a Full Funding Grant Agreement under the FTA's New Starts program for construction of the Blue Line to Cosumnes River College light rail extension, which is currently under construction, and which is expected to begin revenue service in September 2015; and

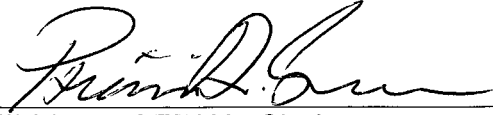
WHEREAS, staff has prepared a service equity analysis in accordance with RT's written procedures; and

WHEREAS, no fare changes are being implemented as a result of the Blue Line to Cosumnes River College project.

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

THAT, the Board of Directors has reviewed, is aware of, and approves the equity analysis for the Blue Line to Cosumnes River College light rail extension project as set forth in Exhibit A; and

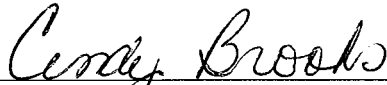
THAT, the Board of Directors finds that the Blue Line to Cosumnes River College light rail extension will not result in any disparate impacts on minority populations or any disproportionate burdens on low-income populations, as defined in Resolution 13-08-0124.



PHILLIP R. SERNA, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By:   
Cindy Brooks, Assistant Secretary



# Regional Transit

**Sacramento Regional  
Transit District**  
A Public Transit Agency  
and Equal Opportunity Employer

**Administrative Offices**  
1400 29th Street  
Sacramento, CA 95816  
916-321-2800

**Mailing Address**  
P.O. Box 2110  
Sacramento, CA 95812-2110

**Human Resources**  
2810 O Street  
Sacramento, CA 95816  
916-556-0299

**Customer Service &  
Sales Center**  
1225 R Street  
Sacramento, CA 95811

**Route, Schedule & Fare  
Information**  
916-321-BUSS (2877)  
TDD 916-483-HEAR (4327)  
[www.sacrt.com](http://www.sacrt.com)

Public Transit Since 1973

September 18, 2014

Mr. Derrin Jourdan  
Regional Civil Rights Officer  
Federal Transit Administration  
201 Mission Street, Suite 1650  
San Francisco, CA 94105-1839

Dear Mr. Jourdan:

This letter is to notify you of transmission of a Title VI service change equity analysis.

The Sacramento Regional Transit District (RT) plans to open the South Sacramento Corridor Phase II light rail extension, a New Starts project, in September 2014. In accordance with federal Title VI requirements and RT policy, a service change equity analysis was prepared, presented to RT's Board of Directors, and approved. I am pleased to report that the findings of this analysis were that there would be no disparate impacts to minority populations and no disproportionate burdens to low-income populations.

As of the transmission of this letter, the relevant Board resolution and exhibits have been uploaded to the TEAM system. If you have any questions, please contact me at [rcovington@sacrt.com](mailto:rcovington@sacrt.com) or at 916-556-0340.

Sincerely,

RoseMary Covington  
Assistant General Manager  
Planning and Transit System Development

c: Mike Wiley, General Manager/CEO, RT  
Ed Scofield, Director of Project Management, RT  
Les Tyler, Chief Financial Officer (Acting), RT  
James Drake, Service Planner, RT

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**REGIONAL TRANSIT MEMO****Exhibit A**

**DATE:** August 26, 2014  
**TO:** File  
**FROM:** James Drake, Service Planner JD  
**SUBJ:** Title VI Equity Analysis of the Blue Line to CRC light rail extension

Pursuant to RT's major service change policy and in accordance with federal Title VI requirements, the purpose of this memorandum is to identify and document any potential Title VI issues related to the Blue Line to CRC light rail extension, which RT is expected to begin operating in September 2015.<sup>1</sup>

Based on the minority and low-income composition of expected riders, this analysis finds that there will be no disparate impacts or disproportionate burdens as a result of the project, as shown in the attached worksheet on Page 10.

**Project Background**

In 2013, RT began construction on the South Sacramento Corridor Phase 2 light rail extension project, otherwise known as the Blue Line to CRC light rail extension. The Blue Line to CRC light rail extension is an extension of RT's Blue Line light rail service which currently runs from Watt I-80 light rail station to Meadowview light rail station.

Blue Line service currently operates on weekdays with 15 minute peak and midday headways from 4:16 a.m. to 12:47 a.m., on Saturdays with 30 minute headways from 4:29 a.m. to 12:32 a.m., and on Sundays with 30 minute headways from 5:02 a.m. to 10:32 p.m. A map and weekday schedule for the extension are available on Pages 5-7.

**Title VI Requirements**

This memorandum is intended to satisfy the requirements set forth in FTA Circular 4702.1B, Chapter IV, Section 7. Under this section, as a New Starts project, the Blue Line extension is required to undergo a Title VI service equity analysis prior to the commencement of revenue service, which is expected in September 2015.<sup>2</sup>

FTA also requires a fare equity analysis of any fare changes that accompany a New Starts project; however, there will be no such changes.

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<sup>1</sup> RT's major service change policy is stated in Resolution 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, which was published and which became effective on October 1, 2012.

<sup>2</sup> RT is required to conduct a service equity analysis prior to implementing any major service change. RT policy defines all light rail extensions as major service changes. So even if FTA did not explicitly require a service equity analysis for the Blue Line extension as a New Starts project, an equity analysis would still be required under RT policy.



Land acquisition and construction impacts of this project were evaluated in RT's June 2011 Supplemental Final Environmental Impact Statement/Environmental Impact Report, which was included in RT's Title VI program update, approved May 12, 2014.

### **Bus Service Changes**

RT's first South Line extension in 2003 was accompanied by numerous changes to bus service. If RT introduces any bus changes at the same time as the CRC extension begins revenue service, these changes would need to be evaluated in combination with the light rail extension; however, no such changes are planned.<sup>3</sup>

If RT's bus service plans change so that any changes in level of service are undertaken coincident with the beginning of revenue service for the CRC extension, this analysis will be updated to reflect the effects of the combined bus and light rail changes. If major service changes are made to RT's bus network after the beginning of revenue service, those will be covered in a future Title VI analysis.

The remainder of this memorandum consists of a Title VI service equity analysis of the Blue Line to CRC light rail extension. Maps of the RT service area indicating heavy concentrations of minority and low-income populations have been provided on Pages 8 and 9.

### **Methodology**

Per RT policy, a Title VI equity analysis quantifies the net benefits or adverse impacts of a project and to compare the demographics of the project beneficiaries (or impacted populations) with the demographics of RT's overall ridership. Impacts are assumed to result from changes in the level of service, which are quantified in terms of vehicle revenue miles (or train miles, in the case of light rail). The Blue Line extension consists strictly of benefits, i.e., it consists strictly of service level increases, with no service level reductions; however, it is possible for a strictly beneficial project to have a discriminatory effect if non-minority or non-low-income populations receive a disproportionate share of

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<sup>3</sup> As the project map shows, the alignment of the CRC extension is not redundant with any bus service. The east/west segment along Cosumnes River Boulevard will run parallel to Route 56 on Mack Road; however there will be approximately one mile route spacing between the two routes. Based on heavy local ridership along Mack Road on Route 56, there is no expectation that service levels should be reduced on Route 56. RT staff expects that the CRC extension will capture some riders from Route 56; however, this is expected to have a beneficial outcome, as the primary problems with Route 56 are currently overcrowding and schedule adherence due to excessive ridership. Route 5 on Valley Hi Drive also runs parallel to the light rail extension for approximately one mile; however, the overall function of the route is unchanged by the light rail extension. Prior to 2005, RT operated a number of long-distance express buses from Elk Grove to Downtown Sacramento; however, these routes have been operated by the City of Elk Grove since the formation of their e-Tran service in 2005, with no involvement from RT, and are therefore beyond the scope of RT's Title VI requirements. Numerous bus routes will undergo schedule adjustments as a result of the CRC extension to ensure well-timed connections with trains and other buses; however, these types of changes do not amount to changes in level of service and are categorically excluded from service equity analyses, per RT's Service and Fare Change Policies.

the benefits. It is therefore the objective of the analysis to determine whether or not the Blue Line extension confers benefits in a discriminatory manner.

### **On-Board Survey Data**

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 bus and light rail routes completed a self-administered questionnaire on various rider characteristics.<sup>4</sup>

A total of 1,003 passengers on the Blue Line were surveyed, of which 307 passengers provided a home zip code in areas likely to indicate South Line use, i.e., residence in South Sacramento or Elk Grove.<sup>5</sup> The study assumes these respondents are representative of future riders of the Blue Line to CRC extension. Valid responses were received for 273 passengers with regard to income and household size. Valid responses were received from 296 passengers with regard to ethnicity.

### **Minority Ridership**

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 2013 on-board survey results, 81.1 percent of riders on the Blue Line to CRC extension are expected to be minority persons.<sup>6</sup> RT's baseline data has shown that for the overall fixed-route system, an estimated 69.0 percent of passengers are minority persons, according to the same methodology.

RT's Service and Fare Change Policies specify that for a major service change, an aggregate adverse difference exceeding 15 percent constitutes a potential disparate impact<sup>7</sup>. Since the Blue Line to CRC extension is expected to have a greater rate of minority ridership than RT's overall system, *there are no potential disparate impacts from implementing the Blue Line to CRC light rail extension*. In fact, the Blue Line to CRC extension will result in a significant net benefit to minority populations in RT's service area.

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<sup>4</sup> Existing passenger demographics were used instead of household demographics for three reasons. First, barring any major differences in demographics between households in the existing service area and households in the new service area

<sup>5</sup> Zip codes included 95624, 95757-58, 95817-20, 95822-24, 95828-29, 95831-32.

<sup>6</sup> 240 of 296 responses.

<sup>7</sup> Resolution 13-08-0125 adopted August 26, 2013.

## Low-Income Ridership

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's 2013 on-board survey 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 these calculations, the participant's income was assumed to be the midpoint of the range selected.<sup>8</sup>

Based on RT's 2013 on-board survey, 60.1 percent of riders on the Blue Line to CRC extension are expected to be low-income persons<sup>9</sup>. For the overall RT system, 53.0 percent of riders were found to be low-income, according to the same methodology.

RT's Service and Fare Change Policies specify that for a major service change, an aggregate adverse difference exceeding 15 percent constitutes a potential disparate impact. Since the Blue Line to CRC extension is expected to have a greater rate of low-income ridership than RT's overall system, *there are no potential disparate impacts from implementing the Blue Line to CRC light rail extension*. In fact, the Blue Line to CRC extension amounts to a significant net benefit to low-income populations in RT's service area.

## Conclusions

Based on the analysis set forth above, staff finds that implementation of the Blue Line to CRC light rail extension will not cause any disparate impacts on minority populations or disproportionate burdens on low-income populations.

The attached Service Change Equity Analysis worksheet includes a summary of key statistics.

c: RoseMary Covington, AGM of Planning & Transit System Development  
Sarah Poe, Assistant Planner

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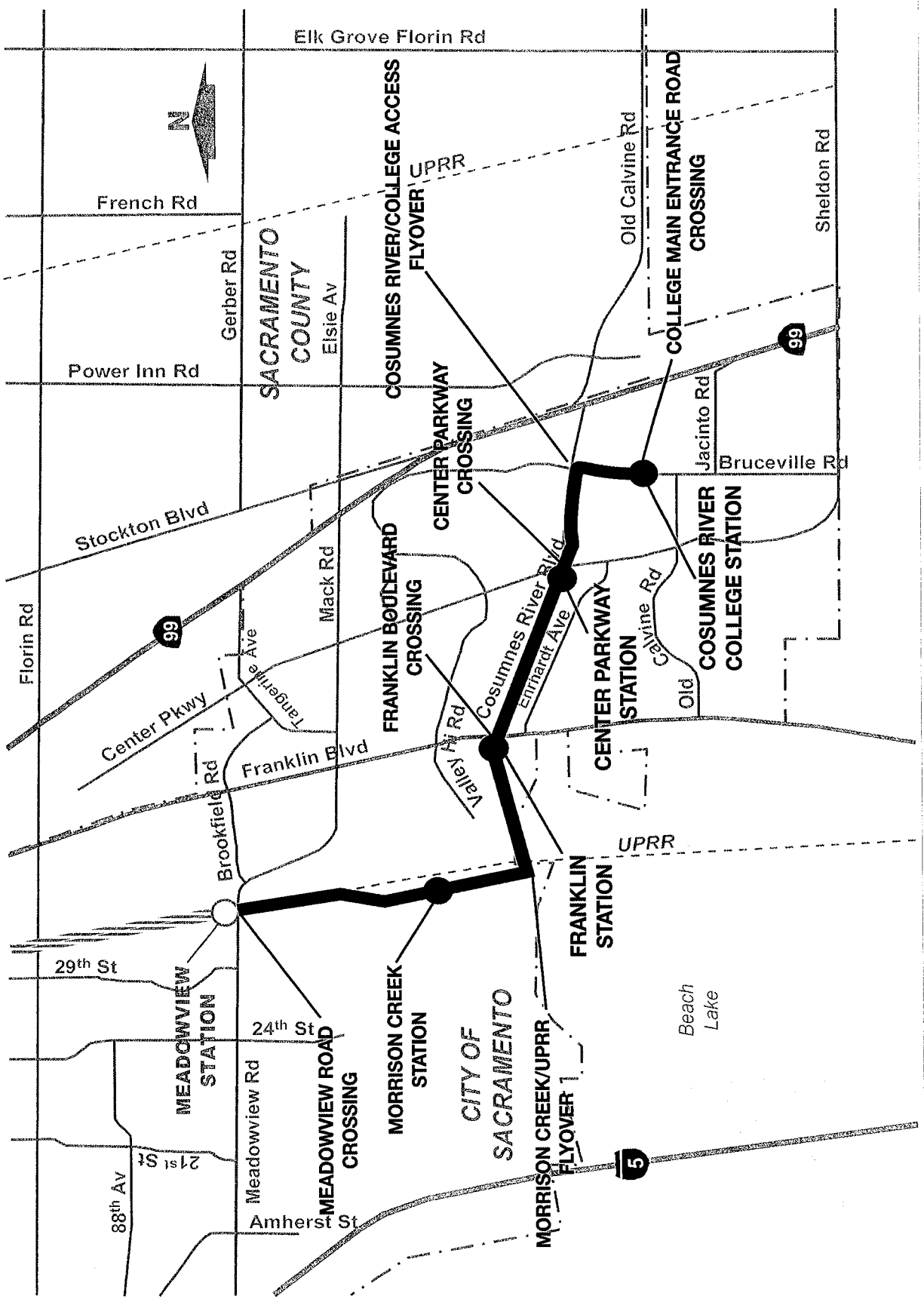
<sup>8</sup> For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

<sup>9</sup> 164 of 273 valid responses.

**Passenger Demographics**

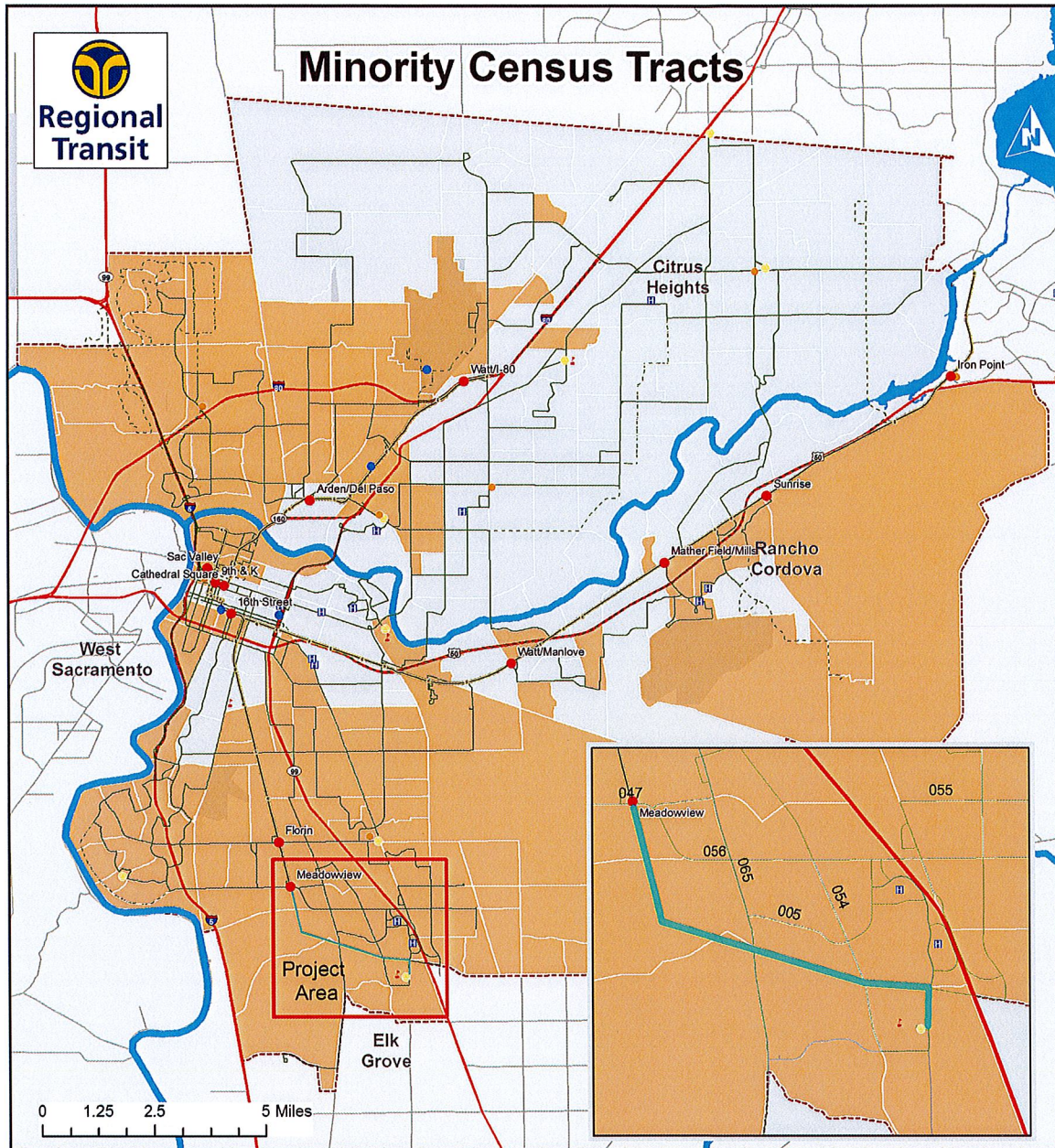
	Blue Line to CRC Extension	RT System
Minority Persons	81.1%	69.0%
Low-Income Persons	60.1%	53.0%

*Source: 2013 On-Board Survey*



<b>DRAFT LIGHT RAIL TIMETABLE</b> <b>CONSUMERS RIVER COLLEGE BOUND</b>													WEEKDAYS	Effective: 9/4/15		
TRN#	WATT/80	MARC	PLATF	ARDN	ALK	FLT	ST	ROSE	16TH	CITY	COL	FLOR	MDW	FRANK	CRC	Trn #
1	Depart Swanston @ 3:53			3:57	4:05	4:11	4:19	4:27	4:34	4:36	4:42	4:47	1			
2	Depart Swanston @ 4:12			4:16	4:24	4:30	4:38	4:46	4:53	4:55	5:01	5:06	2			
3	Depart Swanston @ 4:27			4:31	4:39	4:45	4:53	5:01	5:08	5:10	5:16	5:21	3			
4	Depart Swanston @ 4:42			4:46	4:54	5:00	5:08	5:16	5:23	5:25	5:31	5:36	4			
5	Depart Swanston @ 4:57			5:01	5:09	5:15	5:23	5:31	5:38	5:40	5:46	5:51	5			
6	5:03	5:09	5:10	5:16	5:24	5:30	5:38	5:46	5:53	5:55	6:01	6:06	6			
7	5:18	5:24	5:25	5:31	5:39	5:45	5:53	6:01	6:08	6:10	6:16	6:21	7			
8	5:33	5:39	5:40	5:46	5:54	6:00	6:08	6:16	6:23	6:25	6:31	6:36	8			
9	5:48	5:54	5:55	6:01	6:09	6:15	6:23	6:31	6:38	6:40	6:46	6:51	9			
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7	16:33	16:39	16:40	16:46	16:54	17:00	17:08	17:16	17:23	17:25	17:31	17:36	7			
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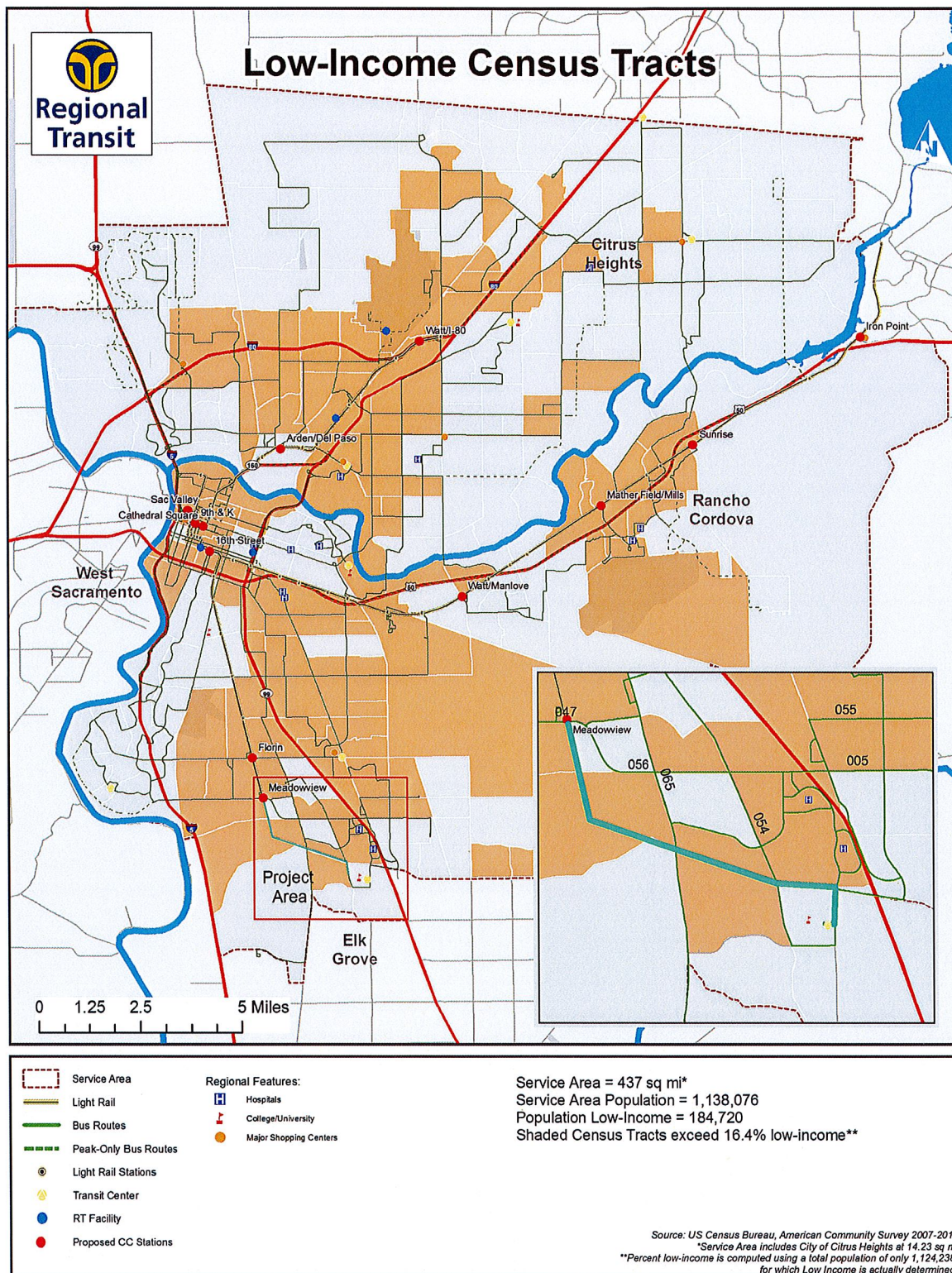
<b>DRAFT LIGHT RAIL TIMETABLE</b>													WEEKDAYS	Effective: 9/4/15
<b>WATT/80 BOUND</b>														
TRN#	CRC	FRANK	MDW	FLOR	CITY COL	16TH	ST ROSE	ALK	FLT	ARDN	PLATF	MARC	WATT/80	TRN#
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2	5:11	5:16	5:22	5:24	5:31	5:39	5:47	5:53	6:01	6:07	6:08	6:14	2	
3	5:26	5:31	5:37	5:39	5:46	5:54	6:02	6:08	6:16	6:22	6:23	6:29	3	
4	5:41	5:46	5:52	5:54	6:01	6:09	6:17	6:23	6:31	6:37	6:38	6:44	4	
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<ul style="list-style-type: none"> <li> Service Area</li> <li> Light Rail</li> <li> Bus Routes</li> <li> Peak-Only Bus Routes</li> <li> Light Rail Stations</li> <li> Transit Center</li> <li> RT Facility</li> <li> Proposed CC Stations</li> </ul>	<p>Regional Features:</p> <ul style="list-style-type: none"> <li> Hospitals</li> <li> College/University</li> <li> Major Shopping Centers</li> </ul>	<p>Service Area = 437 sq mi*          Service Area Population = 1,138,076          Population Minority = 581,172          Shaded Census Tracts exceed 51.1% minority</p>
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Source: US Census Bureau, American Community Survey 2007-2011  
 \*Service Area includes City of Citrus Heights at 14.23 sq mi







Service and Fare Change Policies  
Appendix E - Service Change Equity Analysis Template

Project Title/Description Blue Line to CRC Light Rail Extension  
September 2015

**CURRENT SYSTEM STATISTICS**

RT Average Weekday Ridership: Bus and Light Rail	<u>94,522</u>	Source: FY2013 NTD
Minority Ridership:	<u>65,220</u>	<u>69.0 %</u> (A1)
Low-Income Ridership: Household income less than \$30,000	<u>50,097</u>	<u>53.0 %</u> (B1)
Data Source for Demographics: Ex: 2010 On-Board Survey	<u>2013 On-Board Survey</u>	

**SERVICE CHANGE IMPACTS**

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

Net Revenue Miles: All Riders:	<u>180,551</u>	
Train Revenue Miles Annualized		
Minority:	<u>146,246</u>	<u>81.1 %</u> (A2)
Low-Income:	<u>108,330</u>	<u>60.1 %</u> (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.

[Signature]  
Prepared by

6-24-14  
Date

James A. Drake  
Reviewed by

7/14/14  
Date

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# **Route 28 Changes**

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RESOLUTION NO. 14-12- 0148

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

December 8, 2014

**APPROVING SERVICE CHANGES TO ROUTE 28 FOR APRIL 5, 2015**

WHEREAS, the proposed service changes to Route 28 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 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;

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

THAT, the proposed changes are statutorily exempt from the California Environmental Quality Act, per California Public Resources Code Section 21080(b)(10).

THAT, the service changes set forth in Exhibit A are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes effective April 5, 2015.

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

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

  
 PHILLIP R. SERNA, Chair

ATTEST:

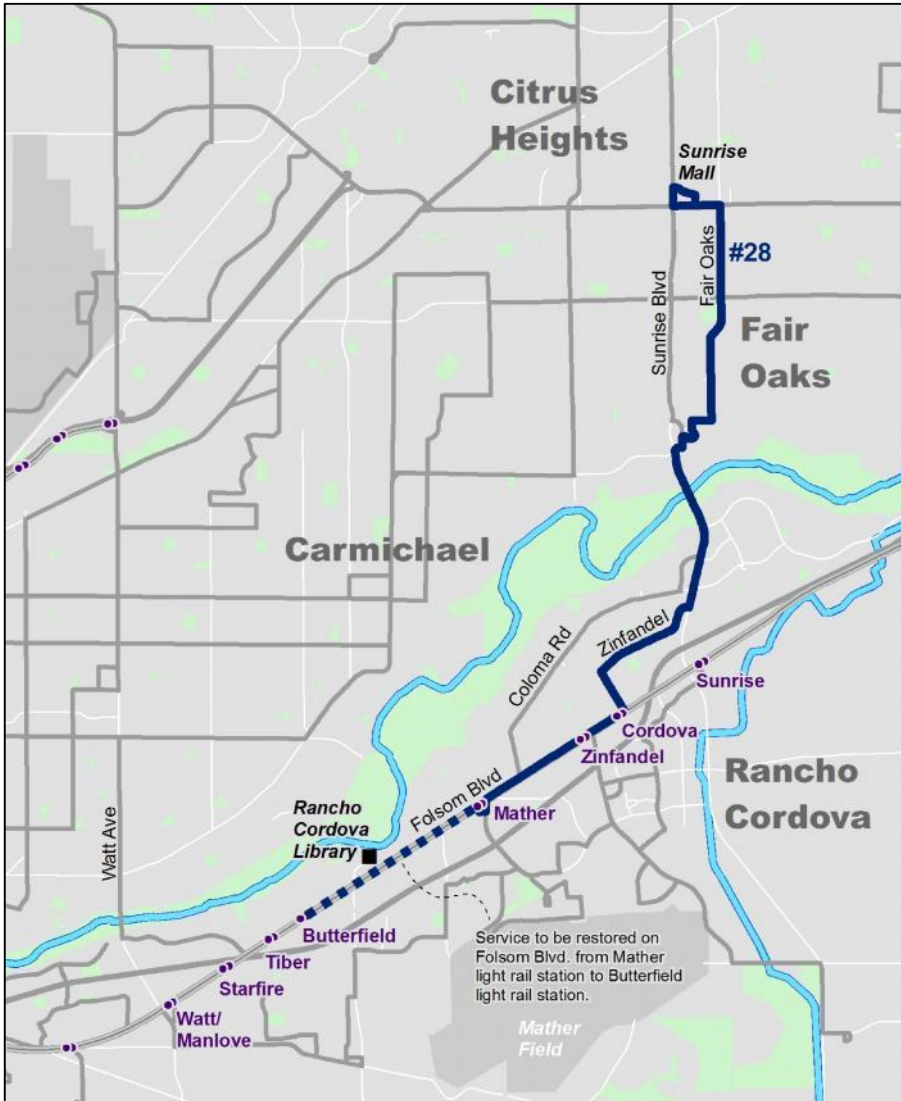
MICHAEL R. WILEY, Secretary

By:   
 Cindy Brooks, Assistant Secretary

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**Regional Transit**  
Proposed Service Changes

**Route(s) Affected: 28**  
**Effective Date: April 5, 2015**



Proposed Changes:

Route 28 would be extended from the Mather Field/Mills light rail station to the Butterfield light rail station via Folsom Blvd.

No changes to days, hours of service, or number of trips. Start/end times of specific trips may be subject to change.

Effective date: **April 5, 2015**

Send questions/comments to:

**RT Planning Dept.**  
**P.O. Box 2110**  
**Sacramento, CA 95812-2110**

**servicechanges@sacrt.com**  
**916-556-0518**

Comments must be received by:  
**Monday, December 8, 2014**  
**at 12:00 p.m.**

RT will hold a public hearing on the proposed service changes:

**Monday, December 8, 2014 at 6:00 p.m.**  
**RT Auditorium, 1400 29<sup>th</sup> Street, Sacramento**

Accessible by RT Bus Routes 30, 38, 67, 68 and light rail at the 29<sup>th</sup> Street light rail station

For more information visit:

**www.sacrt.com**



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Title VI Service Change Equity Analysis of  
Service Changes to Route 28  
Proposed for April 2015

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November 7, 2014

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## 1. Purpose and Need

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 Title VI issues related to potential service changes to RT Bus Route 28, proposed to take effect on April 5, 2015.<sup>1</sup>

Federal guidance on Title VI recommends that recipients consider aggregate effects of multiple service changes. Therefore, the effects of Route 28 service changes will be considered in combination with the upcoming service changes on the Blue Line to CRC light rail extension in September 2015.

## 2. Project Background

In June 2010, as part of RT's major 20 percent service reductions, Route 28 was shortened and service was eliminated on Folsom Boulevard from the Butterfield light rail station to the Cordova Town Center light rail station. In January 2014, Route 28 was extended approximately 1.5 miles from the Cordova Town Center light rail station to the Mather Field/Mills light rail station.<sup>2</sup> In February 2014, RT staff met with library representatives from the Rancho Cordova library, located at 9845 Folsom Boulevard, about the possibility of extending Route 28 and additional 2.4 miles to its original alignment terminal at the Butterfield light rail station on its original Folsom Boulevard alignment, restoring local bus service to the library.

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<sup>1</sup> 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.

<sup>2</sup> This change did not meet RT's definition of a major service change.

Prior to June 2010, Route 28 operated on weekdays with hourly headways from 5:18 a.m. to 9:01 p.m., and on Saturdays with hourly headways from 6:10 a.m. to 7:28 p.m. After the service reductions in June 2010, the route operated only on weekdays with hourly headways from 5:18 a.m. to 7:22 p.m.

A map and schedule for the current Route 28 is available on Page 6.

### **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.<sup>3</sup> RT policy on major service changes is set forth in Resolution 94-09-2214 and specifies that any change to an existing bus or light rail route that affects more than 15 percent of daily revenue miles is considered a major change requiring a public hearing and Board approval.

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

Maps of the RT service area indicating heavy concentrations of minority and low-income populations have been provided on Pages 8 and 9.

### **4. On-Board Surveys**

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.

A total of 78 passengers on Route 28 were surveyed, which amounts to 29 percent of the route's 265 average daily boardings. Valid responses were received for 61 passengers with regard to income and household size, and for 69 passengers with regard to ethnicity.

### **5. Minority Ridership on Route 28**

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.

RT's 2013 on-board survey found that 50.7 percent of Route 28 passengers (35 of 69 valid responses) were minority persons. For the overall RT system, 69.0 percent of passengers were found to be minority persons, according to the same methodology. *Therefore, Route 28 has a lower percent of minority riders than the RT system.*

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<sup>3</sup> FTA Circular 4702.1B requires a service equity analysis prior to implementing major service changes.

## 6. Low-Income Ridership on Route 28

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.<sup>4</sup>

RT's 2013 on-board survey found that 29.5 percent of Route 28 passengers (18 of 61 valid responses) were low-income persons. For the overall RT system, 53.0 percent of riders were found to be low-income, according to the same methodology. *Therefore, Route 28 has a lower percent of low-income riders than the RT system.*

## 7. Aggregate Impacts

Because Route 28 has a lower percent of minority riders and a lower percent of low-income riders than the overall RT system, improvements to Route 28 made on a *standalone* basis may be negative from a Title VI standpoint.<sup>5</sup> FTA guidance, however, suggests that service changes implemented in similar time frames should be considered in aggregate rather than on a standalone basis. For this reason, the proposed changes to Route 28 have been analyzed in aggregate with the Blue Line to Cosumnes River College light rail extension planned for September 2015.<sup>6</sup> Rider demographics for both extensions, as well as RT's existing system, are shown in Figure 1.

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<sup>4</sup> 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.

<sup>5</sup> Note that this finding is based on the demographics of *existing Route 28 riders*. A more detailed analysis might take into consideration the demographics of *new Route 28 riders* who would be attracted by the service improvement and who might have different demographics. Typically, existing rider demographics are a reasonable indicator of new rider demographics; however, in the case of an extension into a new area, the demographics of area residents may be a better indicator of new rider demographics. For the particular changes proposed to Route 28, the existing demographics may largely reflect the demographics of the higher-income, lower-minority Fair Oaks and Orangevale areas, whereas the proposed extension may tend to attract riders from lower-income, higher-minority areas of Rancho Cordova along Folsom Boulevard. This line of inquiry is rendered moot by the fact that the overall analysis takes into consideration the Blue Line to Cosumnes River College service changes in aggregate with the proposed Route 28 changes.

<sup>6</sup> Note also that the changes proposed to Route 28 were originally planned to be implemented in September 2015, as part of a larger general service change package. At the October 27, 2014 Board meeting, staff was directed to accelerate the timeline for the proposed Route 28 changes.



**Figure 1  
Rider Demographics for Selected RT Routes**

	Percent Minority	Percent Low-Income
RT System	69.0%	53.0%
Route 28 Extension	50.7%	29.5%
Blue Line to CRC	81.1%	60.1%

*Source: 2013 On-Board Survey*

On September 8, 2014, the RT Board approved a Title VI analysis of the Blue Line to CRC extension, which found that the planned changes would have a positive effect to both minority and low-income populations. When the proposed changes to Route 28 are considered in aggregate with the planned Blue Line extension, the net result is an overall benefit to both minority and low-income populations.

Figure 2 shows that in aggregate, 78.1 percent of the new service (measured in revenue miles) would benefit minority riders and 57.1 percent of the new service would benefit low-income riders. This compares favorably to the baseline, i.e., 69.0 percent minority and 53.0 percent low-income use of the RT system. *Therefore, in aggregate, the proposed new service would improve the level of service to both minority and low-income populations.*

## **8. Conclusion**

This analysis finds that in aggregate, the changes proposed for Route 28 combined with the planned Blue Line extension would not cause any disparate impacts to minority populations nor would it cause any disproportionate burdens on low-income populations. The Service Change Equity Analysis worksheet provided on page 8 includes a summary of key statistics.

**Figure 2**  
**Estimated Ridership Demographics for Proposed Service Changes**

	Blue Line to CRC	Route 28 Extension	Total
a. Net increase in annual revenue miles operated	180,551	19,507	200,058
<b>Minority Impacts</b>			
b. Percent minority riders, per surveys	81.10%	50.70%	-
c. New revenue miles benefiting minority riders (a * b)	146,427	9,890	156,317
d. New revenue miles benefiting non-minority riders (a - c)	34,124	9,617	43,741
e. Total new revenue miles (c + d = a)	180,551	19,507	200,058
f. Percent of new revenue miles benefiting minority riders (c / e)	-	-	<b>78.14%</b>
<b>Low-Income Impacts</b>			
g. Percent low-income riders, per surveys	60.10%	29.50%	-
h. New revenue miles benefiting low-income riders (a * g)	108,511	5,755	114,266
i. New revenue miles benefiting non-low-income riders (a - h)	72,040	13,753	85,792
j. Total new revenue miles (h + i = a)	180,551	19,507	200,058
k. Percent of new revenue miles benefiting low-income riders (h / j)	-	-	<b>57.12%</b>

Source: 2013 On-Board Survey. Compare to 69.0 percent minority and 53.0 percent low-income ridership on the existing RT system.

Figure 3  
Existing Route 28 Map and Schedule

# 28 Fair Oaks - Mather Field/Mills

**LEGEND**

- Regular Bus Service
- Peak Only Bus
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes **12**
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers



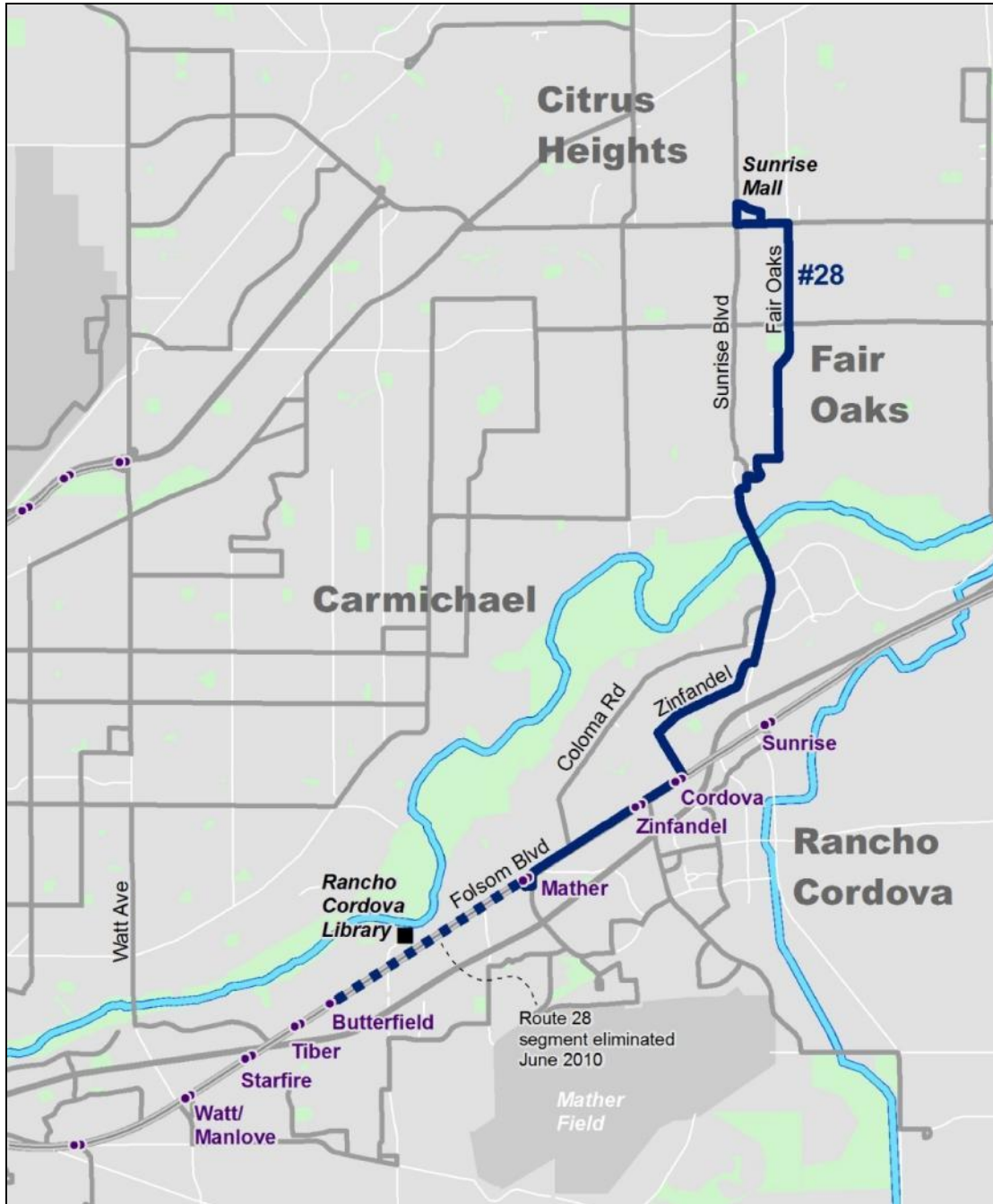
**28 Sunrise Mall to Mather Field/Mills Station**  
Monday through Friday

Sunrise Mall Main Term	Fair Oaks & Madison	Sunrise & Zinfandel	Cordova Town Center	Mather Field/Mills Station
LV	LV	LV	LV	APP AR
5:15a	5:20	5:32	5:40	5:47
5:45a	5:50	6:02	6:10	6:17
6:15a	6:20	6:32	6:40	6:47
6:45a	6:50	7:02	7:10	7:17
7:12a	7:17	7:32	7:40	7:47
8:12a	8:17	8:32	8:40	8:47
9:15a	9:20	9:32	9:40	9:47
10:15a	10:20	10:32	10:40	10:47
11:15a	11:20	11:32	11:40	11:47
12:15p	12:20	12:32	12:40	12:47
1:15p	1:20	1:32	1:40	1:47
2:15p	2:20	2:32	2:40	2:47
3:15p	3:20	3:32	3:40	3:47
4:15p	4:20	4:32	4:40	4:47
5:15p	5:20	5:32	5:40	5:47
6:15p	6:20	6:32	6:40	6:47

**28 Mather Field/Mills Station to Sunrise Mall**  
Monday through Friday

Mather Field/Mills Station	Cordova Town Center	Sunrise & Zinfandel	Fair Oaks & Madison	Sunrise Mall Main Term
APP AR	LV	LV	LV	APP AR
7:08	6:41	6:49	7:01	7:08
7:38	7:11	7:19	7:31	7:38
8:08	7:41	7:49	8:01	8:08
9:08	8:41	8:49	9:01	9:08
10:08	9:41	9:49	10:01	10:08
11:08	10:41	10:49	11:01	11:08
12:08	11:41	11:49	12:01	12:08
1:08	12:41	12:49	1:01	1:08
2:08	1:41	1:49	2:01	2:08
3:08	2:41	2:49	3:01	3:08
4:08	3:41	3:49	4:01	4:08
5:10	4:41	4:49	5:03	5:10
6:10	5:41	5:49	6:03	6:10
6:38	6:11	6:19	6:31	6:38
7:08	6:41	6:49	7:01	7:08
7:38	7:11	7:19	7:31	7:38

**Figure 4  
Proposed Extension of Route 28**



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

Figure 5

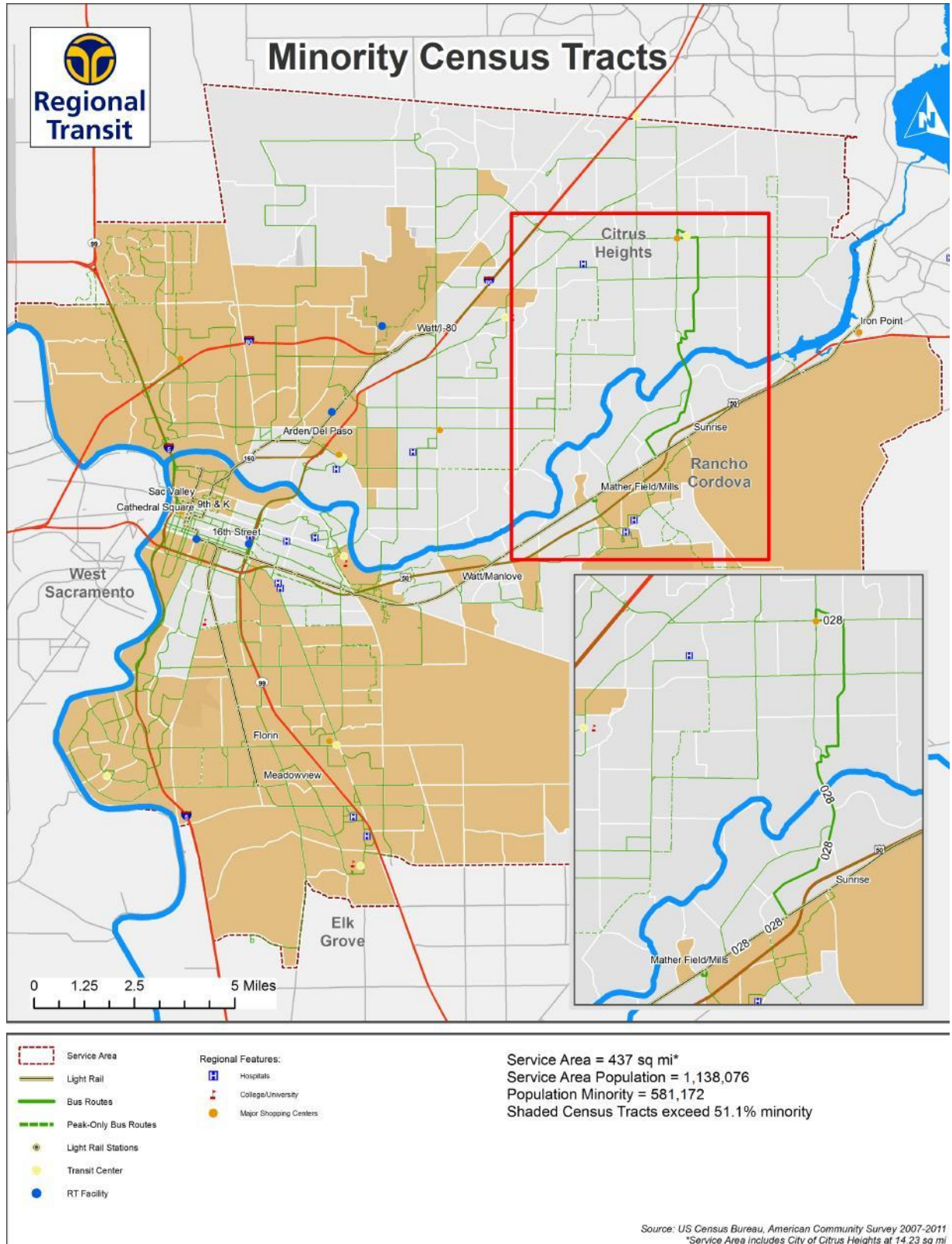
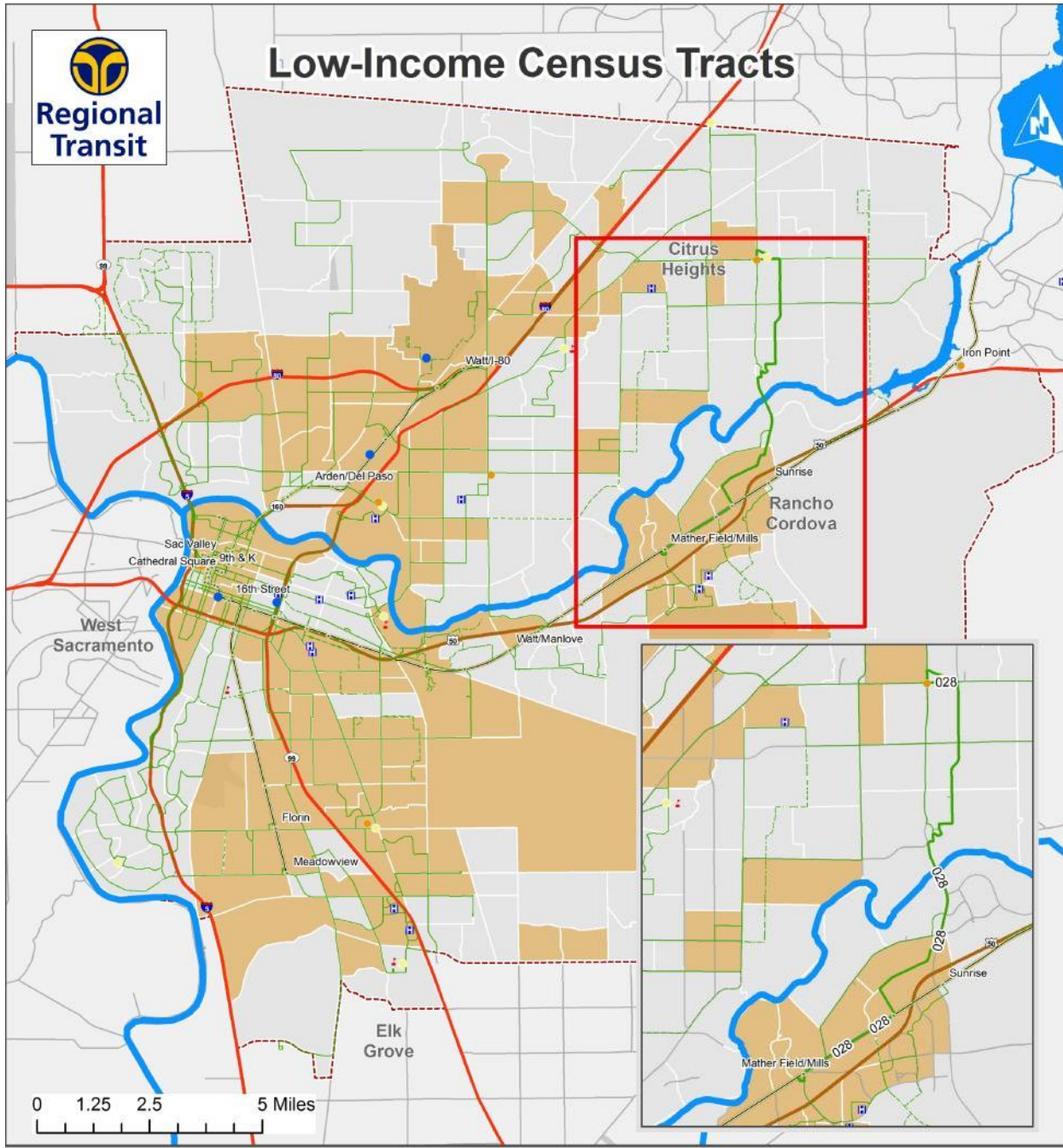


Figure 6



- Service Area
  - Light Rail
  - Bus Routes
  - Peak-Only Bus Routes
  - Light Rail Stations
  - Transit Center
  - RT Facility
- Regional Features:**
  - H Hospitals
  - U College/University
  - Major Shopping Centers

Service Area = 437 sq mi\*  
 Service Area Population = 1,138,076  
 Population Low-Income = 184,720  
 Shaded Census Tracts exceed 16.4% low-income\*\*

Source: US Census Bureau, American Community Survey 2007-2011  
 \*Service Area includes City of Citrus Heights at 14.23 sq mi  
 \*\*Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.



Service and Fare Change Policies  
Service Change Equity Analysis

Project Title: Service Changes – April and September 2015

Description: Improvements to Route 28 and Blue Line to CRC extension

**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: 200,058  
Annualized

Minority: 156,317 78.1 % (A2)

Low-Income: 114,266 57.1 % (B2)

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

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

Prepared by: James A. Drake 11/6/14  
Analyst Date

Reviewed by: Joan Mary Cooney 11/6/2014  
Senior Staff Date

# **Sept. 2015 Service Changes**



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RESOLUTION NO. 15-02- 0025

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

February 23, 2015

**ADOPTING SERVICE CHANGES FOR SEPTEMBER 6, 2015**

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

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

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

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

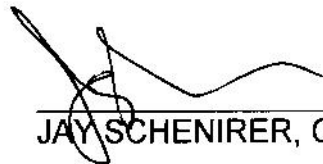
BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

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

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

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

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



JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: Cindy Brooks  
Cindy Brooks, Assistant Secretary

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**Regional Transit**  
**Proposed Service Changes**

Effective Date: September 6, 2015

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

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Title VI Equity Analysis  
for Service Changes  
Proposed for September 2015

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February 23, 2015



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## Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

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## 1. Purpose of Analysis

Pursuant to RT's major service change policy and in accordance with federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from service changes proposed to take effect on September 6, 2015.<sup>1</sup>

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

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

## 2. Project Description

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

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

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<sup>1</sup> 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.

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## Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

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

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

### 3. Title VI Requirements

FTA Circular 4702.1B, Chapter IV, Section 7 requires RT to conduct a Title VI service equity analysis prior to implementing major service changes. RT's major service change definition is set forth in Resolution 94-09-2214 and applies to the proposed changes as follows:

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

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

### 4. Data and Methodology

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.



## Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

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

## 5. Effect on Minority Populations

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

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

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

## 6. Effect on Low-Income Populations

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013. Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.<sup>2</sup>

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<sup>2</sup> 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.

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## Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

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

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

System Average

**69.0%**

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

System Average

**53.0%**

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



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

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

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

## 8. Conclusion

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

**Figure 2**  
**Rider Demographics**

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

*Source: 2013 On-Board Survey*

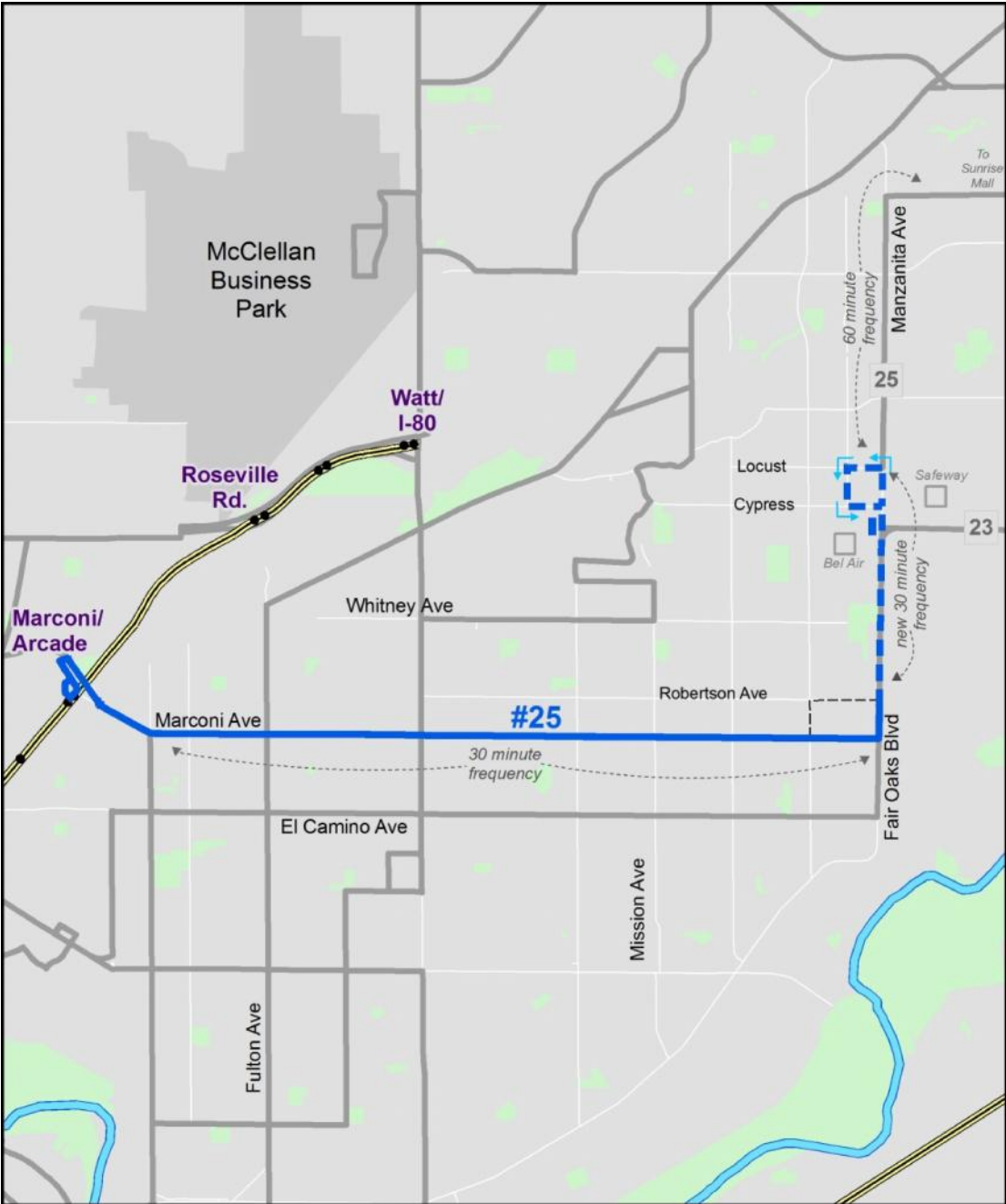
Overall, the proposed new service would improve the level of service to *all* populations; however, on a relative basis, it will improve the level of service proportionately more for minority populations than non-minority populations and more for low-income populations than non-low-income populations.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



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Figure 3  
Proposed Changes to Route 25



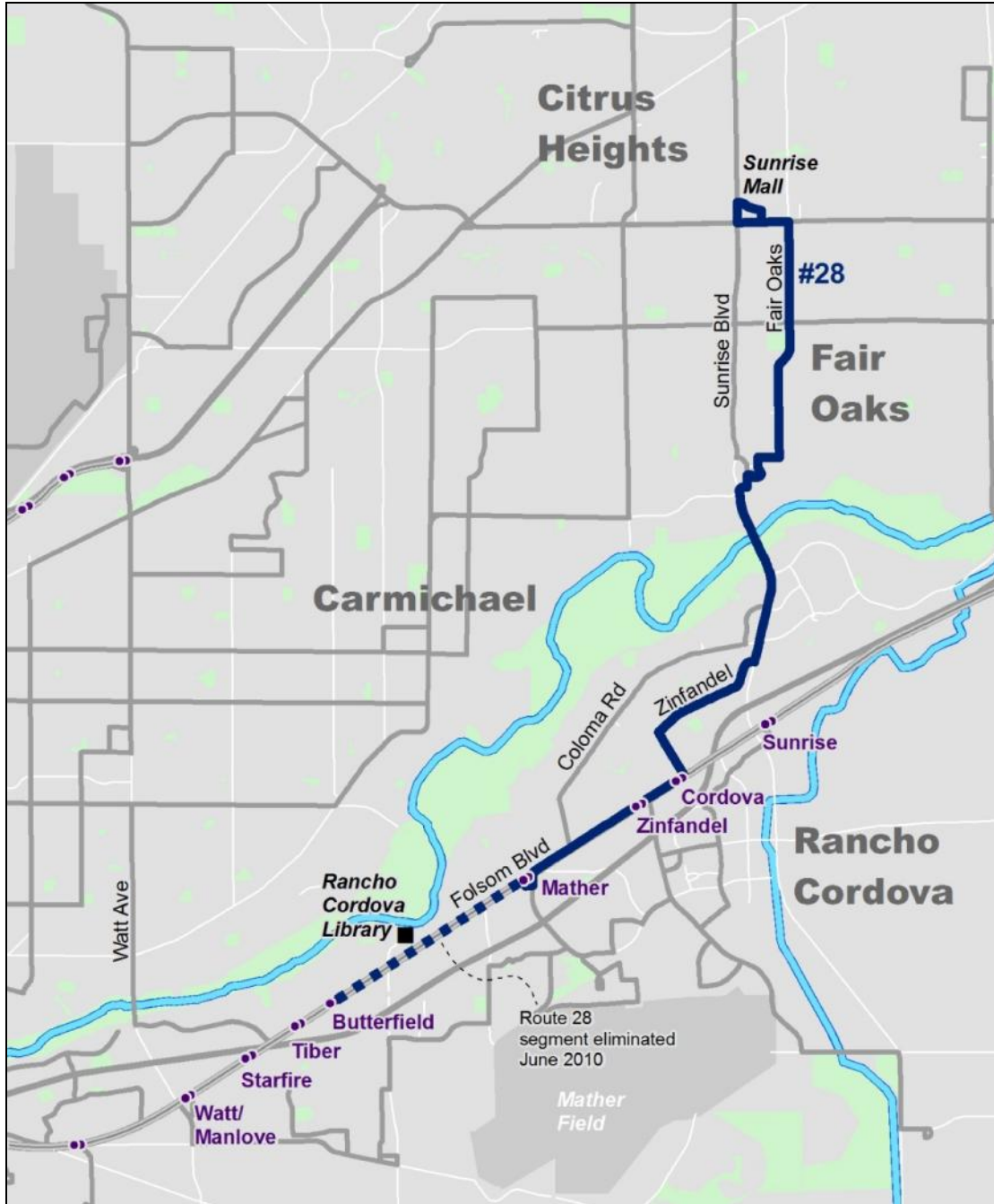
Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

**Figure 4  
Proposed Extension of Route 28**



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

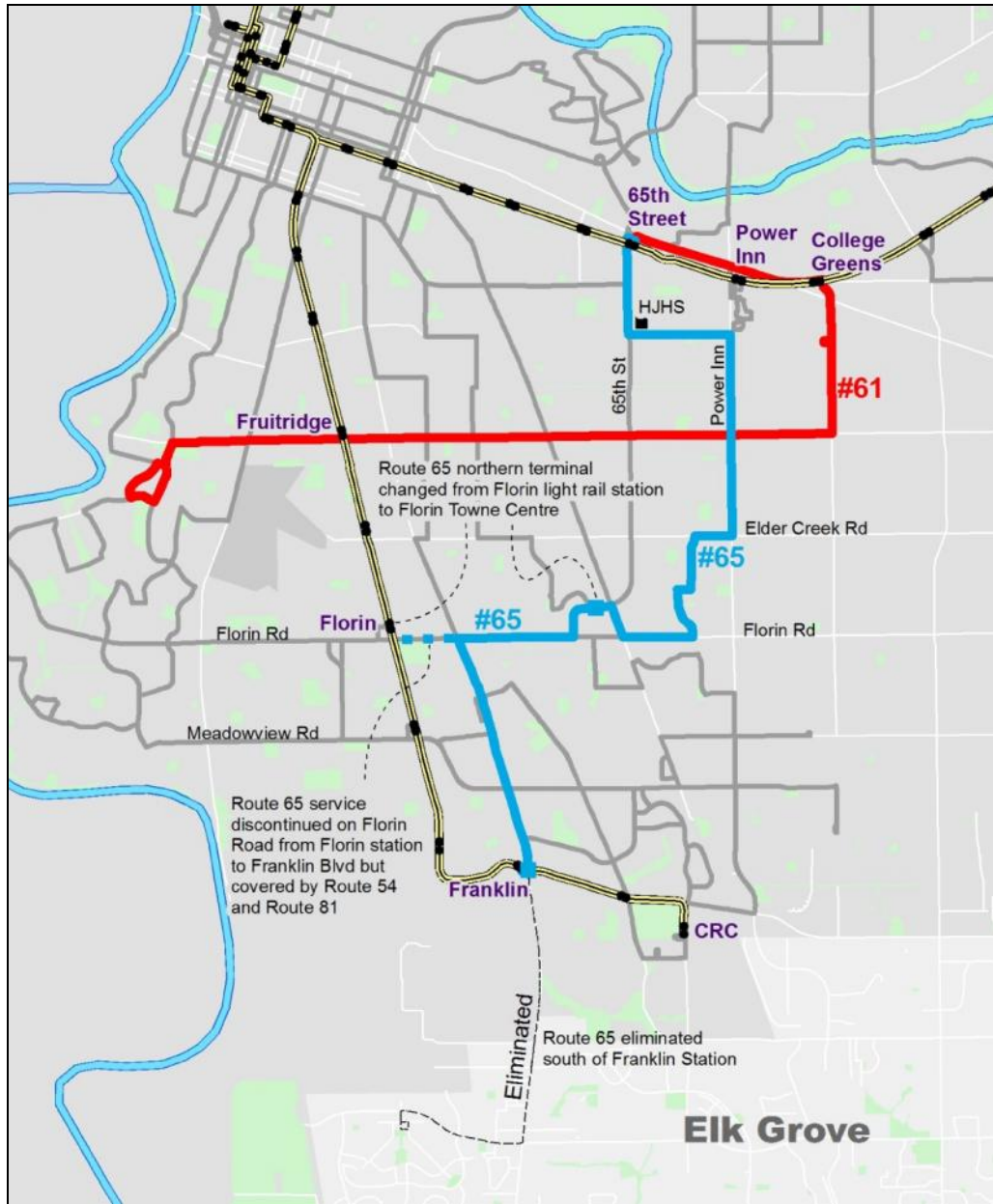




Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

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



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

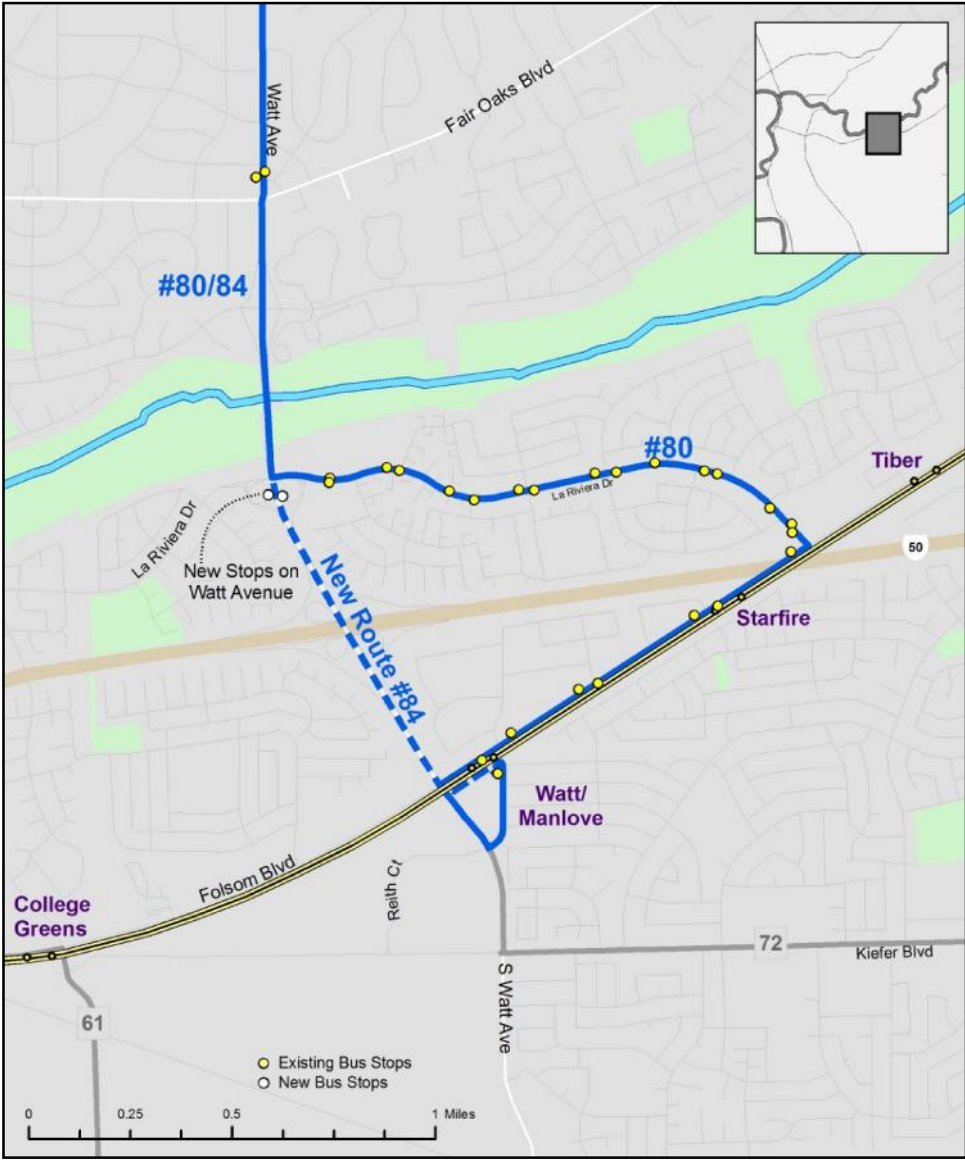
Route 65 service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Route 65 service will also be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



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Figure 6  
Proposed Changes to Route 84



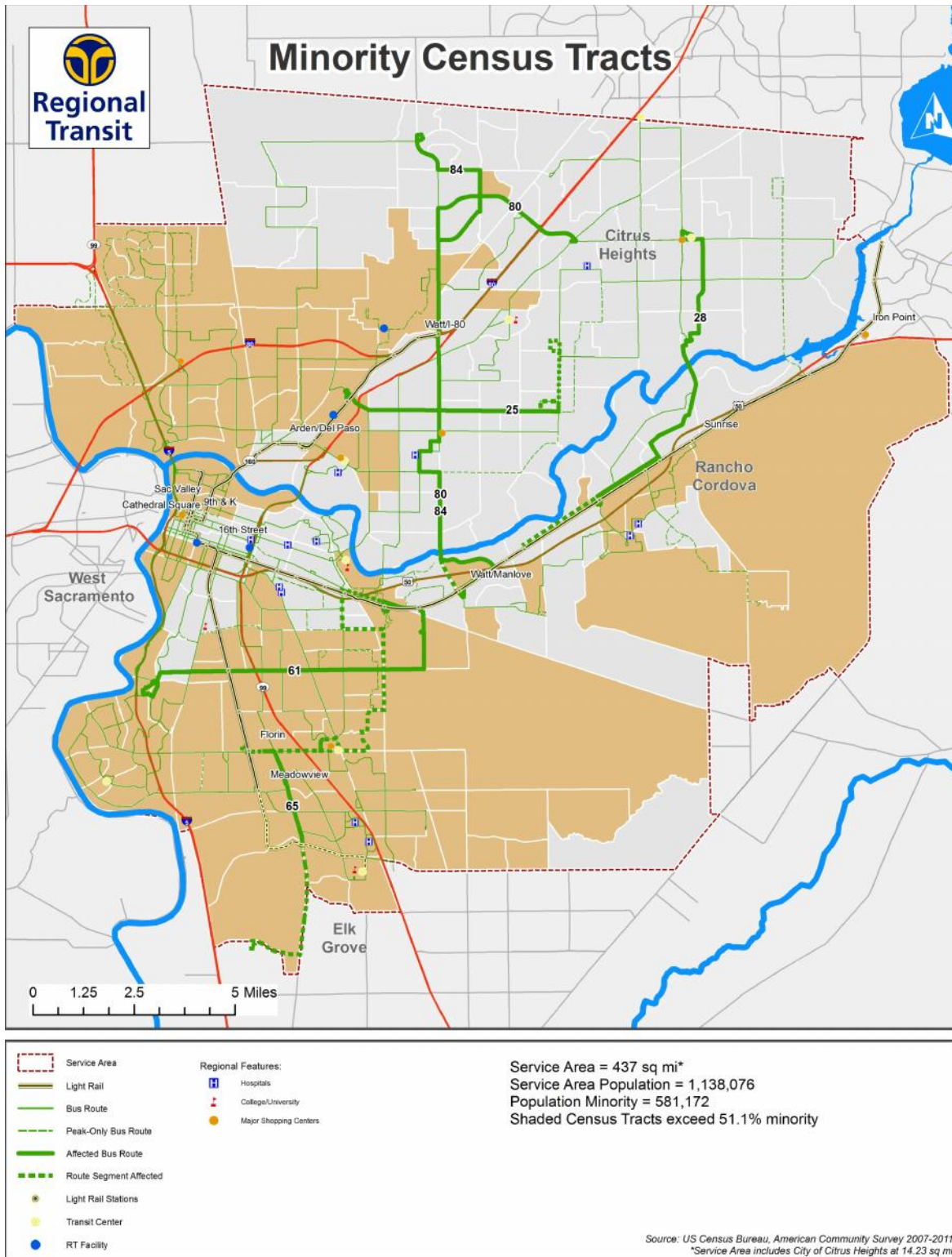
Route 84 service will be discontinued on La Riviera Drive and on Folsom Blvd. All Route 84 buses will go directly to/from the Watt/Manlove light rail station via Watt Avenue from La Riviera Drive. Routing will be unchanged for Route 80.



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Figure 7

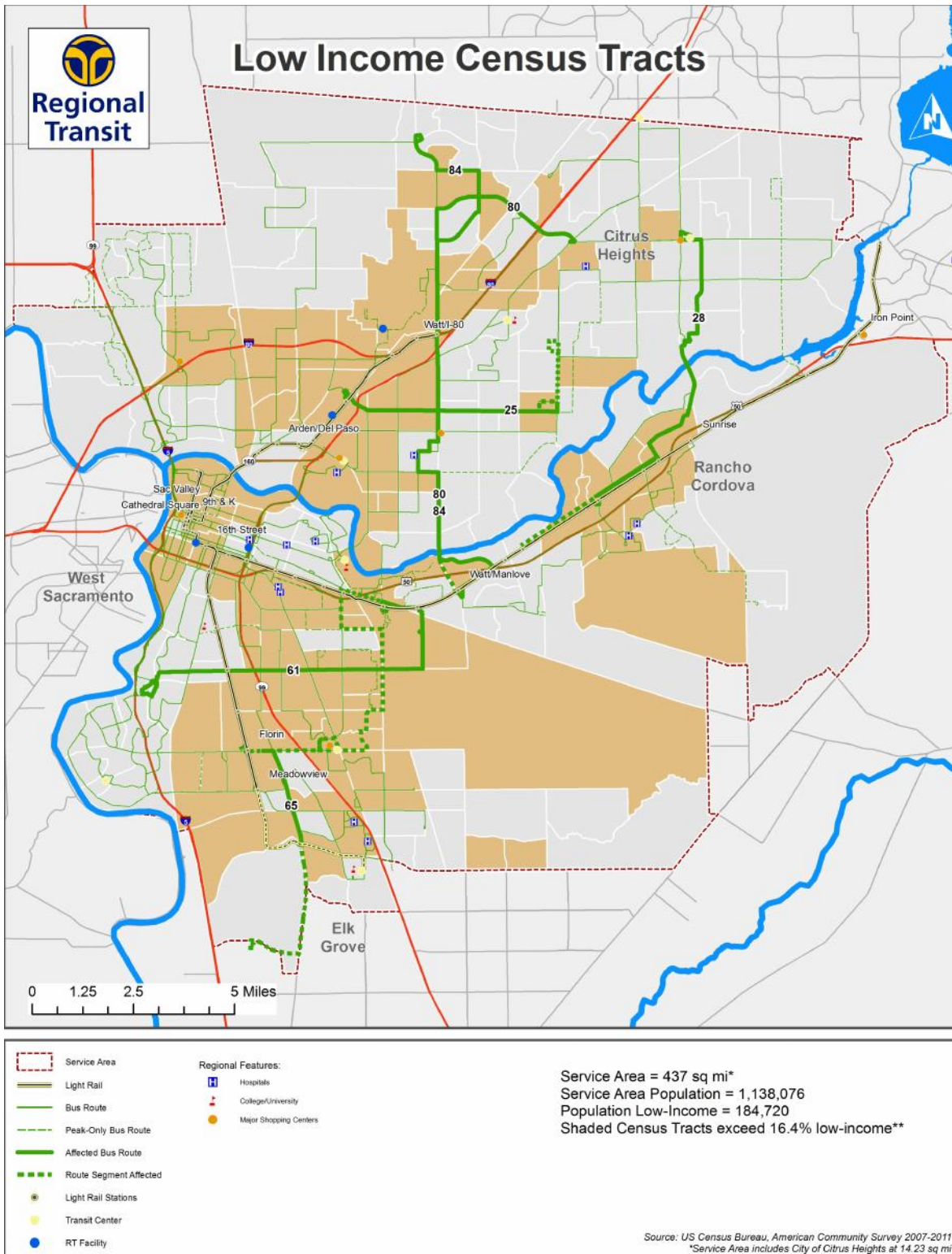




Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Figure 8





Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Project Title: September 2015 Service Changes

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

**CURRENT SYSTEM STATISTICS**

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

Minority Ridership: 62,869 69.0 % (A1)

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

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

**SERVICE CHANGE IMPACTS**

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

Net Revenue Miles: All Riders: 216,166  
Annualized

Minority: 166,062 76.8 % (A2)

Low-Income: 138,597 53.0 % (B2)

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

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

Prepared by: James A. Drake 2/5/15  
Analyst Date

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

# **Rancho Cordovan**

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RESOLUTION NO. 15-10- 0119

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

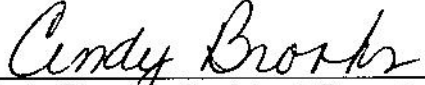
THAT, the service changes set forth in Exhibit A are hereby approved effective immediately; and

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

ATTEST:

MICHAEL R. WILEY, Secretary

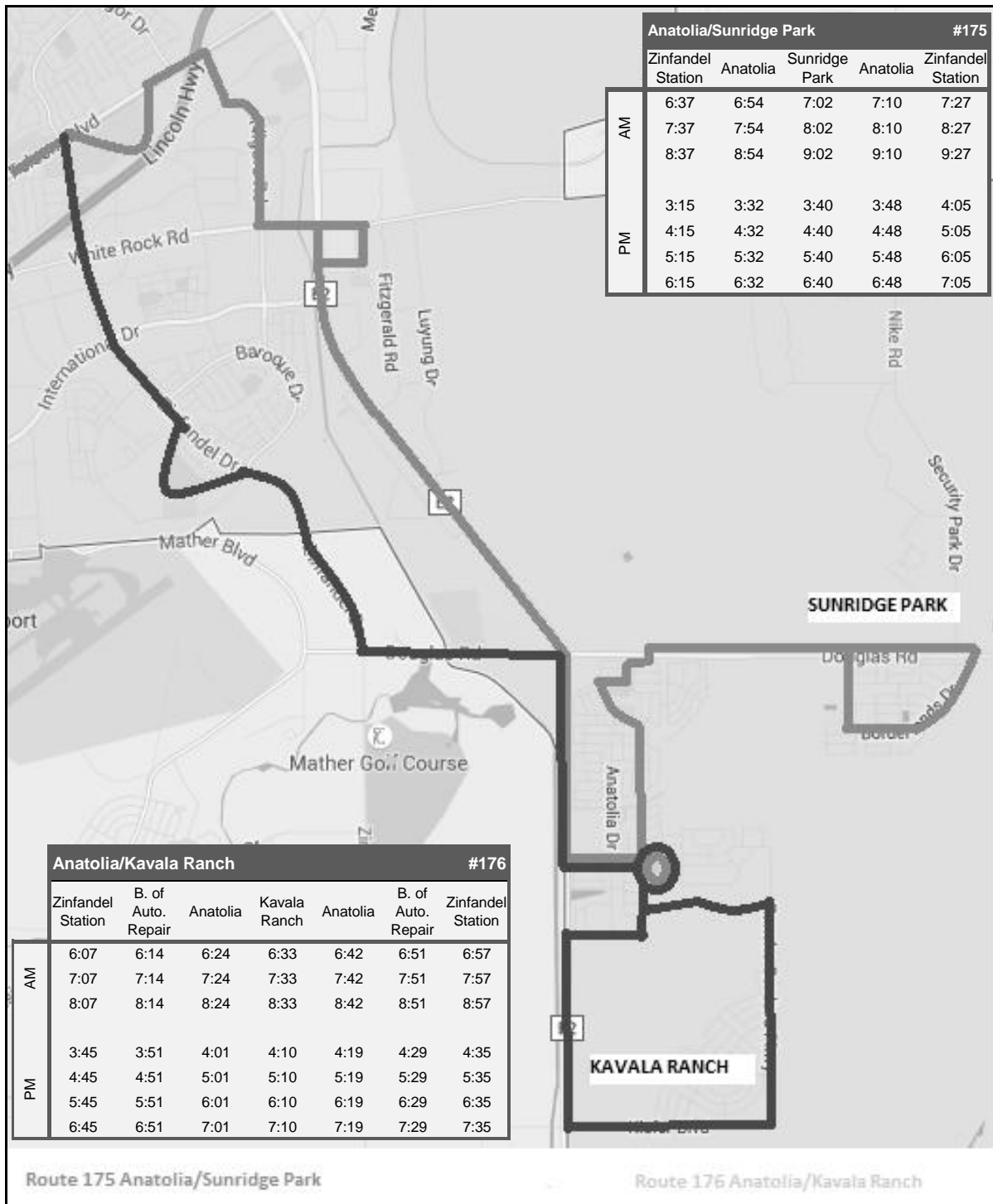
By:   
Cindy Brooks, Assistant Secretary



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EXHIBIT A

**Route Map and Schedule  
Rancho Cordovan - Anatolia**



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Title VI Equity Analysis  
for Service Changes  
to the Rancho CordoVan

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October 26, 2015

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## Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**Exhibit B**

## 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.<sup>1</sup>

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 65<sup>th</sup> 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/65<sup>th</sup> Street light rail station primarily via Florin

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<sup>1</sup> RT's major service change policy is stated in Resolution No. 13-08-0125. The Federal Transit Administration's (FTA's) guidance related to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 is specified in FTA Circular 4702.1B.





## Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**Exhibit B**

Road, Elder Creek Road, Power Inn Road, 14<sup>th</sup> Ave., and 65<sup>th</sup> 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.



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#### **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.<sup>2</sup>

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<sup>2</sup> 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

## Exhibit B

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

Effects on Minority Populations	Effective Date	(A)	(B)	(A) * (B)
		% Minority Riders	Net Change in Revenue Miles	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
<b>TOTAL</b>		<b>75.4%</b>	252,932	190,585
<b>System Average</b>		<b>69.0%</b>		

Effects on Low-Income Populations	Effective Date	(A)	(B)	(A) * (B)
		% Low-Income Riders	Net Change in Revenue Miles	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
<b>TOTAL</b>		<b>55.8%</b>	252,932	141,208
<b>System Average</b>		<b>53.0%</b>		

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



## Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**Exhibit B**

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*

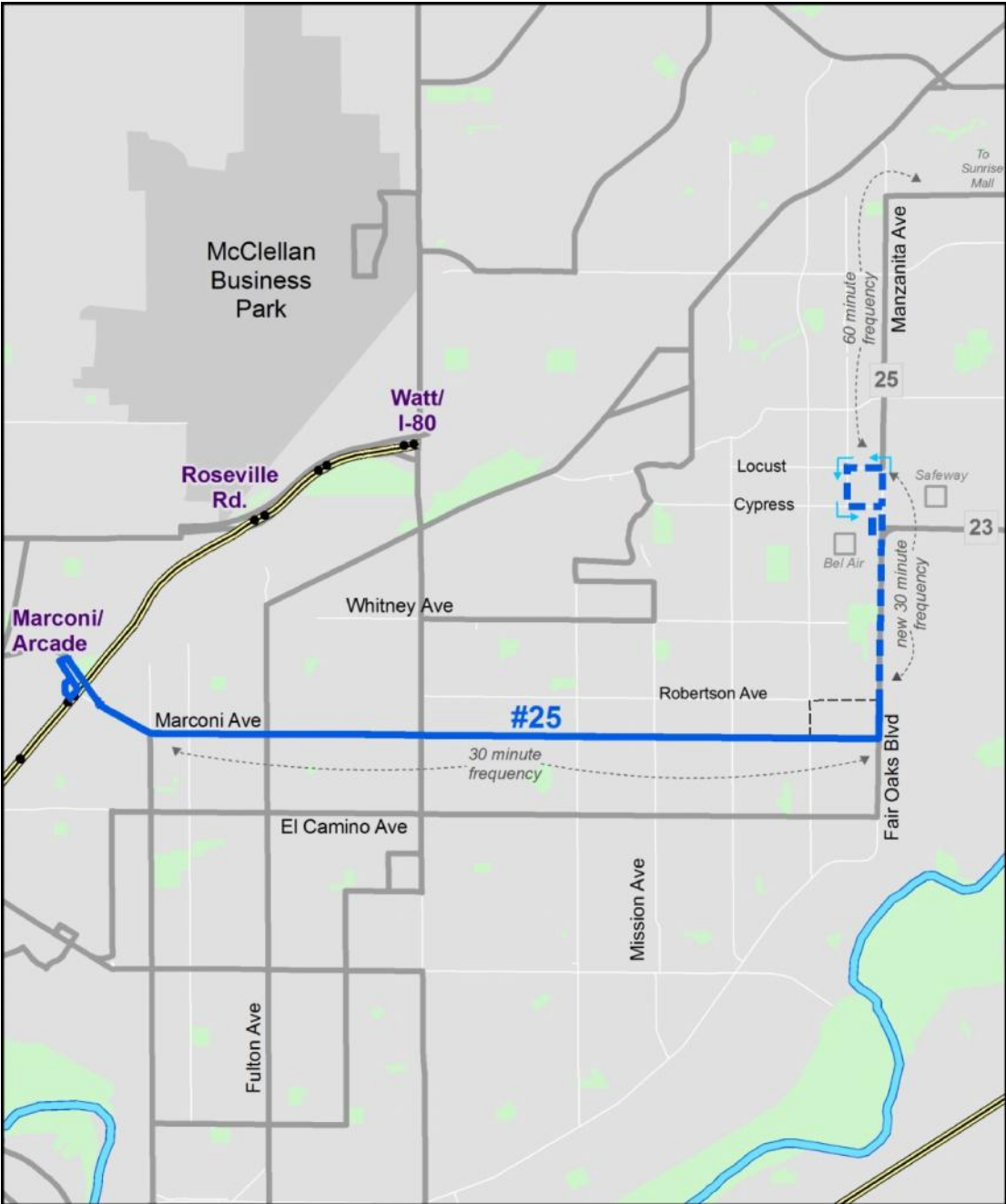
Overall, the proposed new service would improve the level of service to *all* populations; however, on a relative basis, it will improve the level of service proportionately more for minority populations than non-minority populations and more for low-income populations than non-low-income populations.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



Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**Figure 3**  
**Changes to Route 25**



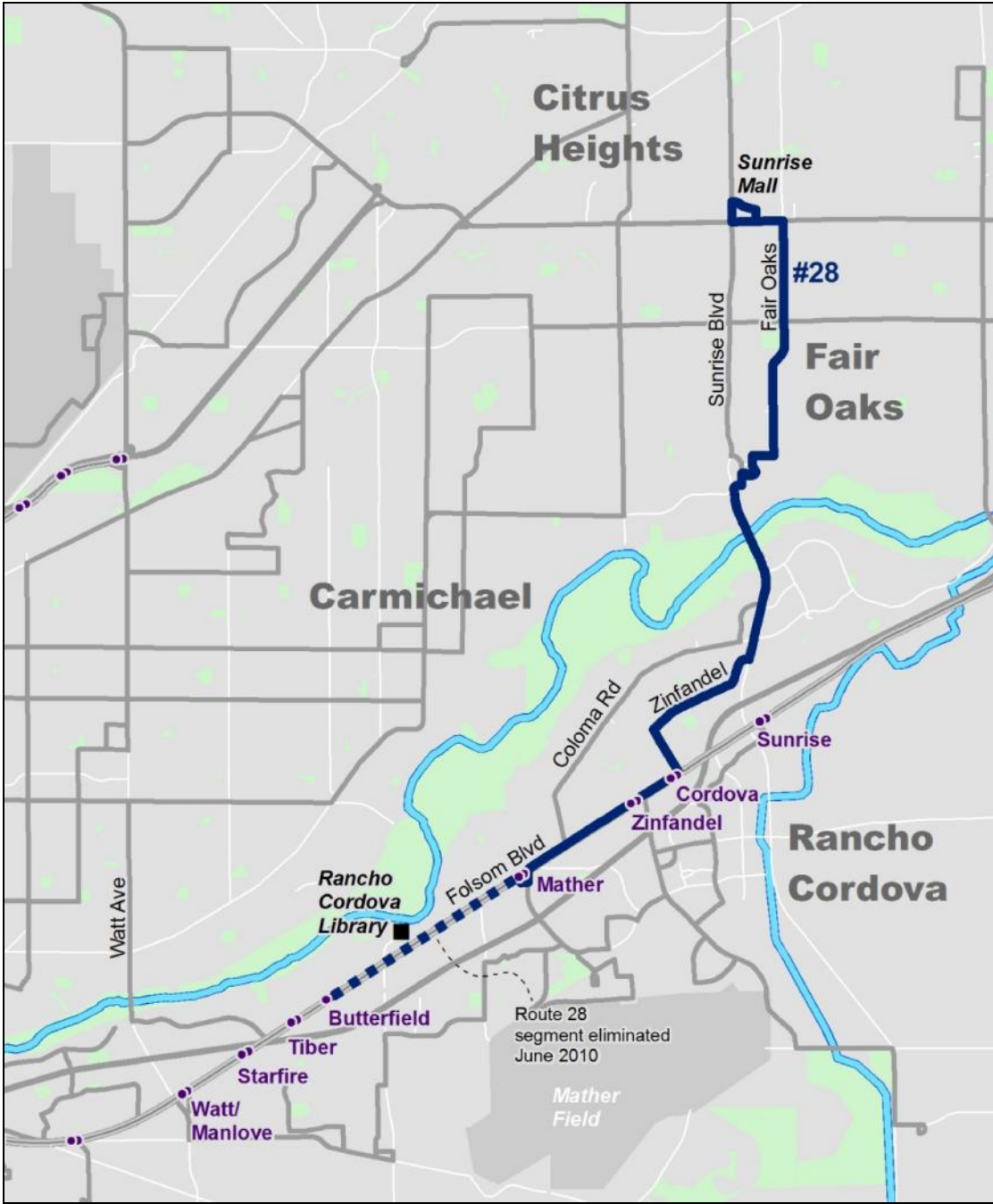
Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.



Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**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.

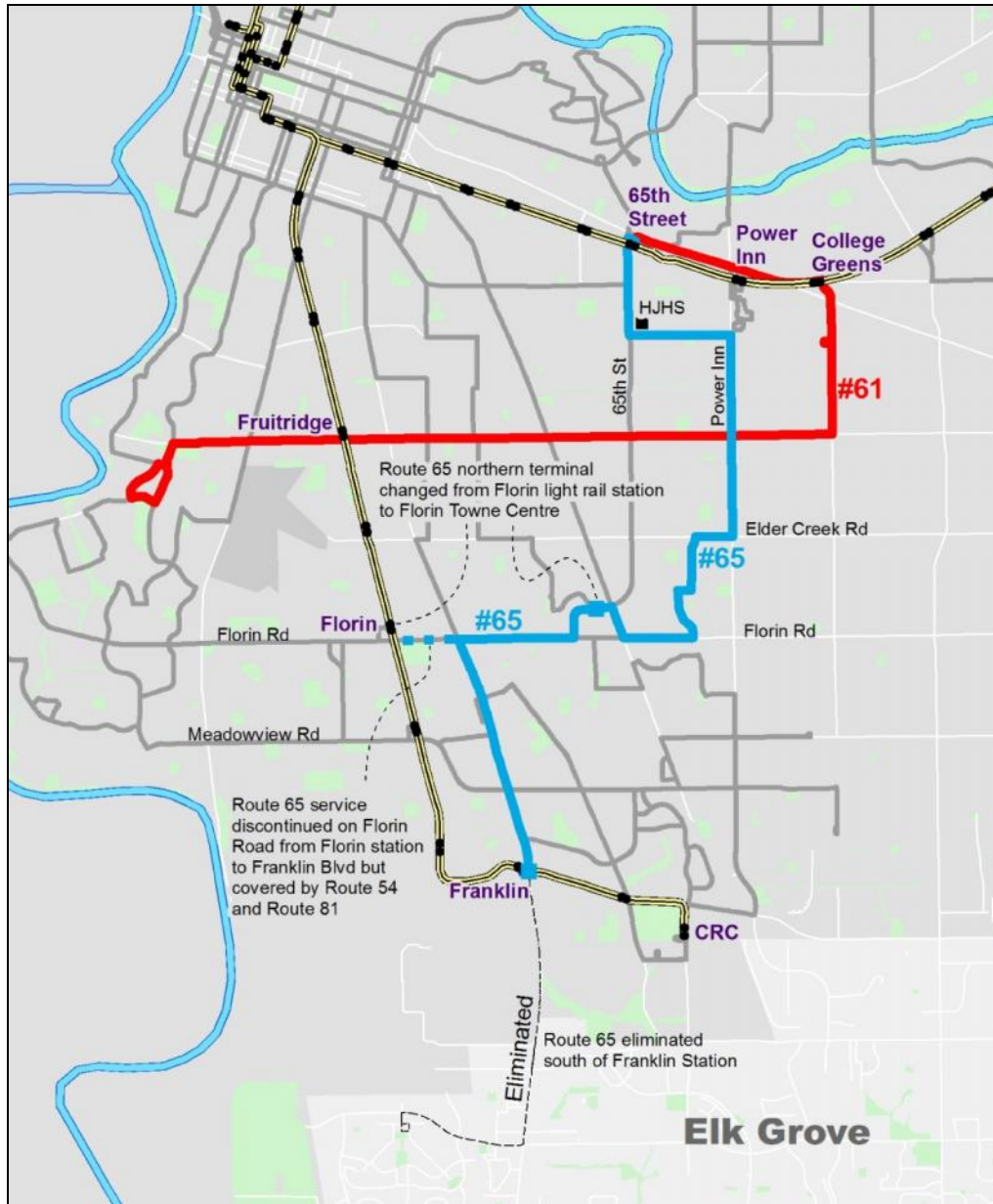


Title VI Service Change Equity Analysis

OCTOBER 26, 2015

Exhibit B

**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).

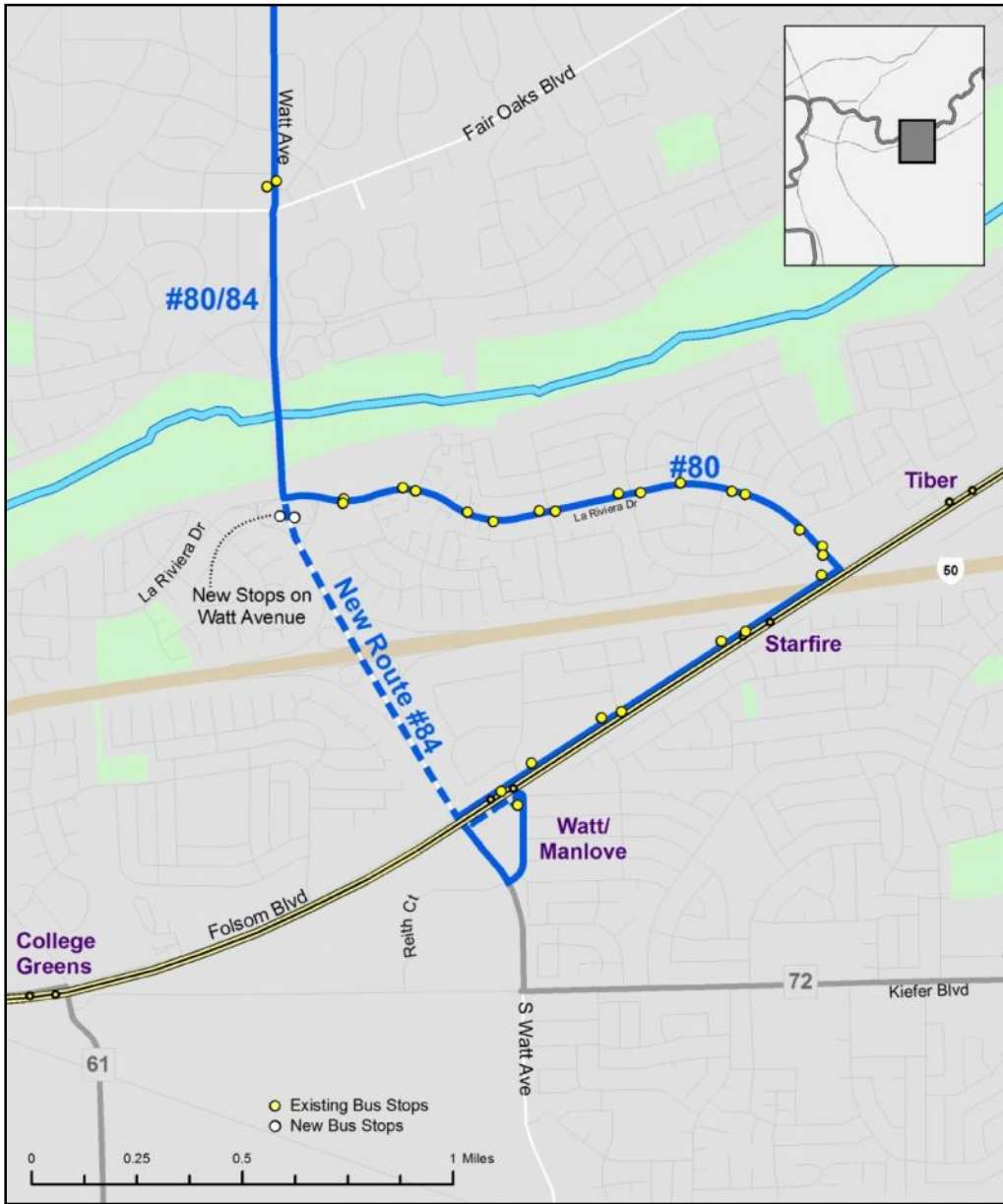
Route 65 service was discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route begins and ends at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd.. Route 65 service was also discontinued into the Florin light rail 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., 75<sup>th</sup> Street, Elder Creek Road, Power Inn Road, 14<sup>th</sup> Ave., and 65<sup>th</sup> Street.



Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**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.

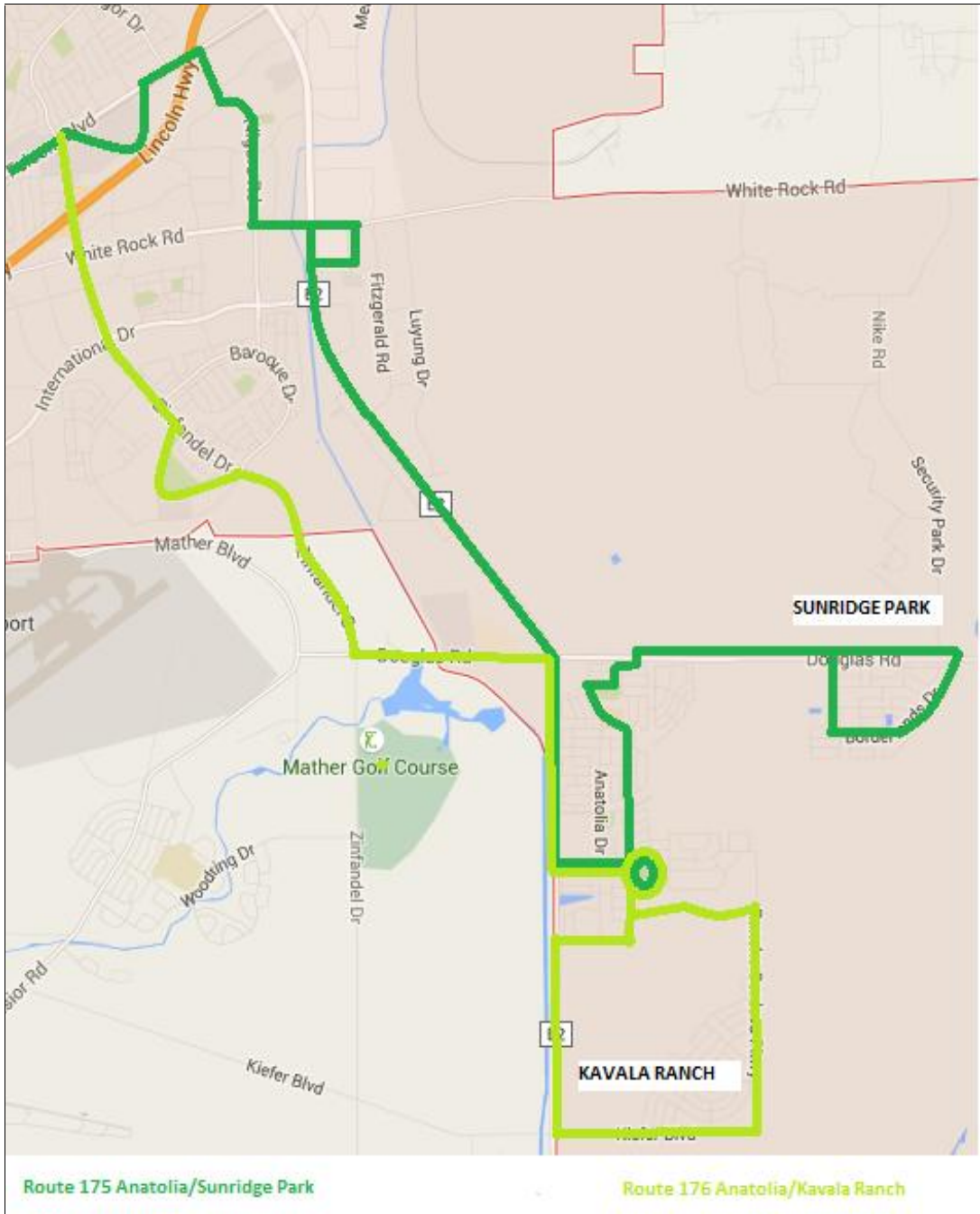




Title VI Service Change Equity Analysis

OCTOBER 26, 2015

**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.

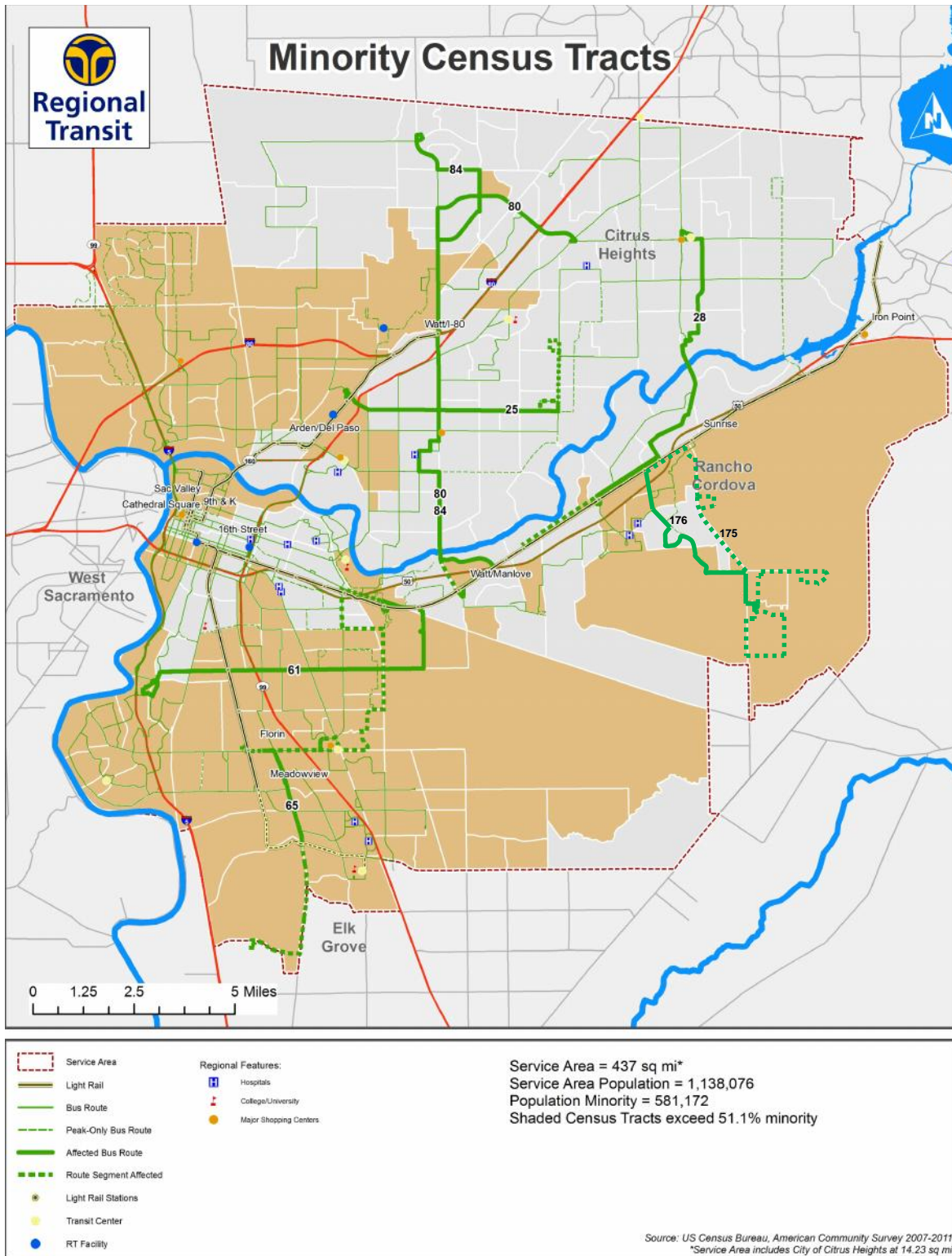


Title VI Service Change Equity Analysis

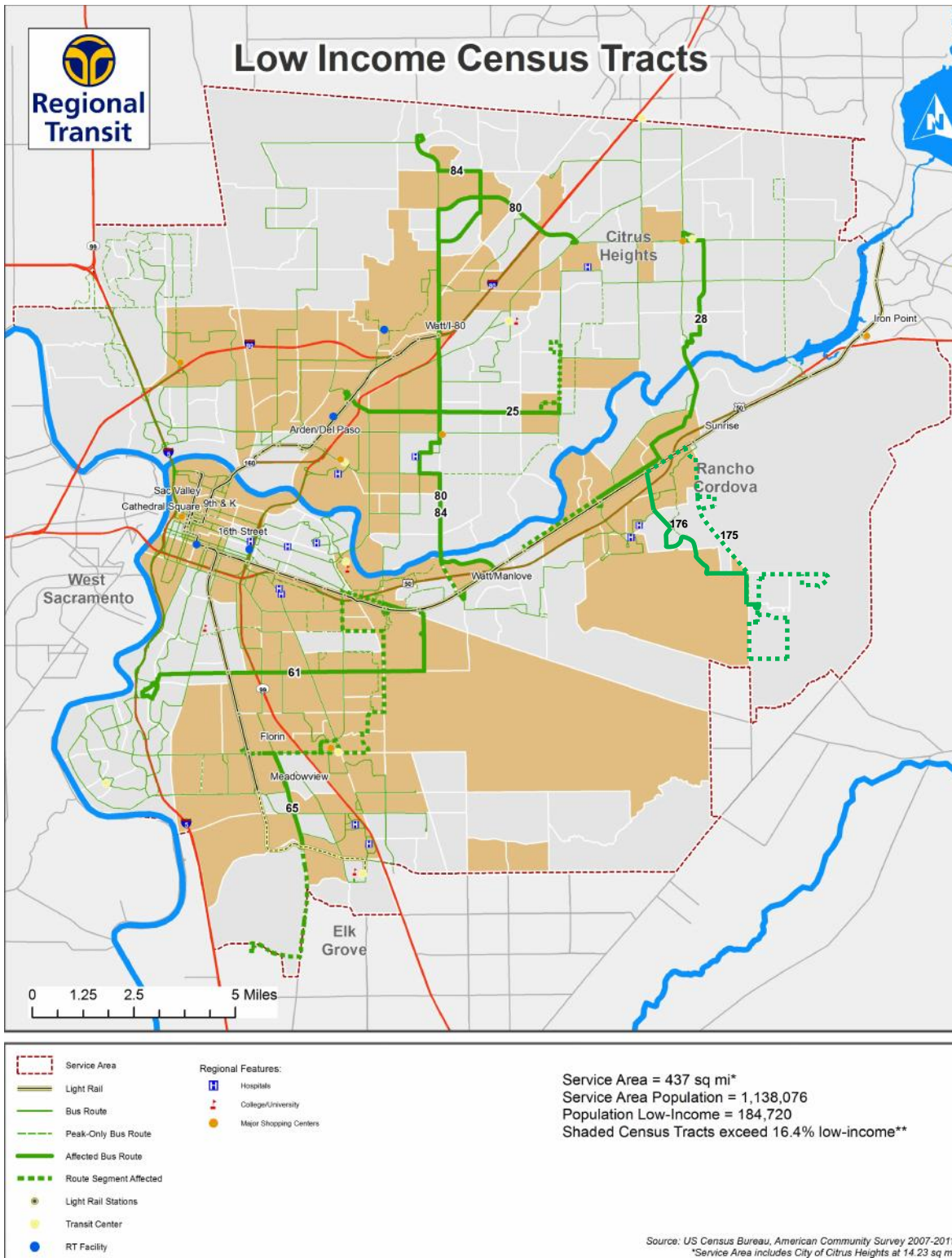
OCTOBER 26, 2015

Exhibit B

Figure 8



**Figure 9**





Title VI Service Change Equity Analysis

OCTOBER 26, 2015

Exhibit B

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.

[Signature]  
Prepared by

7-8-15  
Date

Jama A. Drake  
Reviewed by

7/8/15  
Date

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# Los Rios Pass

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**RESOLUTION NO. 15-12- 0140**

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

December 14, 2015

**APPROVING THE FINAL TITLE VI FARE CHANGE EQUITY ANALYSIS  
FOR CHANGES TO LOS RIOS COLLEGE PASS PROGRAM**

WHEREAS, on July 27, 2015, the RT Board of Directors authorized the General Manager/CEO to enter into an agreement with the Los Rios Community College District (Los Rios) that would change the terms of the existing Los Rios college pass program; and

WHEREAS, Federal Title VI civil rights regulations and RT policy require a fare change equity analysis be prepared, reviewed, and approved by the RT Board prior to implementation of any fare changes; and

WHEREAS, a draft Title VI fare change equity analysis was provided to the Board on October 26, 2015, and prior to November 1, 2015, was posted on RT's web site for a 30-day public comment period; and

WHEREAS, on October 26, 2015, the Board set a public hearing for December 14, 2015 to receive written comments on the draft Title VI analysis, to receive spoken testimony from members of the public, and to approve a revised and final version of the equity analysis; and

WHEREAS, the Board has received and taken into consideration all public comments; and

WHEREAS, the final Title VI fare change equity analysis finds that there would be potential disparate impacts on minority populations from implementing the fare change; and

WHEREAS, the final Title VI fare change equity analysis finds that there would be potential disproportionate burdens on low-income populations from implementing the fare change.

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

THAT, the Board considers increasing fare revenue through reductions in deeply discounted fares to be a legitimate program goal; and

THAT, the Board finds that discontinuation of the Los Rios pass program would result in more adverse impacts to minority and low-income populations than continuation of the program according to the terms of the proposed new contract; and



THAT, the Board finds that continuation of the Los Rios pass program on the existing terms would be counter to RT's legitimate program goals; and

THAT, the Board finds that the negotiations that took place between RT and Los Rios were successful in reaching terms consistent with both parties' legitimate program goals and successful in avoiding, minimizing, and mitigating adverse impacts on minority and low-income populations; and

THAT, the Board finds that RT has a substantial legitimate justification for the proposed fare change that would take effect as a result of implementation of the proposed agreement with Los Rios; and

THAT, the Board finds that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals; and

THAT, the Board finds that RT has taken steps to avoid, minimize, or mitigate impacts to low-income populations where practicable; and

THAT, the Board has reviewed and approves the Title VI fare change equity analysis.

  
\_\_\_\_\_  
JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By:   
\_\_\_\_\_  
Cindy Brooks, Assistant Secretary

Exhibit A



Title VI Fare Equity Analysis  
for Changes to Los Rios Pass Program  
Proposed for January 2016

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December 14, 2015

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**Regional Transit**  
Title VI Fare Change Equity Analysis

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## 1. Purpose of Analysis

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

## 2. Project Description

The proposed changes to RT's fare structure would result from a new agreement between RT and the Los Rios Community College District (Los Rios).

Currently, Los Rios students are entitled to make unlimited rides on the RT fixed-route system, as well as on most neighboring transit systems by displaying a universal transit pass in the form of a semester-specific sticker affixed to a student ID card. This program is funded by a mandatory fee charged to all Los Rios students ranging from \$2.77 to \$16.62 depending on course load and whether or not the student qualifies for a Board of Governors fee waiver. Fees are collected during the Fall and Spring semesters only. The universal transit pass is not currently offered in June or July.

The new agreement would have several effects:

- Fees would be assessed on a per-unit basis instead of according to the existing tiered structure and would increase so that fee revenue will approximately double, with maximum per-semester fees increasing from \$16.62 to \$31.50.
- Students enrolled in three units or fewer will be excluded from the traditional program, neither paying the mandatory fee nor receiving the universal transit pass, but will become eligible to purchase, on an opt-in basis, a discounted RT monthly pass set at half the price of the basic monthly pass price which would currently be \$50.00.
- Summer session students will begin being assessed a flat \$10.00 per session fee and will receive an unlimited ride pass for the summer.

Under both the new and old agreement, Los Rios pays RT the proceeds from student transit fees. Between the universal transit pass and the new opt-in monthly pass, the new agreement is expected to increase total revenue to RT through the Los Rios program from \$1.0 million to \$2.4 million annually.

Utilization of the pass has been substantial. As shown in Figure 1, approximately 4.3 million boardings were made using the pass in FY 2014, which works out to approximately one out of every six riders.



## Title VI Fare Change Equity Analysis

**Figure 1**  
**Average Fare Per Passenger Boarding**  
**By Fare Type**

Fare Type	Face Value	Revenue	Boardings	Avg Fare
Single Cash - Bus	\$2.50	\$2,189,051	875,620	\$2.50
Single Ticket - Bus	\$2.50	\$584,401	233,760	\$2.50
Single Cash - Rail	\$2.50	\$1,319,305	995,957	\$1.32
Single Ticket - Rail	\$2.50	\$1,211,225	706,354	\$1.71
Disc Single Cash - Bus	\$1.25	\$633,673	506,939	\$1.25
Disc Single Tkt - Bus	\$1.25	\$106,566	85,253	\$1.25
Disc Single Cash - Rail	\$1.25	\$412,578	359,489	\$1.15
Disc Single Tkt - Rail	\$1.25	\$45,959	211,781	\$0.22
Daily Pass	\$6.00	\$4,175,576	3,840,988	\$1.09
Disc Daily Pass	\$3.00	\$2,073,429	2,108,262	\$0.98
Monthly Pass	\$100.00	\$10,495,500	4,279,972	\$2.45
Semi-Monthly Pass	\$50.00	\$378,850	578,195	\$0.66
Student Semi-Monthly	\$25.00	\$860,888	874,506	\$0.98
Senr/Disb Monthly/Semi	\$50.00	\$2,083,750	2,193,895	\$0.95
Los Rios		\$1,028,073	4,343,659	\$0.24
CSUS		\$688,327	599,808	\$1.15
DHA		\$1,938,225	883,977	\$2.19
Fare Evader		\$0	1,522,877	\$0.00
Child		\$0	551,267	\$0.00
Lifetime		\$0	226,069	\$0.00
Other Boardings			389,517	
Transfer Agmts (Net)		-\$1,233,039		
Plug for Reconciliation		\$164,585	-	
<b>Total</b>		<b>\$29,156,920</b>	<b>26,368,144</b>	<b>\$1.11</b>

At \$29,156,920 in fare revenue and 26,368,144 passenger boarding, RT averages \$1.11 in fare revenue per passenger boarding. In addition to discount programs and fare evasion on light rail, the average fare is lowered by fare free categories such as children under age 5, as well as by certain multi-ride fare types with high per-pass utilization (e.g., daily passes). *De facto* free rail-to-rail transferring also keep the average fare per boarding on a nominally single ride ticket at less than the face value price. *Source: FY 2014 Fare Survey.*



## Title VI Fare Change Equity Analysis

The student fee increase is expected to decrease pass use only minimally. The result is that the average fare paid per passenger boarding with the Los Rios pass is expected to increase from \$0.24 to \$0.57. This is still dramatically lower than RT's systemwide average fare, which was approximately \$1.11 at the time of the FY 2014 Fare Survey cited in Figure 1, and which is currently estimated to be approximately \$1.07.

The increase in the Los Rios contract amount is expected to increase RT's systemwide average fare by approximately 5.2 percent.

### 3. Title VI Requirements

FTA Circular 4702.1B, Chapter IV, Section 7 requires RT to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions (e.g., Spare the Air days). RT's service and fare change policies are set forth in Resolution 13-08-0125 and Resolution 15-11-0129. Neither document, however, is completely clear with regard to whether or not a fare equity analysis is required for changes to a pass program such as the Los Rios program, which differs in several ways from the types of fare changes both guiding documents seem to contemplate:

First, unlike most fare changes, the proposed changes to the Los Rios pass program cannot be enacted by the unilateral action of the RT Board; they require mutual assent by Los Rios. Likewise, once the agreement takes effect, the changes cannot be reversed unilaterally by the RT Board.<sup>1</sup>

The proposed changes are also atypical because costs are spread among a broad population that includes non-users. In this way, the program may resemble a bulk purchase agreement by a major employer, social service agency, or local government, rather than a true change in fares.

Overall, however, staff believes that a change of this nature to a special fare category such as the Los Rios pass may meet the description of the type of fare change for which FTA requires a fare equity analysis. Therefore, out of an abundance of caution, a fare equity analysis has been conducted.

RT policy provides a 30-day comment period for a Title VI analysis. This document is intended to be part of the package of publicly reviewable documents made available through RT's web site and by request.

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<sup>1</sup> On July 27, 2015, the RT Board of Directors delegated to the General Manager/CEO authority to enter into an agreement with Los Rios. The Los Rios student body approved terms on September 24, 2015. The Los Rios Board of Governors is expected to approve the agreement on October 21, 2015 after which the RT General Manager/CEO is expected to execute the agreement, barring any Title VI issues.



Title VI Fare Change Equity Analysis

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#### 4. Data and Methodology

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

On an annual basis, RT conducts a passenger fare survey. This survey provides utilization figures for each fare type, including the average fare per passenger boarding.

Using the demographic data from the 2013 on-board survey, RT can determine the percent minority and the percent low-income for each fare type and based on the average fare per boarding for each fare type from the annual fare survey, RT can then estimate overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

Potential disparate impacts (and disproportionate burdens) from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase and equal or greater to that for non-minority populations in the case of a net fare decrease. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

Note that this process is not intended by RT or by FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that otherwise can be skipped.

Note also that this policy does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of how it *changes*. This is in accordance with FTA guidance.

Figures 2 and 3 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 2 and 3, minority and low-income riders currently pay a significantly lower fare to ride the RT system, on average, than the general population.

Average fare calculations are shown rounded to the nearest cent. Rate of fare changes were, however, calculated using the full, not rounded, average fare estimates.

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Title VI Fare Change Equity Analysis

**Figure 2  
Minority Fare Payment Splits  
Existing Conditions**

Media Type	Face Value	Revenue	Boardings	Avg Fare	Minority Riders			Non-Minority Riders		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,189,051	875,620	\$2.50	66.0%	577,909	\$1,444,774	34.0%	297,711	\$744,277
2 Single Ticket - Bus	\$2.50	\$584,401	233,760	\$2.50	57.0%	133,243	\$333,108	43.0%	100,517	\$251,292
3 Single Cash - Rail	\$2.50	\$1,319,305	995,957	\$1.32	64.0%	637,413	\$844,355	36.0%	358,545	\$474,950
4 Single Ticket - Rail	\$2.50	\$1,211,225	706,354	\$1.71	48.7%	343,995	\$589,867	51.3%	362,360	\$621,358
5 Disc Single Cash - Bus	\$1.25	\$633,673	506,939	\$1.25	72.3%	366,517	\$458,146	27.7%	140,422	\$175,528
6 Disc Single Tkt - Bus	\$1.25	\$106,566	85,253	\$1.25	74.5%	63,513	\$79,392	25.5%	21,739	\$27,174
7 Disc Single Cash - Rail	\$1.25	\$412,578	359,489	\$1.15	71.4%	256,675	\$294,580	28.6%	102,814	\$117,997
8 Disc Single Tkt - Rail	\$1.25	\$45,959	211,781	\$0.22	45.5%	96,360	\$20,911	54.5%	115,420	\$25,048
9 Daily Pass	\$6.00	\$4,175,576	3,840,988	\$1.09	75.5%	2,899,946	\$3,152,560	24.5%	941,042	\$1,023,016
10 Disc Daily Pass	\$3.00	\$2,073,429	2,108,262	\$0.98	75.2%	1,585,413	\$1,559,219	24.8%	522,849	\$514,210
11 Monthly Pass	\$100.00	\$10,495,500	4,279,972	\$2.45	58.5%	2,503,784	\$6,139,868	41.5%	1,776,188	\$4,355,633
12 Semi-Monthly Pass	\$50.00	\$378,850	578,195	\$0.66	72.7%	420,348	\$275,424	27.3%	157,847	\$103,426
13 Student Semi-Monthly	\$25.00	\$860,888	874,506	\$0.98	87.0%	760,820	\$748,972	13.0%	113,686	\$111,915
14 Senr/Disb Monthly/Semi	\$50.00	\$2,083,750	2,193,895	\$0.95	46.0%	1,009,192	\$958,525	54.0%	1,184,703	\$1,125,225
15 Los Rios		\$1,028,073	4,343,659	\$0.24	77.0%	3,344,617	\$791,616	23.0%	999,042	\$236,457
16 CSUS		\$688,327	599,808	\$1.15	74.3%	445,657	\$511,427	25.7%	154,151	\$176,900
17 DHA		\$1,938,225	883,977	\$2.19	66.9%	591,381	\$1,296,673	33.1%	292,596	\$641,552
18 Fare Evader		\$0	1,522,877	\$0.00	76.8%	1,169,570	\$0	23.2%	353,308	\$0
19 Child		\$0	551,267	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	226,069	\$0.00	48.4%	109,417	\$0	51.6%	116,652	\$0
21 Other Boardings			389,517		n/a	n/a	n/a	n/a	n/a	n/a
Transfer Agmts (Net)		-\$1,233,039			n/a	n/a	n/a	n/a	n/a	n/a
Plug for Reconciliation		\$164,585	-		n/a	n/a	n/a	n/a	n/a	n/a
		\$29,156,920	26,368,144	\$1.11	68.1%	17,315,769	\$19,499,415	31.9%	8,111,591	\$10,725,959
					Combined Avg Fare * Minority Riders		\$1.13	Combined Avg Fare * Non-Minority Riders		\$1.32

Minority riders pay an estimated average of \$1.13 per boarding, compared to \$1.32 for non-minority riders. Minority riders make up an estimated 68.1 percent of all boarding passengers. The student semi-monthly pass is particularly heavily used by minority riders, with an estimated 87.0 percent of users being minority persons. The most significant discount category that is not heavily utilized by minority riders is the senior/disabled monthly (and semi-monthly) pass type, for which only 46.0 percent of users are minority riders. Sources: FY 2014 Fare Survey, 2013 On-Board Survey.

\* Note that the average fare figures for minority and non-minority riders include only fare-paying riders, whereas the overall systemwide average fare figure (\$1.11) is calculated over all riders, including non-fare paying riders.



Title VI Fare Change Equity Analysis

**Figure 3  
Low-Income Fare Payment Splits  
Existing Conditions**

Media Type	Face Val	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,189,051	875,620	\$2.50	46.8%	410,021	\$1,025,053	53.2%	465,599	\$1,163,998
2 Single Ticket - Bus	\$2.50	\$584,401	233,760	\$2.50	7.2%	16,939	\$42,348	92.8%	216,821	\$542,053
3 Single Cash - Rail	\$2.50	\$1,319,305	995,957	\$1.32	43.3%	430,999	\$570,927	56.7%	564,958	\$748,378
4 Single Ticket - Rail	\$2.50	\$1,211,225	706,354	\$1.71	5.5%	38,704	\$66,368	94.5%	667,650	\$1,144,857
5 Disc Single Cash - Bus	\$1.25	\$633,673	506,939	\$1.25	52.8%	267,817	\$334,771	47.2%	239,122	\$298,903
6 Disc Single Tkt - Bus	\$1.25	\$106,566	85,253	\$1.25	40.0%	34,101	\$42,626	60.0%	51,152	\$63,940
7 Disc Single Cash - Rail	\$1.25	\$412,578	359,489	\$1.15	44.3%	159,202	\$182,713	55.7%	200,287	\$229,865
8 Disc Single Tkt - Rail	\$1.25	\$45,959	211,781	\$0.22	30.0%	63,534	\$13,788	70.0%	148,246	\$32,171
9 Daily Pass	\$6.00	\$4,175,576	3,840,988	\$1.09	59.6%	2,288,291	\$2,487,624	40.4%	1,552,697	\$1,687,952
10 Disc Daily Pass	\$3.00	\$2,073,429	2,108,262	\$0.98	60.7%	1,279,662	\$1,258,520	39.3%	828,600	\$814,909
11 Monthly Pass	\$100.00	\$10,495,500	4,279,972	\$2.45	26.4%	1,131,267	\$2,774,133	73.6%	3,148,705	\$7,721,367
12 Semi-Monthly Pass	\$50.00	\$378,850	578,195	\$0.66	44.6%	257,844	\$168,947	55.4%	320,351	\$209,903
13 Student Semi-Monthly	\$25.00	\$860,888	874,506	\$0.98	63.8%	558,244	\$549,550	36.2%	316,262	\$311,337
14 Senr/Disb Monthly/Semi	\$50.00	\$2,083,750	2,193,895	\$0.95	41.9%	918,305	\$872,202	58.1%	1,275,590	\$1,211,548
15 Los Rios		\$1,028,073	4,343,659	\$0.24	57.8%	2,512,372	\$594,637	42.2%	1,831,287	\$433,436
16 CSUS		\$688,327	599,808	\$1.15	48.4%	290,291	\$333,132	51.6%	309,517	\$355,195
17 DHA		\$1,938,225	883,977	\$2.19	70.5%	622,802	\$1,365,568	29.5%	261,175	\$572,657
18 Fare Evader		\$0	1,522,877	\$0.00	43.8%	666,259	\$0	56.3%	856,619	\$0
19 Child		\$0	551,267	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	226,069	\$0.00	19.0%	43,061	\$0	81.0%	183,008	\$0
21 Other Boardings			389,517		n/a	n/a	n/a	n/a	n/a	n/a
Transfer Agmts (Net)		-\$1,233,039			n/a	n/a	n/a	n/a	n/a	n/a
Plug for Reconciliation		\$164,585	-		n/a	n/a	n/a	n/a	n/a	n/a
		\$29,156,920	26,368,144	\$1.11	47.2%	11,989,715	\$12,682,906	52.8%	13,437,645	\$17,542,468
					Combined Avg Fare * Low-Income Riders		\$1.06	Combined Avg Fare * Non-Low-Income Riders		\$1.31

Low-income riders currently pay an estimated average of \$1.06 per boarding, compared to \$1.31 for non-low-income riders. Low-income riders make little use of RT’s full-price monthly pass, a relatively high cost fare type, purchases of which are predominately made by government workers. Pre-paid tickets are also minimally used by low-income persons, possibly because lower-income persons often lack the means to prepay. Sources: FY 2014 Fare Survey, 2013 On-Board Survey.

\* Note that the average fare figures for minority and non-minority riders include only fare-paying riders, whereas the overall systemwide average fare figure (\$1.11) is calculated over all riders, including non-fare paying riders.



Title VI Fare Change Equity Analysis

## 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.

RT's analysis of survey data yielded the following findings:

- Under the existing fare structure, minority riders pay approximately 14 percent less to ride the RT system than non-minority riders (\$1.13 compared to \$1.32).
- The increases in user cost to the Los Rios pass program would affect minority populations more than non-minority populations; however, even after the changes, minority riders would still, on average, pay approximately 13 percent less to ride the RT system than non-minority riders (\$1.19 compared to \$1.37).
- Because fares would increase for minority riders at a rate that is more than 20 percent greater than the rate of increase for non-minority riders (6.0 percent compared to 3.3 percent), according to RT's Title VI definitions and policies, there would be a *potential* disparate impact.

The finding of a potential disparate impact does not mean that the changes are necessarily discriminatory nor does it prohibit RT from enacting them. It does, however, trigger the need for additional steps, specifically:

*[T]he fare change may be implemented only if (1) a 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.<sup>2</sup>*

## 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.<sup>3</sup>

<sup>2</sup> RT Service and Fare Change Policies, Page 9 (Resolution No. 13-08-0125).

<sup>3</sup> 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 Fare Change Equity Analysis

**Figure 4  
Minority Fare Payment Splits  
- Proposed -**

Media Type	Face Val	Revenue	Boardings	Avg Fare	Minority Users			Non-Minority Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,189,051	875,620	\$2.50	66.0%	577,909	\$1,444,774	34.0%	297,711	\$744,277
2 Single Ticket - Bus	\$2.50	\$584,401	233,760	\$2.50	57.0%	133,243	\$333,108	43.0%	100,517	\$251,292
3 Single Cash - Rail	\$2.50	\$1,319,305	995,957	\$1.32	64.0%	637,413	\$844,355	36.0%	358,545	\$474,950
4 Single Ticket - Rail	\$2.50	\$1,211,225	706,354	\$1.71	48.7%	343,995	\$589,867	51.3%	362,360	\$621,358
5 Disc Single Cash - Bus	\$1.25	\$633,673	506,939	\$1.25	72.3%	366,517	\$458,146	27.7%	140,422	\$175,528
6 Disc Single Tkt - Bus	\$1.25	\$106,566	85,253	\$1.25	74.5%	63,513	\$79,392	25.5%	21,739	\$27,174
7 Disc Single Cash - Rail	\$1.25	\$412,578	359,489	\$1.15	71.4%	256,675	\$294,580	28.6%	102,814	\$117,997
8 Disc Single Tkt - Rail	\$1.25	\$45,959	211,781	\$0.22	45.5%	96,360	\$20,911	54.5%	115,420	\$25,048
9 Daily Pass	\$6.00	\$4,175,576	3,840,988	\$1.09	75.5%	2,899,946	\$3,152,560	24.5%	941,042	\$1,023,016
10 Disc Daily Pass	\$3.00	\$2,073,429	2,108,262	\$0.98	75.2%	1,585,413	\$1,559,219	24.8%	522,849	\$514,210
11 Monthly Pass	\$100.00	\$10,495,500	4,279,972	\$2.45	58.5%	2,503,784	\$6,139,868	41.5%	1,776,188	\$4,355,633
12 Semi-Monthly Pass	\$50.00	\$378,850	578,195	\$0.66	72.7%	420,348	\$275,424	27.3%	157,847	\$103,426
13 Student Semi-Monthly	\$25.00	\$860,888	874,506	\$0.98	87.0%	760,820	\$748,972	13.0%	113,686	\$111,915
14 Senr/Disb Monthly/Semi	\$50.00	\$2,083,750	2,193,895	\$0.95	46.0%	1,009,192	\$958,525	54.0%	1,184,703	\$1,125,225
15 Los Rios		\$2,400,000	4,210,526	\$0.57	77.0%	3,242,105	\$1,848,000	23.0%	968,421	\$552,000
16 CSUS		\$688,327	599,808	\$1.15	74.3%	445,657	\$511,427	25.7%	154,151	\$176,900
17 DHA		\$1,938,225	883,977	\$2.19	66.9%	591,381	\$1,296,673	33.1%	292,596	\$641,552
18 Fare Evader		\$0	1,522,877	\$0.00	76.8%	1,169,570	\$0	23.2%	353,308	\$0
19 Child		\$0	551,267	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	226,069	\$0.00	48.4%	109,417	\$0	51.6%	116,652	\$0
21 Other Boardings			389,517		n/a	n/a	n/a	n/a	n/a	n/a
Transfer Agmts (Net)		-\$1,233,039			n/a	n/a	n/a	n/a	n/a	n/a
Plug for Reconciliation		\$164,585	-		n/a	n/a	n/a	n/a	n/a	n/a
		\$30,528,847	26,235,011	\$1.16	68.1%	17,213,257	\$20,555,799	31.9%	8,080,970	\$11,041,502
					Combined Avg Fare * Minority Riders		\$1.19	Combined Avg Fare * Non-Minority Riders		\$1.37

The proposed changes to the Los Rios pass program would increase program revenues to approximately \$2.4 million annually. Ridership on the pass is expected to decrease by only two percent, remaining at approximately 4.2 million, resulting in an average fare of \$0.57 per boarding. This causes the overall average fare for minority riders to increase by 6.0 percent from \$1.13 to \$1.19 and for the average fare for non-minority riders to increase by 3.3 percent from \$1.32 to \$1.37. See Figure 2 for existing conditions. Sources: FY 2014 Fare Survey, 2013 On-Board Survey.

\* Note that the average fare figures for minority and non-minority riders include only fare-paying riders, whereas the overall systemwide average fare figure (\$1.16) is calculated over all riders, including non-fare paying riders.



Title VI Fare Change Equity Analysis

**Figure 5  
Low-Income Fare Payment Splits  
- Proposed -**

Media Type	Face Val	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,189,051	875,620	\$2.50	46.8%	410,021	\$1,025,053	53.2%	465,599	\$1,163,998
2 Single Ticket - Bus	\$2.50	\$584,401	233,760	\$2.50	7.2%	16,939	\$42,348	92.8%	216,821	\$542,053
3 Single Cash - Rail	\$2.50	\$1,319,305	995,957	\$1.32	43.3%	430,999	\$570,927	56.7%	564,958	\$748,378
4 Single Ticket - Rail	\$2.50	\$1,211,225	706,354	\$1.71	5.5%	38,704	\$66,368	94.5%	667,650	\$1,144,857
5 Disc Single Cash - Bus	\$1.25	\$633,673	506,939	\$1.25	52.8%	267,817	\$334,771	47.2%	239,122	\$298,903
6 Disc Single Tkt - Bus	\$1.25	\$106,566	85,253	\$1.25	40.0%	34,101	\$42,626	60.0%	51,152	\$63,940
7 Disc Single Cash - Rail	\$1.25	\$412,578	359,489	\$1.15	44.3%	159,202	\$182,713	55.7%	200,287	\$229,865
8 Disc Single Tkt - Rail	\$1.25	\$45,959	211,781	\$0.22	30.0%	63,534	\$13,788	70.0%	148,246	\$32,171
9 Daily Pass	\$6.00	\$4,175,576	3,840,988	\$1.09	59.6%	2,288,291	\$2,487,624	40.4%	1,552,697	\$1,687,952
10 Disc Daily Pass	\$3.00	\$2,073,429	2,108,262	\$0.98	60.7%	1,279,662	\$1,258,520	39.3%	828,600	\$814,909
11 Monthly Pass	\$100.00	\$10,495,500	4,279,972	\$2.45	26.4%	1,131,267	\$2,774,133	73.6%	3,148,705	\$7,721,367
12 Semi-Monthly Pass	\$50.00	\$378,850	578,195	\$0.66	44.6%	257,844	\$168,947	55.4%	320,351	\$209,903
13 Student Semi-Monthly	\$25.00	\$860,888	874,506	\$0.98	63.8%	558,244	\$549,550	36.2%	316,262	\$311,337
14 Senr/Disb Monthly/Semi	\$50.00	\$2,083,750	2,193,895	\$0.95	41.9%	918,305	\$872,202	58.1%	1,275,590	\$1,211,548
15 Los Rios		\$2,400,000	4,210,526	\$0.57	57.8%	2,435,368	\$1,388,160	42.2%	1,775,158	\$1,011,840
16 CSUS		\$688,327	599,808	\$1.15	48.4%	290,291	\$333,132	51.6%	309,517	\$355,195
17 DHA		\$1,938,225	883,977	\$2.19	70.5%	622,802	\$1,365,568	29.5%	261,175	\$572,657
18 Fare Evader		\$0	1,522,877	\$0.00	43.8%	666,259	\$0	56.3%	856,619	\$0
19 Child		\$0	551,267	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	226,069	\$0.00	19.0%	43,061	\$0	81.0%	183,008	\$0
21 Other Boardings			389,517		n/a	n/a	n/a	n/a	n/a	n/a
Transfer Agmts (Net)		-\$1,233,039			n/a	n/a	n/a	n/a	n/a	n/a
Plug for Reconciliation		\$164,585	-		n/a	n/a	n/a	n/a	n/a	n/a
		\$30,528,847	26,235,011	\$1.16	47.1%	11,912,711	\$13,476,428	52.9%	13,381,516	\$18,120,873
					Combined Avg Fare * Low-Income Riders		\$1.13	Combined Avg Fare * Non-Low-Income Riders		\$1.35

The proposed changes to the Los Rios pass program would increase program revenues to approximately \$2.4 million annually. Ridership on the pass is expected to decrease by only two percent, remaining at approximately 4.2 million, resulting in an average fare of \$0.57 per boarding. This causes the overall average fare for low-income riders to increase by 6.9 percent from \$1.06 to \$1.13 and for the average fare for non-low-income riders to increase by 3.7 percent from \$1.31 to \$1.35. See Figure 3 for existing conditions. Sources: FY 2014 Fare Survey, 2013 On-Board Survey.

\* Note that the average fare figures for low-income and non-low-income riders include only fare-paying riders, whereas the overall systemwide average fare figure (\$1.16) is calculated over all riders, including non-fare paying riders.



Title VI Fare Change Equity Analysis

RT's analysis of survey data yielded the following findings:

- Under the existing fare structure, low-income riders pay almost 20 percent less to ride the RT system than non-low-income riders (\$1.06 compared to \$1.31).
- The increases in user cost to the Los Rios pass program would affect low-income populations more than non-low-income populations; however, even after the changes, low-income riders would still, on average, pay 16 percent less to ride the RT system than non-low-income riders (\$1.13 compared to \$1.35).
- Because fares for low-income riders would increase at a rate that is more than 20 percent greater than the rate of increase for non-low-income riders (6.9 percent compared to 3.7 percent), according to RT's Title VI definitions and policies, there would be a *potential* disproportionate burden.

The finding of a potential disproportionate burden does not mean that the changes are necessarily discriminatory nor does it prohibit RT from enacting them. It does, however, trigger the need for additional steps, specifically:

*If a potential disproportionate burden on low-income riders exists then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives to low-income passengers affected by the fare change.<sup>4</sup>*

## 7. Justifications

As discussed above, this fare equity analysis finds that, according to the methodology defined in RT policy and based upon FTA guidance, the proposed change would result in both potential disparate impacts on minority populations as well as potential disproportionate burdens on low-income populations.

The primary purpose of the proposed change to the Los Rios pass program is to partially reverse a discount program that is perceived to have been overly discounted, jeopardizing the fiscal health of RT. The proposed agreement would more than double annual program revenues to approximately \$2.4 million. For many users, the fees would approximately double; however, even at a maximum cost of \$31.50 per semester, the program would still represent a remarkable discount compared to the approximate \$500 cost to ride for an equivalent period at the general public price. Because RT believes the program cannot feasibly be continued at the existing fee structure, the alternative to the proposed fee increase is for the existing contract to expire without renewal and for the program to be discontinued. RT believes that this would be a considerably more adverse scenario for minority and low-income riders.

<sup>4</sup> RT Service and Fare Change Policies, Page 9 (Resolution No. 13-08-0125).

 **Regional Transit**  
Title VI Fare Change Equity Analysis

**Figure 6**  
**Projected Change in Average Fare**  
**Minority and Low-Income Splits**

All figures based on FY 2014 Fare Survey

	Existing	Proposed	Change	% Change
All Riders *	\$1.11	\$1.16	\$0.06	5.2%
Minority Riders **	\$1.13	\$1.19	\$0.07	6.0%
Non-Minority Riders **	\$1.32	\$1.37	\$0.04	3.3%
Low-Income Riders **	\$1.06	\$1.13	\$0.07	6.9%
Non-Low Income Riders **	\$1.31	\$1.35	\$0.05	3.7%

The proposed increase in Los Rios student fees would cause RT's systemwide fare to increase from \$1.11 to \$1.16 (based in FY 2014 Fare Survey). For fare-paying minority riders, the average fare would increase from \$1.13 to \$1.19, whereas the average fare for non-minority riders will increase from \$1.32 to \$1.37. In other words, minority riders will experience a greater rate of increase, but will still pay considerably less, even after the changes. Low-income riders would similarly see a greater rate of increase, but would nevertheless continue to pay less to ride RT than non-low-income riders. *Source: FY 2014 Fare Survey and 2013 On-Board Survey.*

\* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

\*\* Includes only fare-paying riders

## 8. Conclusion

As shown in Figures 2 and 3, under RT's existing fare structure, both minority and low-income riders pay lower fares, on average, than the general population. The proposed changes to the Los Rios pass program would increase the average fare for all riders. The rate of increase would be greater for minority and low-income populations than for non-minority and non-low-income riders; however, even with the greater rate of increase, the imbalance in average fare splits would remain favorable for minority and low-income populations. RT believes that an increase in student fees is necessary for the program to remain feasible for RT. Given this context, it is advantageous to minority and low-income populations for RT to continue the program, even under a higher fee structure, because the alternative would be for the program to be discontinued entirely.



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# **July 2016 Fare Changes**

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## RESOLUTION NO. 16-03-0024

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

**March 14, 2016**

**AMENDING RESOLUTION NO. 09-10-0174, SETTING FORTH THE  
FARE STRUCTURE FOR FIXED ROUTE SERVICE AND APPROVING A  
TITLE VI EQUITY ANALYSIS**

WHEREAS, Federal Title VI civil rights regulations and RT policy require a fare equity analysis be prepared, reviewed, and approved by the RT Board prior to implementation of any fare changes; and

WHEREAS, on February 1, 2016, a draft Title VI fare change equity analysis was published on RT's web site for a 30-day public comment period; and

WHEREAS, the Board of Directors has received and taken into consideration all public comments; and

WHEREAS, the draft Title VI civil rights analysis found that there would be no potential disparate impacts on minority populations and that there would be no potential disproportionate burdens on low-income populations from implementing the fare change; and

WHEREAS, the Title VI civil rights analysis has been revised to reflect a potential two-year phased implementation of the original proposal and other minor corrections to the draft.

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


THAT, the Board has reviewed, is aware of, and approves the Title VI fare change equity analysis (Exhibit C); and

THAT, the Board finds that there would be no potential disparate impacts on minority populations from implementing the fare change; and

THAT, the Board finds that there would be no potential disproportionate burdens on low-income populations from implementing the fare change; and

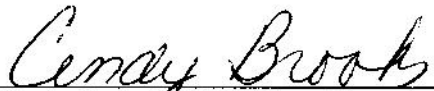
THAT, Article VI of Resolution No. 09-10-0174 is hereby repealed and restated as described in Exhibit B; and

THAT, the Board hereby authorizes and directs the General Manager/CEO or his designee to implement the proposed fare changes as described in Exhibit B.

  
\_\_\_\_\_  
JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By:   
Cindy Brooks, Assistant Secretary

## REGIONAL TRANSIT MEMO

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**DATE:** March 15, 2016  
**TO:** Cindy Brooks, Clerk to the Board  
**THRU:** Greta Vohlers, Principal Planner  
**FROM:** James Drake, Service Planner JD  
**SUBJ:** Title VI Analysis of Fare Changes for 7/1/16

This memo should be added to the file for Agenda Item No. 11 from the RT Board meeting of March 14, 2016, and to the Planning Department's Title VI file.

On March 14, 2016, the Board adopted fare changes to take effect on July 1, 2016, as described in Agenda Item No. 11. A Title VI fare equity analysis was incorporated into the resolution as Exhibit C and approved by the Board. This fare equity analysis was based on the fare change proposal described in the issue paper and Exhibit B of the resolution; however, in the process of moving and passing the resolution adopting the changes, the Board modified the fare change proposal orally as follows:

- The second phase of fare changes, proposed to take effect on July 1, 2017, was eliminated from the proposal.
- Instead of limiting the paratransit monthly pass to 44 rides per month, riders would be given the option to purchase either (a) a pass entitling them to 44 paratransit rides per month and unlimited fixed-route rides, or (b) a pass entitling them to 60 paratransit rides per month, with no other riding privileges.
- The nominal price of the student semi-monthly pass for students eligible for free or reduced lunch would be \$15.00, instead of \$17.50, as originally proposed.

Prior to the oral changes, the analysis found that the proposed changes would not result in any potential disparate impacts on minority populations nor any potential disproportionate burdens on low-income populations. Each of these changes would be benign or favorable to minority or low-income populations, so this would not create any net aggregate adverse effects on minority or low-income populations. Therefore, the changes made orally by the Board would not alter the findings of the adopted Title VI fare equity analysis in a material way, i.e., the fare change, as actually adopted, would not result in any potential disparate impacts on minority populations nor any potential disproportionate burdens on low-income populations.

c: Tim Spangler, Chief Counsel  
Brent Bernegger, Acting CFO  
Melissa Noble, Attorney III  
Casey Courtright, Revenue Analyst



**Exhibit B****Regional Transit Fare Changes**

Fare Category	Current Price	Price Effective July 1, 2016	Price Effective July 1, 2017
Single Ride	\$2.50	\$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.35	\$1.50
Daily Pass	\$6.00	\$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.50	\$3.75
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$27.50	\$30.00 **
Student Semi-Monthly Sticker Free/Reduced Lunch Eligible Students	\$12.50	\$17.50	\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$30.00	\$32.50
Super Senior Monthly Sticker	\$40.00	\$42.00	\$45.00

Single ride tickets and daily passes may be sold in booklets of ten.

\* Discount single rides and daily pass fares are available to qualifying students age 5-18, seniors age 62 and over, and eligible disabled persons.

\*\* Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students, regardless of eligibility for free/reduced lunch pricing; however, RT would provide a discount of up to \$10.00 per pass on a 50/50 match basis with the relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).





Exhibit C



Title VI Equity Analysis  
for Fare Changes Proposed for July 2016  
and for July 2017

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March 14, 2016



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Draft Title VI Fare Equity Analysis  
March 14, 2016

## 1. Purpose of Analysis

Pursuant to RT's fare 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 changes to RT's fare structure.

## 2. Project Description

RT is currently considering changes to its fare structure, to be made effective in two phases, with the first phase taking effect on July 1, 2016, and the second phase taking effect on July 1, 2017, as described in Figure 1.

**Figure 1  
Proposed Fare Changes**

Fare Category	Current Price	Proposed Price July 1, 2016	Proposed Price July 1, 2017
Single Ride	\$2.50	\$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.35	\$1.50
Daily Pass	\$6.00	\$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.50	\$3.75
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$27.50	\$30.00 **
Student Semi-Monthly Sticker Free/Reduced Lunch Eligible Students	\$12.50	\$17.50	\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$30.00	\$32.50
Super Senior Pass	\$40.00	\$42.00	\$45.00
Paratransit Single Ride	\$5.00	\$5.50	\$6.00
Paratransit Monthly Pass	\$125.00	\$150 Limit to 44 rides/mo	No changes

\* Discount single rides and daily pass fares are available to K-12 students, seniors, and disabled persons.

\*\* Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students; however, RT would offer discounts of up to \$10.00 per pass on a 50/50 match basis with the relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).



Draft Title VI Fare Equity Analysis  
March 14, 2016

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## 2. Project Description, cont.

Several other fare changes are currently being contemplated by RT, but have not been included in this analysis.

- A Central City Fare (CCF) is being contemplated, to provide a lower price for short-distance travel in Downtown Sacramento. The CCF initiative is dependent on implementation of RT's Connect Card project, the launch date of which is not yet determined.
- On January 3, 2016, RT began a six-month pilot program of a mobile ticketing app for smart phones. As a temporary fare change, this program is exempt from Title VI requirements; however, RT intends to transition to a permanent system following the end of the pilot program.<sup>1</sup> RT anticipates using data from the pilot project to inform a Title VI analysis prior to implementation of the permanent program.
- RT has proposed to increase the paratransit single fare, to limit the number of rides on the paratransit monthly pass, and to increase the price of the paratransit monthly pass; however, paratransit fares are not governed by Title VI and are not included in this fare equity analysis.

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<sup>1</sup> The existing mobile ticketing pilot project did not change the nominal price of any RT fares, and would not constitute a fare change at all, except that the implementation of the single fare creates a de facto change in fares. A single fare purchased and used on the mobile app is implemented as a 90 minute unlimited ride pass. This is an altogether novel fare type, relative to RT's existing system, and although it provides less travel time on rail than standard light rail single ride tickets (which allow two hours of travel time) the mobile app single ride has the unique feature of allowing unlimited rides regardless of mode, which essentially amounts to free bus-to-bus, bus-to-rail, and rail-to-bus transfers, a significant value to the user. RT believes this change meets the definition of a temporary fare reduction, which is exempt from Title VI requirements, as long as it does not exist longer than six months.

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Draft Title VI Fare Equity Analysis  
March 14, 2016

**Figure 2**  
**Key Statistics**  
**on Existing Fares**

Fare Category	Face Value	Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53
Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53
Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28
Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28
Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27
Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27
Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93
Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93
Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23
Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95
Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42
Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37
Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01
Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70
Los Rios		\$869,811	3,623,145	\$0.24
CSUS		\$760,118	892,614	\$0.85
DHA		\$1,911,805	1,374,907	\$1.39
Fare Evader		\$0	1,287,913	\$0.00
Child		\$0	665,671	\$0.00
Lifetime		\$0	254,807	\$0.00
Other Boardings		\$0	342,365	
<b>SUBTOTAL</b>		<b>\$28,377,157</b>	<b>25,759,001</b>	<b>\$1.10</b>
<b>Plus New Los Rios Revenue</b>		<b>\$1,194,805</b>		
<b>TOTAL</b>		<b>\$29,571,962</b>	<b>25,759,001</b>	<b>\$1.15</b>

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results, with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. After adjustments, fare revenue totals \$28,377,157 over 25,759,001 passenger boardings, yielding an anticipated average fare of \$1.10 per boarding. After factoring in an additional \$1,194,805 in increased revenue from RT's new Los Rios contract, which took effect on January 1, 2016, net of transfer agreement payments out, fare revenue in the no-change baseline scenario would be an estimated \$29,571,962, with a systemwide average fare of \$1.15.





Draft Title VI Fare Equity Analysis  
March 14, 2016

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### 3. Title VI Requirements

RT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions (e.g., Spare the Air days).<sup>3</sup> The fare change proposal and a draft Title VI fare equity analysis of the proposed changes (this document) must be made available for a 30-day public review period, members of the public must be invited to comment, and staff and the Board of Directors are required to take public comments into consideration. Prior to the changes being implemented, the Board must approve the findings of a final Title VI fare equity analysis. In accordance with these requirements, a draft version of this document was published on RT's web site and RT notified customers of the opportunity to provide comments.

Although federal law prohibits RT from setting the fare for complementary paratransit service at more than double the base cash fare for fixed-route service, paratransit fares are not governed by Title VI and are not included in this analysis.

### 4. Data and Methodology

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

On an annual basis, RT conducts a passenger fare survey. This survey provides utilization figures for each fare type, including the average fare per passenger boarding.

Using the demographic data from the 2013 on-board survey, RT estimates the percent minority and the percent low-income for each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. RT then estimates overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

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<sup>3</sup> See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).



Draft Title VI Fare Equity Analysis  
March 14, 2016

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#### 4. Data and Methodology, cont.

Potential disparate impacts (and disproportionate burdens) from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase and equal or greater to that for non-minority populations in the case of a net fare decrease. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

This process is not intended by RT or by FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that otherwise can be skipped.

The fare change policy does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of how it *changes*. This is in accordance with FTA guidance.

Figures 3 and 4 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 3 and 4, minority and low-income riders currently pay a significantly lower fare to ride the RT system, on average, than the general population.

This analysis considers the impacts of the first phase of the proposed fare change and separately considers the impacts of both phases combined, relative to the existing baseline.



Draft Title VI Fare Equity Analysis  
March 14, 2016

**Figure 3**  
**Minority Fare Payment Splits**  
**Baseline / Existing Conditions**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	66.0%	554,080	\$1,400,503	34.0%	285,435	\$721,471
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	57.0%	51,716	\$130,718	43.0%	39,014	\$98,612
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	64.0%	574,384	\$735,798	36.0%	323,091	\$413,886
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	48.7%	374,892	\$480,245	51.3%	394,907	\$505,885
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	72.3%	397,190	\$502,782	27.7%	152,174	\$192,629
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	74.5%	25,711	\$32,547	25.5%	8,801	\$11,140
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	71.4%	162,207	\$151,285	28.6%	64,974	\$60,599
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	45.5%	92,032	\$85,835	54.5%	110,236	\$102,813
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	75.5%	2,714,234	\$3,327,408	24.5%	880,778	\$1,079,755
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	75.2%	1,730,735	\$1,650,861	24.8%	570,774	\$544,433
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	58.5%	2,289,844	\$5,531,604	41.5%	1,624,419	\$3,924,130
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	72.7%	199,731	\$273,725	27.3%	75,002	\$102,788
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	87.0%	649,899	\$654,042	13.0%	97,111	\$97,730
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	46.0%	1,322,136	\$930,212	54.0%	1,552,072	\$1,091,989
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	77.0%	2,789,821	\$1,589,754	23.0%	833,323	\$474,862
16 CSUS		\$760,118	892,614	\$0.85	74.3%	663,212	\$564,767	25.7%	229,402	\$195,350
17 DHA		\$1,911,805	1,374,907	\$1.39	66.9%	919,813	\$1,278,997	33.1%	455,094	\$632,807
18 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	67.2%	16,624,082	\$19,321,084	32.8%	8,126,884	\$10,250,878
						Combined Avg Fare ** Minority Riders	\$1.16		Combined Avg Fare ** Non-Minority Riders	\$1.26

Minority riders pay an estimated average of \$1.16 per boarding, compared to \$1.26 for non-minority riders. Minority riders make up an estimated 67.2 percent of all boarding passengers. The student semi-monthly pass is particularly heavily used by minority riders, with an estimated 87.0 percent of users being minority persons. Senior/disabled monthly (and semi-monthly) pass users make up a notably large group of riders with low (only 46.0 percent) minority representation.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Minority/non-minority splits are from RT's 2013 On-Board Survey.

\* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

\*\* Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.



Draft Title VI Fare Equity Analysis  
March 14, 2016

**Figure 4**  
**Low-Income Fare Payment Splits**  
**Baseline / Existing Conditions**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Low-Income Users		Non-Low-Income Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	46.8%	393,114	\$993,643	53.2%	446,401	\$1,128,331
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	7.2%	6,575	\$16,618	92.8%	84,155	\$212,712
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	43.3%	388,381	\$497,524	56.7%	509,094	\$652,160
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	5.5%	42,181	\$54,035	94.5%	727,619	\$932,095
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	52.8%	290,230	\$367,387	47.2%	259,134	\$328,024
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	40.0%	13,805	\$17,475	60.0%	20,707	\$26,212
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	44.3%	100,609	\$93,834	55.7%	126,572	\$118,049
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	30.0%	60,680	\$56,594	70.0%	141,588	\$132,054
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	59.6%	2,141,749	\$2,625,593	40.4%	1,453,262	\$1,781,569
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	60.7%	1,396,959	\$1,332,488	39.3%	904,551	\$862,805
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	26.4%	1,034,604	\$2,499,306	73.6%	2,879,659	\$6,956,428
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	44.6%	122,516	\$167,905	55.4%	152,217	\$208,609
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	63.8%	476,856	\$479,896	36.2%	270,154	\$271,876
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	41.9%	1,203,066	\$846,439	58.1%	1,671,142	\$1,175,762
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	57.8%	2,095,627	\$1,194,174	42.2%	1,527,518	\$870,442
16 CSUS		\$760,118	892,614	\$0.85	48.4%	432,002	\$367,877	51.6%	460,613	\$392,241
17 DHA		\$1,911,805	1,374,907	\$1.39	70.5%	968,684	\$1,346,953	29.5%	406,223	\$564,851
18 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	47.6%	11,779,635	\$12,957,741	52.4%	12,971,331	\$16,614,221
						Combined Avg Fare ** Low-Income Riders	\$1.10	Combined Avg Fare ** Non-Low-Income Riders		\$1.28

Low-income riders currently pay an estimated average of \$1.10 per boarding, compared to \$1.28 for non-low-income riders. Low-income riders make little use of RT's full-price monthly pass, a relatively high cost fare type, purchases of which are predominately made by government workers. Pre-paid tickets are also minimally used by low-income persons, possibly because lower-income persons often lack the means to prepay.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Low-income/non-low-income splits are from RT's 2013 On-Board Survey.

\* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

\*\* Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.



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## 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.

RT's analysis of survey data yielded the following findings:<sup>4</sup>

- Under the existing fare structure, minority riders pay approximately 7.9 percent less to ride the RT system than non-minority riders (\$1.16 compared to \$1.26 on average).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 13.9 percent (from \$1.16 to \$1.32) for minority riders and by \$0.16 or 12.9 percent (from \$1.26 to \$1.42) for non-minority riders.
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.27 or 23.0 percent (from \$1.16 to \$1.43) for minority riders and by \$0.27 or 21.8 percent (from \$1.26 to \$1.54) for non-minority riders.
- In the first phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.16), although it would be a greater *percent increase* for minority riders (13.9 compared to 12.9 percent) because the baseline average fare is currently lower for minority riders.
- Cumulatively, through the second phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.27), although it would be a greater *percent increase* for minority riders (23.0 compared to 21.8 percent), due to a lower baseline average fare for minority riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore this analysis finds that *there would be no potential disparate impacts on minority populations.*<sup>5</sup>
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on minority populations would be reduced.

<sup>4</sup> All figures presented in this section were rounded *after* the calculations were made.

<sup>5</sup> See Figure 8 for thresholds of statistical significance.



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**Figure 5a  
Minority Fare Payment Splits  
Phase 1 Changes  
Proposed for July 1, 2016**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	66.0%	557,228	\$1,531,442	34.0%	287,057	\$788,925
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	57.0%	52,010	\$142,939	43.0%	39,235	\$107,831
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	64.0%	600,108	\$920,220	36.0%	337,561	\$517,624
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	48.7%	391,682	\$600,615	51.3%	412,594	\$632,681
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	72.3%	372,806	\$520,454	27.7%	142,832	\$199,399
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	74.5%	24,133	\$33,691	25.5%	8,260	\$11,532
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	71.4%	152,249	\$156,543	28.6%	60,985	\$62,705
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	45.5%	86,382	\$88,818	54.5%	103,469	\$106,387
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	75.5%	2,468,100	\$3,604,069	24.5%	800,907	\$1,169,532
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	75.2%	1,573,788	\$1,788,117	24.8%	519,015	\$589,698
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	58.5%	2,031,047	\$5,506,763	41.5%	1,440,829	\$3,906,507
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	72.7%	179,369	\$301,225	27.3%	67,356	\$113,115
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	87.0%	556,186	\$734,656	13.0%	83,108	\$109,776
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	46.0%	1,216,874	\$962,897	54.0%	1,428,504	\$1,130,357
15 Super Senior Monthly Pass	\$42.00	\$26,286	35,150	\$0.75	46.0%	16,169	\$12,091	54.0%	18,981	\$14,194
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,160,399	892,614	\$1.30	74.3%	663,212	\$862,176	25.7%	229,402	\$298,222
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	67.2%	15,763,423	\$20,868,825	32.8%	7,698,788	\$10,961,173
						Combined Avg Fare ** Minority Riders	\$1.32		Combined Avg Fare ** Non-Minority Riders	\$1.42

The proposed changes for July 1, 2016 would institute significant price increases across multiple fare categories, including several fare types with above-average use by minority populations as well as several fare types with below-average use by minority populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase by \$0.16 (+13.9 percent) from \$1.16 to \$1.32. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.16 (+12.9 percent) from \$1.26 to \$1.42.\*\*

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

\* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

\*\* Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.



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**Figure 5b**  
**Minority Fare Payment Splits**  
**Phase 2 Changes**  
**Proposed for July 1, 2017**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	66.0%	556,396	\$1,667,488	34.0%	286,628	\$859,009
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	57.0%	51,932	\$155,637	43.0%	39,177	\$117,411
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	64.0%	620,109	\$1,087,570	36.0%	348,811	\$611,758
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	48.7%	404,737	\$709,842	51.3%	426,345	\$747,739
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	72.3%	358,308	\$555,793	27.7%	137,277	\$212,939
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	74.5%	23,195	\$35,978	25.5%	7,939	\$12,315
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	71.4%	146,328	\$167,173	28.6%	58,613	\$66,963
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	45.5%	83,023	\$94,849	54.5%	99,445	\$113,611
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	75.5%	2,406,398	\$3,764,965	24.5%	780,884	\$1,221,743
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	75.2%	1,534,443	\$1,867,944	24.8%	506,040	\$616,024
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	58.5%	1,901,042	\$5,622,851	41.5%	1,348,602	\$3,988,860
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	72.7%	174,137	\$316,810	27.3%	65,391	\$118,967
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	87.0%	450,173	\$873,794	13.0%	67,267	\$130,567
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	46.0%	1,178,276	\$1,016,833	54.0%	1,383,194	\$1,193,674
15 Super Senior Monthly Pass	\$45.00	\$27,459	35,150	\$0.78	46.0%	16,169	\$12,631	54.0%	18,981	\$14,828
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,271,975	892,614	\$1.43	74.3%	663,212	\$945,078	25.7%	229,402	\$326,898
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	67.2%	15,389,957	\$21,997,343	32.8%	7,522,691	\$11,555,991
						Combined Avg Fare ** Minority Riders	\$1.43	Combined Avg Fare ** Non-Minority Riders		\$1.54

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase from the baseline by \$0.27 (+23.0 percent) from \$1.16 to \$1.43. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.27 (+21.8 percent) from \$1.26 to \$1.54.\*\*

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

\* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

\*\* Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.



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**Figure 6a**  
**Low-Income Fare Payment Splits**  
**Phase 1 Changes**  
**Proposed for July 1, 2016**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	46.8%	395,348	\$1,086,543	53.2%	448,937	\$1,233,824
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	7.2%	6,612	\$18,172	92.8%	84,633	\$232,599
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	43.3%	405,775	\$622,225	56.7%	531,894	\$815,619
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	5.5%	44,070	\$67,578	94.5%	760,206	\$1,165,718
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	52.8%	272,413	\$380,300	47.2%	243,226	\$339,553
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	40.0%	12,957	\$18,089	60.0%	19,436	\$27,133
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	44.3%	94,432	\$97,096	55.7%	118,802	\$122,153
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	30.0%	56,955	\$58,562	70.0%	132,895	\$136,644
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	59.6%	1,947,530	\$2,843,901	40.4%	1,321,477	\$1,929,700
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	60.7%	1,270,279	\$1,443,274	39.3%	822,524	\$934,541
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	26.4%	917,674	\$2,488,082	73.6%	2,554,202	\$6,925,188
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	44.6%	110,026	\$184,773	55.4%	136,699	\$229,567
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	63.8%	408,096	\$539,046	36.2%	231,199	\$305,386
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	41.9%	1,107,284	\$876,180	58.1%	1,538,094	\$1,217,074
15 Super Senior Monthly Pass	\$42.00	\$26,286	35,150	\$0.75	41.9%	14,713	\$11,003	58.1%	20,437	\$15,283
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,160,399	892,614	\$1.30	48.4%	432,002	\$561,602	51.6%	460,613	\$598,796
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	47.6%	11,172,473	\$14,051,828	52.4%	12,289,738	\$17,778,171
						Combined Avg Fare ** Low-Income Riders	\$1.26		Combined Avg Fare ** Non-Low-Income Riders	\$1.45

The proposed changes would institute significant price increases across multiple fare categories, including several fare types with above-average use by low-income populations as well as several fare types with below-average use by low-income populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase by \$0.16 (+14.3 percent) from \$1.10 to \$1.26. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.17 (+12.9 percent) from \$1.28 to \$1.45.\*\*

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

\* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

\*\* Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.





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**Figure 6b**  
**Low-Income Fare Payment Splits**  
**Phase 2 Changes**  
**Proposed for July 1, 2017**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	46.8%	394,758	\$1,183,066	53.2%	448,267	\$1,343,430
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	7.2%	6,602	\$19,786	92.8%	84,507	\$253,262
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	43.3%	419,299	\$735,382	56.7%	549,622	\$963,946
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	5.5%	45,539	\$79,867	94.5%	785,543	\$1,377,714
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	52.8%	261,819	\$406,123	47.2%	233,767	\$362,609
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	40.0%	12,453	\$19,317	60.0%	18,680	\$28,976
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	44.3%	90,760	\$103,689	55.7%	114,182	\$130,447
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	30.0%	54,740	\$62,538	70.0%	127,727	\$145,922
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	59.6%	1,898,842	\$2,970,861	40.4%	1,288,440	\$2,015,847
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	60.7%	1,238,522	\$1,507,706	39.3%	801,961	\$976,261
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	26.4%	858,934	\$2,540,533	73.6%	2,390,710	\$7,071,178
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	44.6%	106,817	\$194,333	55.4%	132,712	\$241,444
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	63.8%	330,310	\$641,137	36.2%	187,130	\$363,224
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	41.9%	1,072,162	\$925,259	58.1%	1,489,308	\$1,285,248
15 Super Senior Monthly Pass	\$45.00	\$27,459	35,150	\$0.78	41.9%	14,713	\$11,494	58.1%	20,437	\$15,966
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,271,975	892,614	\$1.43	48.4%	432,002	\$615,603	51.6%	460,613	\$656,373
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	47.6%	10,914,579	\$14,772,096	52.4%	11,998,069	\$18,781,239
							Combined Avg Fare ** Low-Income Riders		Combined Avg Fare ** Non-Low-Income Riders	\$1.57

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase from the baseline by \$0.25 (+23.0 percent) from \$1.10 to \$1.35. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.28 (+22.2 percent) from \$1.28 to \$1.57.\*\*

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

\* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

\*\* Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.



Draft Title VI Fare Equity Analysis  
March 14, 2016

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## 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.<sup>7</sup> 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.<sup>8</sup>

RT's analysis of survey data yielded the following findings:

- Under the existing fare structure, low-income riders pay approximately 14.0 percent less to ride the RT system than non-low-income riders (\$1.10 compared to \$1.28 on average). Following the first phase of the proposed changes, low-income riders would pay approximately 13.1 percent less than non-low-income riders (\$1.26 compared to \$1.45). Following the second phase, low-income riders would pay 13.5 percent less than non-low-income riders (\$1.35 compared to \$1.57).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 14.3 percent for low-income riders (from \$1.10 to \$1.26) and by \$0.17 or 12.9 percent for non-low-income riders (from \$1.28 to \$1.45).
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.25 or 23.0 percent (from \$1.10 to \$1.35) for low-income riders and by \$0.28 or 22.2 percent (from \$1.28 to \$1.57) for non-low-income riders.
- In the first phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.17 compared to \$0.16) but by a greater *percentage* for *low-income* riders (14.3 compared to 12.9 percent) due to a lower baseline for low-income riders.

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<sup>7</sup> Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2014 and which will be updated and submitted to FTA in 2017.

<sup>8</sup> 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.

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Draft Title VI Fare Equity Analysis  
March 14, 2016

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## 6. Effect on Low-Income Populations, cont.

- In the second phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.28 compared to \$0.25) but by a higher *percentage* for *low-income* riders (23.0 compared to 22.2 percent) due to a lower baseline for low-income riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore, *neither phase would result in any potential disparate impacts on minority populations.*<sup>9</sup>
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on low-income populations would be reduced.

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<sup>9</sup> See Figure 8 for thresholds of statistical significance.

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Draft Title VI Fare Equity Analysis  
March 14, 2016

## 7. Conclusion

As shown in Figure 7a, under RT's existing fare structure, both minority and low-income riders pay lower fares, on average, than the general population. Under the first phase of fare changes, proposed for July 1, 2016, the average fare would increase more in percentage terms for minority and low-income populations than for non-minority and non-low-income riders; however, these differences would not be statistically significant.<sup>11</sup> For this reason, the first phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

**Figure 7a**  
**Projected Change in Average Fare**  
**Minority and Low-Income Splits**  
**Phase 1 Changes Proposed for July 1, 2016**

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.30	\$0.15	13.3%
Minority Riders **	\$1.16	\$1.32	\$0.16	13.9%
Non-Minority Riders **	\$1.26	\$1.42	\$0.16	12.9%
Low-Income Riders **	\$1.10	\$1.26	\$0.16	14.3%
Non-Low Income Riders **	\$1.28	\$1.45	\$0.17	12.9%

The first phase of proposed fare increases would cause RT's systemwide average fare to increase from \$1.15 to \$1.30. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.32 (+13.9 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.42 (+12.9 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.26 (+14.3 percent), whereas the average fare for fare-paying non-low-income riders would increase from \$1.28 to \$1.45 (+12.9 percent).

\* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

\*\* Includes only fare-paying riders

<sup>11</sup> See Figure 8 for thresholds of statistical significance.



Draft Title VI Fare Equity Analysis  
March 14, 2016

## 7. Conclusion, cont.

As shown in Figure 7b, under the second phase of fare changes, proposed for July 1, 2017, the average fare would increase *more* cumulatively in percentage terms for minority populations and low-income populations than for non-minority and non-low-income populations; however, these differences would not be statistically significant.<sup>12</sup> For this reason, the second phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

**Figure 7b**  
**Projected Change in Average Fare (Cumulative)**  
**Minority and Low-Income Splits**  
**Phase 2 Changes Proposed for July 1, 2017**

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.40	\$0.25	22.2%
Minority Riders **	\$1.16	\$1.43	\$0.27	23.0%
Non-Minority Riders **	\$1.26	\$1.54	\$0.27	21.8%
Low-Income Riders **	\$1.10	\$1.35	\$0.25	23.0%
Non-Low Income Riders **	\$1.28	\$1.57	\$0.28	22.2%

The combined first and second phase fare increases would cause RT's systemwide fare to increase from \$1.15 to \$1.40. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.43 (+23.0 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.54 (+21.8 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.35 (+23.0 percent), whereas the average fare for fare-paying non-low income riders would increase from \$1.28 to \$1.57 (+22.2 percent).

\* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

\*\* Includes only fare-paying riders

<sup>12</sup> See Figure 8 for thresholds of statistical significance.



Draft Title VI Fare Equity Analysis  
March 14, 2016

FIGURE 8  
TITLE VI FARE EQUITY ANALYSIS

DETERMINATION OF POTENTIAL DISPARATE IMPACTS  
AND/OR DISPROPORTIONATE BURDENS

FOR FARE CHANGES PROPOSED FOR JULY 1, 2016

a. Percent increase in non-minority avg fare	12.9%
b. Threshold of statistical significance ( 120% * a )	15.4%
c. Percent increase in minority avg fare	13.9%
d. Do fares increase more for minority populations? ( c > a )	Yes
e. Is there evidence of a potential disparate impact ( c > b )	No
f. Percent increase in non-low-income avg fare	12.9%
g. Threshold of statistical significance ( 120% * f )	15.5%
h. Percent increase in low-income avg fare	14.3%
i. Do fares increase more for low-income populations? ( h > f )	Yes
j. Is there evidence of a potential disproportionate burden? ( h > g )	No

FOR FARE CHANGES PROPOSED FOR JULY 1, 2017  
(CUMULATIVE CHANGES VS. BASELINE)

a. Percent increase in non-minority avg fare	21.8%
b. Threshold of statistical significance ( 120% * a )	26.1%
c. Percent increase in minority avg fare	23.0%
d. Do fares increase more for minority populations? ( c > a )	Yes
e. Is there evidence of a potential disparate impact ( c > b )	No
f. Percent increase in non-low-income avg fare	22.2%
g. Threshold of statistical significance ( 120% * f )	26.6%
h. Percent increase in low-income avg fare	23.0%
i. Do fares increase more for low-income populations? ( h > f )	Yes
j. Is there evidence of a potential disproportionate burden? ( h > g )	No

Note:

Finding of a potential disproportionate impact or potential disproportionate burden is not a conclusion that proposed changes are necessarily discriminatory.

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# **Granite Shuttle**



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RESOLUTION NO. 16-09- 0112

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

September 26, 2016

**APPROVING A TITLE VI SERVICE CHANGE EQUITY ANALYSIS  
AND DISCONTINUING RT PROVISION OF THE GRANITE PARK SHUTTLE**

WHEREAS, Regional Transit (RT) has operated the Granite Park Shuttle (Granite Shuttle) since October 24, 2011 pursuant to an agreement between RT and Granite Regional Park Association (Granite Park); and

WHEREAS, the parties desired and arranged under the terms of the agreement for RT to suspend its provision of the service effective September 6, 2016; and

WHEREAS, permanent termination of the Granite Shuttle is considered a major service change, as defined in Resolution 15-12-0137; and

WHEREAS, a Title VI service change equity analysis has been prepared and made available for a 30-day public review; and

WHEREAS, RT staff and the Board of Directors have considered comments related to the proposed change and the Title VI service change equity analysis; and

WHEREAS, the shuttle service itself will continue to be provided by Granite Park through a new shuttle operator, eliminating any mobility or environmental impacts.

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

THAT, the proposed change is exempt from the California Environmental Quality Act; and

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

THAT, the Granite Shuttle is hereby discontinued as an RT route effective immediately.

  
\_\_\_\_\_  
JAY SCHENIRER, Chair

ATTEST:

HENRY LI, Secretary

By:

  
\_\_\_\_\_  
Cindy Brooks, Assistant Secretary

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# REGIONAL TRANSIT MEMO

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Exhibit A

**DATE:** August 19, 2016  
**TO:** Interested Parties  
**FROM:** Regional Transit Planning Dept.  
**SUBJ:** Title VI Service Change Equity Analysis for Elimination of Granite Shuttle

RT currently operates a light rail shuttle between the Power Inn light rail station and Granite Regional Park (Granite Shuttle). This service was initiated and is operated pursuant to an agreement between RT and the Granite Park Regional Association (Granite Park). Under the current agreement, which expires December 31, 2016, Granite Park pays RT \$39.20 per hour to operate the shuttle.

As part of RT's recent review of service, the Granite Shuttle was identified as a low-productivity route operating at a loss to RT, with the cost of service not being fully covered by reimbursement. Pursuant to negotiations between the parties, Granite Park has entered into a contract with an alternative provider. Effective Tuesday, September 6, 2016, RT will suspend its operation of the Granite Shuttle and the new provider will assume responsibility for providing the service. Riders will not experience an interruption in service.

Formal elimination of any fixed-route bus or light rail route operated by RT constitutes a major change to the RT system, according to RT policy. Federal law and RT policy therefore require the RT Board to approve a publicly-reviewed Title VI service change equity analysis prior to officially eliminating the Granite Shuttle.

The purpose of a Title VI equity analysis is to determine if a major service change is likely to cause potential disparate impacts to minority populations or disproportionate burdens to low-income populations. The analysis is accomplished by comparing the demographics of affected routes with the demographics of RT's systemwide ridership.

The minority and low-income compositions of the Granite Shuttle's riders are within 5 percent of RT's systemwide demographics, and are both below RT's 15 percent threshold for statistical significance. Therefore, no potential disparate impacts on minority populations nor any potential disproportionate burdens on low-income populations are expected to result from the change. Moreover, even if the analysis had found potential disparate impacts or disproportionate burdens, they would have been effectively eliminated by the action of Granite Park in securing a new shuttle operator.

In accordance with RT policy, this analysis will be made available for a 30-day public review and approved by the RT Board prior to official elimination of the Granite Shuttle from the RT system. Following the review period, the analysis will be provided to the RT Board on September 26, 2016, for consideration and approval, which would formally approve elimination of the Granite Shuttle.

**Demographics of Granite Shuttle Riders**  
Compared to RT Systemwide Ridership

	Granite Shuttle	RT System
% Minority Riders	73.7%	69.0%
% Low-Income Riders	50.0%	53.0%

Minority riders make up a slightly greater fraction (73.7 percent) of Granite Shuttle riders than the RT system (69.0 percent). Low-income riders make up a slightly lower fraction (50.0 percent) of Granite Shuttle riders than the RT system (53.0 percent).

Questions/comments should be directed to:

**James Drake**  
**RT Planning Dept.**  
916-556-0505  
jdrake@sacrt.com

The deadline to submit comments is

**Friday, September 23, 2016 at 5:00 p.m.**

# **New Fare Types**

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RESOLUTION NO. 17-03-0026

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

March 13, 2017

**APPROVING A TITLE VI FARE EQUITY ANALYSIS**

WHEREAS, Federal Title VI civil rights regulations and RT policy require a fare equity analysis be prepared, reviewed, and approved by the RT Board prior to implementation of any fare changes; and

WHEREAS, on January 27, 2017, a draft Title VI fare change equity analysis was published on RT's web site for a 30-day public comment period; and

WHEREAS, the Board of Directors has received and taken into consideration all public comments; and

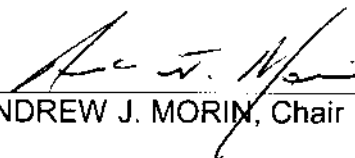
WHEREAS, the draft Title VI civil rights analysis found that there would be no potential disparate impacts on minority populations and that there would be no potential disproportionate burdens on low-income populations from implementing the fare changes that were analyzed.

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

THAT, the Board has reviewed, is aware of, and approves the Title VI fare change equity analysis (Exhibit A); and

THAT, the Board finds that there would be no potential disparate impacts on minority populations from implementing the fare change; and

THAT, the Board finds that there would be no potential disproportionate burdens on low-income populations from implementing the fare changes: (1) 90-minute mobile fare; (2) Special Event Group fare; (3) Round trip fare; and (4) expanded eligibility for student discounts.

  
 \_\_\_\_\_  
 ANDREW J. MORIN, Chair

ATTEST:

HENRY LI, Secretary

By:   
 \_\_\_\_\_  
 Cindy Brooks, Assistant Secretary



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Exhibit A



Title VI Fare Equity Analysis

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March 13, 2017

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Title VI Fare Equity Analysis  
March 13, 2017

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## 1. Purpose of Analysis

Pursuant to RT's fare 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 changes to RT's fare structure.

## 2. Project Description

This analysis covers multiple fare changes:

1. 90-Minute Mobile Fare – On January 3, 2016, RT introduced a 90-minute ticket available only on RT's mobile ticketing app. The 90-minute ticket is priced the same as RT's traditional single ride fare (i.e., \$2.75 for the general public and \$1.35 for discount-eligible riders); however, it entitles the user to unlimited bus and light rail rides during the 90-minute activation period.<sup>1</sup>
2. Special Event Group Fare – On August 22, 2016, RT authorized, on a temporary six-month basis, a new Special Event Group Fare that allows groups of up to four persons to make unlimited rides for one day when travelling together on the bus and light rail system. The group fare is valid only on days of major events at the Golden 1 Center and only with valid Golden 1 Center tickets to that event. The pass is priced at \$14.00.
3. Round-Trip Fare – On October 24, 2016, RT introduced, on a temporary six-month trial basis, a round trip fare. The round trip fare is priced at \$5.50, which is equal to two single fares. The round trip fare is available only on light rail and only from RT's newer Parkeon fare vending machines. The round trip fare allows same-day cash users to pre-purchase a return fare, to reduce customer wait time at ticket machines after major Golden 1 Center events. The round trip fare is valid only with a valid Golden 1 Center event ticket. On November 14, 2016, the fare structure was amended to allow a \$2.70 version of the round trip fare for customers eligible for RT discount fares (i.e., students, seniors, and disabled).
4. Expanded Eligibility for Student Discounts – On January 9, 2017, staff briefed the RT Board on a potential change to eligibility rules for student discounts. Currently, to qualify for a student discount, a rider must be age 18 or younger and enrolled in a K-12 school. Under the potential changes, RT would extend the student discount to students of any age enrolled in a K-12 school.

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<sup>1</sup> RT's traditional light rail single ride tickets actually allow unlimited boardings on light rail during a 90-minute period; however, no such privilege existed for bus riders prior to the mobile fare app.

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Title VI Fare Equity Analysis  
March 13, 2017

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Golden 1 Employee Fare – On September 26, 2016, the Board authorized RT to enter into a one-year agreement, to expire on September 30, 2017, providing for the acceptance by RT of Golden 1 Center employee badges, and those of other nearby downtown employers, as valid bus and light rail fare, on select routes to/from the Golden 1 Center, on the day of major events at the Golden 1 Center in exchange for a \$500,000 payment from the City of Sacramento to RT. This program has been in effect on a pilot basis since that time; however, the contract has not been executed. In January 2017, RT and City staff began negotiating changes in program terms. When the new program terms are finalized, RT will perform a Title VI analysis on the program, which will need to be approved prior to executing the contract and making the changes permanent.

### 3. Title VI Requirements

RT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions, including promotional free-ride days and promotional fare programs lasting up to six months.<sup>2</sup> A fare change proposal and a draft Title VI fare equity analysis of the proposed changes (this document) must be made available for a 30-day public review period, members of the public must be invited to comment, and staff and the Board of Directors are required to take public comments into consideration. Prior to the changes being implemented, the Board must approve the findings of a final Title VI fare equity analysis. In accordance with these requirements, this document will be published on RT's web site and RT will provide notice to customers of the opportunity to provide comments.

### 4. Data and Methodology

On-Board Survey - In April 2013, an on-board passenger survey was conducted on RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

Fare Survey - On an annual basis, RT conducts a passenger fare survey. This survey provides ridership figures for each fare type, including multi-ride passes, and is used to compute an average fare per boarding for each fare type.

Special Surveys – In the case of new fare types, RT may use special surveys or research to estimate minority and/or low-income utilization rates.

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<sup>2</sup> See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).



Title VI Fare Equity Analysis  
March 13, 2017

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Analysis - Using the demographic data from the 2013 on-board survey, RT can estimate the percent minority and the percent low-income utilization of each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. RT can then estimate overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

Findings - Potential disparate impacts (and disproportionate burdens) from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase and equal or greater to that for non-minority populations in the case of a net fare decrease. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

Minority Definition - 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.

Low-Income Definition - 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.<sup>3</sup> 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.<sup>4</sup>

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<sup>3</sup> Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2014 and which will be updated and submitted to FTA in 2017.

<sup>4</sup> 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.

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Title VI Fare Equity Analysis  
March 13, 2017

**Figure 1**  
**Baseline Statistics**  
**Annual Ridership and Fare Revenue**

Fare Category	Face Value	Revenue	Boardings	Avg Fare
Single Cash - Bus	\$2.75	\$2,271,919	828,060	\$2.74
Single Ticket - Bus	\$2.75	\$245,535	89,492	\$2.74
Single Cash - Rail	\$2.75	\$1,407,823	919,650	\$1.53
Single Ticket - Rail	\$2.75	\$1,207,546	788,820	\$1.53
Disc Single Cash - Bus	\$1.35	\$704,823	505,729	\$1.39
Disc Single Tkt - Bus	\$1.35	\$44,278	31,771	\$1.39
Disc Single Cash - Rail	\$1.35	\$214,671	209,137	\$1.03
Disc Single Tkt - Rail	\$1.35	\$191,130	186,202	\$1.03
Daily Pass	\$7.00	\$4,673,933	3,206,186	\$1.46
Disc Daily Pass	\$3.50	\$2,328,169	2,052,586	\$1.13
Monthly Pass	\$110.00	\$9,216,730	3,405,157	\$2.71
Semi-Monthly Pass	\$60.00	\$405,689	241,984	\$1.68
Student Semi-Monthly	\$27.50	\$826,801	627,009	\$1.32
Senr/Disb Monthly/Semi	\$55.00	\$2,049,549	2,594,541	\$0.79
Super Senior Monthly Pass	\$42.00	\$25,737	34,474	\$0.75
Los Rios		\$2,154,066	3,553,518	\$0.61
CSUS		\$1,136,171	875,461	\$1.30
DHA		\$2,060,848	1,348,485	\$1.53
Fare Evader		\$0	1,263,163	\$0.00
Child		\$0	652,878	\$0.00
Lifetime		\$0	249,911	\$0.00
Other Boardings		\$0	335,786	\$0.00
		\$31,165,419	24,000,000	\$1.30

Breakdowns are based on estimates of each fare category made for RT's July 2016 fare change, projected to reflect final budgeted totals for ridership and fare revenue for Fiscal Year 2017. Fare revenue figures for each fare type include an allocation of approximately \$1.2 million net payment out to other transit agencies pursuant to RT's transfer agreements. Ridership splits are based on RT's FY 2015 Fare Survey, with adjustments to account for expected elasticity-based changes due to RT's July 2016 fare increase.



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## 5. Baseline Data

Figures 3 and 4 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 3 and 4, minority and low-income riders currently pay a lower fare to ride the RT system, on average, than the general population.

**Figure 2  
Baseline Minority  
Ridership Statistics**

	<u>Fare Revenue</u>		<u>Boardings</u>		Avg. Fare
	Amount	%	Amount	%	
Minority	\$20,433,104	65.6%	16,142,675	67.3%	\$1.27
Non-Minority	\$10,732,315	34.4%	7,857,325	32.7%	\$1.37
All Riders	\$31,165,419	100.0%	24,000,000	100.0%	\$1.30

Minority riders make up an estimated 67.3 percent of RT fixed-route ridership and pay an estimated 65.6 percent of fares, paying an estimated average fare of \$1.27 per boarding. Non-minority riders make up an estimated 32.7 percent of ridership and pay an estimated 34.4 percent of fares, paying an average of \$1.37 per boarding. See Appendix A for details.

**Figure 3  
Baseline Low-Income  
Ridership Statistics**

	<u>Fare Revenue</u>		<u>Boardings</u>		Avg. Fare
	Amount	%	Amount	%	
Low-Income	\$13,758,439	44.1%	11,481,763	47.8%	\$1.20
Non-Low-Income	\$17,406,980	55.9%	12,518,237	52.2%	\$1.39
All Riders	\$31,165,419	100.0%	24,000,000	100.0%	\$1.30

Low-income riders make up an estimated 47.8 percent of RT fixed-route ridership and pay an estimated 44.1 percent of fares, paying an estimated average fare of \$1.20 per boarding. Non-low-income riders make up an estimated 52.2 percent of ridership and pay an estimated 55.9 percent of fares, paying an average of \$1.39 per boarding. See Appendix A for details.



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## 6. Demographics of New Fares

All of the potential new fare types have below-average minority and low-income utilization rates compared to the RT system (which averages 67.3 and 47.8 percent, respectively), except for the extension of student discounts, which are heavily used by minority and low-income customers.

**Figure 4**  
**Minority and Low-Income**  
**Use of New Fare Types**

	% Minority	% Low-Income	Minority/ Low-Income Fare Type?
Special Event Group Fare	41.4%	9.1%	No
Mobile Single (90m)	67.2%	43.7%	No
Mobile Disc Single (90m)	67.2%	43.7%	No
Round Trip \$5.50	41.4%	9.1%	No
Disc Round Trip \$2.70	41.4%	9.1%	No
Extended Student Discounts	87.0%	63.8%	Both
New Fares (total)	65.4%	41.0%	No
RT System (baseline)	67.3%	47.8%	n/a

Minority and low-income splits for the special event group fare and the round trip tickets are assumed to equal overall splits for Golden 1/Kings game attendees and are based on a survey of Kings game attendees conducted December 20, 2016.

Mobile fare demographics are based on passenger surveys conducted 2015-16.

G1 employee pass demographics are based on surveys of pass holders conducted November 10, 2016.

See Appendix B for details.

Utilization rates for the new fares combined are expected to be 65.4 percent minority and 41.0 percent low-income.



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## 7. Sales and Ridership Forecasts

Based on existing data, all of the new fare types combined are expected to total \$577,662 in sales and 353,096 boarding passengers per year. The most heavily-used type is expected to be the mobile single fare at \$433,901 in sales per year. The remaining fare types are each expected to total less than \$50,000 in sales per year.

**Figure 5**  
**Sales and Ridership Forecasts**  
**for New Fare Types**

Fare Change	Minority/ Low-Income Fare Type?	Fare Revenue	Boardings	Avg Fare
Special Event Group Fare	No	\$25,000	11,200	\$2.23
Mobile Single (90m)	No	\$433,901	264,758	\$1.64
Mobile Disc Single (90m)	No	\$44,237	54,985	\$0.80
Round Trip \$5.50	No	\$46,693	16,979	\$2.75
Disc Round Trip \$2.70	No	\$11,166	8,273	\$1.35
Extended Student Discounts	Both	\$16,665	13,422	\$1.24
New Fares (total)	No	\$577,662	353,096	\$1.56
RT System (baseline)	n/a	\$31,165,419	24,000,000	\$1.30

The average fare per boarding passenger for most of the new fare type exceeds RT's existing systemwide average of \$1.30; however, all of the new fare types still represent discounts compared to what the passenger *would have paid* before the new fare type.



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## 8. Net Sales and Ridership Impacts

All the new fares are relatively minor discount programs. Most users of these new fares would have ridden RT even if the new fare had not been created, but would have paid a higher fare. None of the new fare types are expected to affect sales by more than \$15,000 or ridership by more than 11,000 boardings, net of what the customers would have paid before introduction of the new fare.

**Figure 6**  
**Expected Change in Sales**  
**From Old to New Fare Types**

New Fare Type	Using Old Fares	Using New Fare	Change	% Change
Special Event Group Fare	\$25,760	\$25,000	(\$760)	-3.0%
Mobile Single (90m)	\$448,676	\$433,901	(\$14,776)	-3.3%
Mobile Disc Single (90m)	\$56,824	\$44,237	(\$12,587)	-22.2%
Round Trip \$5.50	\$47,831	\$46,693	(\$1,138)	-2.4%
Disc Round Trip \$2.70	\$11,463	\$11,166	(\$296)	-2.6%
Extended Student Discounts	\$17,190	\$16,665	(\$525)	-3.1%
<b>Total</b>	<b>\$607,745</b>	<b>\$577,662</b>	<b>-\$30,083</b>	<b>-4.9%</b>

**Figure 7**  
**Expected Change in Boardings**  
**From Old to New Fare Types**

New Fare Type	Using Old Fares	Using New Fare	Change	% Change
Special Event Group Fare	11,056	11,200	144	1.3%
Mobile Single (90m)	254,704	264,758	10,054	3.9%
Mobile Disc Single (90m)	49,092	54,985	5,893	12.0%
Round Trip \$5.50	16,815	16,979	165	1.0%
Disc Round Trip \$2.70	8,187	8,273	87	1.1%
Extended Student Discounts	13,243	13,422	179	1.4%
<b>Total</b>	<b>353,096</b>	<b>369,618</b>	<b>16,522</b>	<b>4.7%</b>



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## 9. Impact on Average Fare

Each of the new fare types reduces the cost to ride for its users, compared to what they paid before the new type existed. For example, users of the 90-Minute Mobile Single fare are expected to have paid \$1.76 before the fare was created, using a combination of single bus fares, single rail fares (which are useable for multiple light rail boardings) and daily passes. Using the new mobile fare, they are expected to pay slightly less per boarding at \$1.64.

**Figure 8**  
**Expected Change in Average Fare**  
**For Users of New Fare Types**

New Fare Type	Using Old Fares	Using New Fare	Change	% Change	Minority/ Low-Income Type?
Special Event Group Fare	\$2.31	\$2.23	-\$0.08	-3%	No
Mobile Single (90m)	\$1.76	\$1.64	-\$0.12	-7%	No
Mobile Disc Single (90m)	\$1.16	\$0.80	-\$0.35	-30%	No
Round Trip \$5.50	\$2.84	\$2.75	-\$0.09	-3%	No
Disc Round Trip \$2.70	\$1.40	\$1.35	-\$0.05	-4%	No
Extended Student Discounts	\$1.30	\$1.24	-\$0.06	-4%	Both

All the new fares confer benefits upon their users in the form of a lower cost to ride. The new student discounts are the only new fare type that has above-average utilization by minority and low-income populations, so it is the only change that is expected to be positive from a Title VI standpoint.

Whether or not these changes create a potential disparate impact/disproportionate burden depends on the impact to RT's *systemwide* average fare splits.



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## 10. Systemwide Average Fare Impacts

The total effect of the potential fare changes has negligible impact on RT's systemwide average fare of \$1.30. Nor does it significantly alter minority and non-minority splits. The average fare per boarding for minority populations will decrease from \$1.27 to \$1.26. The average fare per boarding for non-minority populations will decrease from \$1.37 to \$1.36.

**Figure 9**  
**Systemwide Average Fare**  
**Minority/Non-Minority Splits**  
**Before and After Fare Changes**

	Fare Revenue		Boardings		Avg. Fare	
	Before	After	Before	After	Before	After
Minority	\$20,433,104	\$20,413,359	16,142,675	16,153,707	\$1.27	\$1.26
Non-Minority	\$10,732,315	\$10,721,978	7,857,325	7,862,816	\$1.37	\$1.36
All Riders	\$31,165,419	\$31,135,336	24,000,000	24,016,522	\$1.30	\$1.30

The effects of the potential fare changes combined are expected to be negligible on low-income and non-low-income populations. Low-income populations will still continue to pay an average of \$1.20 per boarding. Non-low-income populations will still continue to pay an average of \$1.39 per boarding.

**Figure 10**  
**Systemwide Average Fare**  
**Low-Income/Non-Low-Income Splits**  
**Before and After Fare Changes**

	Fare Revenue		Boardings		Avg. Fare	
	Before	After	Before	After	Before	After
Low-Income	\$13,758,439	\$13,745,960	11,481,763	11,488,874	\$1.20	\$1.20
Non-LI	\$17,406,980	\$17,389,376	12,518,237	12,527,648	\$1.39	\$1.39
All Riders	\$31,165,419	\$31,135,336	24,000,000	24,016,522	\$1.30	\$1.30



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## 11. Comparison of Impacts

The proposed changes would reduce the average fare by approximately \$0.002 for minority, non-minority, low-income, non-low-income, and RT's overall ridership. No rider category is expected to have its average fare change by more than 0.18 percent.<sup>5</sup>

**Figure 11**  
**Projected Change in Average Fare**  
**Minority and Low-Income Splits**

	Existing	Proposed	Change	% Change
All Riders	\$1.299	\$1.296	-\$0.002	-0.17%
Minority Riders	\$1.266	\$1.264	-\$0.002	-0.16%
Non-Minority Riders	\$1.366	\$1.364	-\$0.002	-0.17%
Low-Income Riders	\$1.198	\$1.196	-\$0.002	-0.15%
Non-Low-Income Riders	\$1.391	\$1.388	-\$0.002	-0.18%

Minority and low-income riders currently pay lower fares, on average, than the general population, and would continue to do so under the proposed changes. The rate of decrease, which is no more than 0.18 percent for any group, is slightly greater for non-minority and non-low-income populations.

<sup>5</sup> For the sake of comparison, RT's July 1, 2016 fare increase was projected to increase the average fare for minority and low-income populations by approximately 14 percent.





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## 12. Findings

Potential disparate impacts to minority populations are determined by comparing the *rate of change* of the average fare for all minority riders to that for non-minority riders. An adverse difference exceeding 20 percent is considered significant. The same analysis is conducted for low-income populations to determine potential disproportionate burdens.

**Figure 12**  
**Determination of Potential Disparate Impacts**  
**and/or Disproportionate Burdens**

**For All New Fares Combined**


a. Percent decrease in non-minority avg fare	-0.17%
b. Threshold of statistical significance ( 80% * a )	-0.13%
c. Percent decrease in minority avg fare	-0.16%
d. Do fares decrease more for non-minority populations? ( a < c )	Yes
e. Is there evidence of a potential disparate impact ( c > b )	No
f. Percent decrease in non-low-income avg fare	-0.18%
g. Threshold of statistical significance ( 80% * f )	-0.14%
h. Percent decrease in low-income avg fare	-0.15%
i. Do fares decrease more for non-low-income populations? ( f < h )	Yes
j. Is there evidence of a potential disproportionate burden? ( h > g )	No

Per RT policy and FTA guidance, the impact of multiple fare changes are considered in aggregate to determine their combined effect.

All the new fares combined are expected to reduce the average fare per boarding slightly more for non-minority than for minority populations; however, the difference is not statistically significant. Therefore, this analysis finds *that there are no potential disparate impacts on minority populations as a result of the proposed fare changes.*

All the new fares combined are expected to reduce the average fare per boarding slightly more for non-low-income than for low-income populations; however, the difference is not statistically significant. Therefore, this analysis finds *that there are no potential disproportionate burdens on low-income populations as a result of the proposed fare changes.*

**Appendices**

 **Regional Transit**  
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Appendix A  
Demographic Details

**Figure 13**  
**Baseline Minority**  
**Ridership Details**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Minority Riders			Non-Minority Riders		
					% Split	Revenue	Boardings	% Split	Revenue	Boardings
1 Single Cash - Bus	\$2.75	\$2,271,919	828,060	\$2.74	66.0%	\$1,499,467	546,519	34.0%	\$772,453	281,540
2 Single Ticket - Bus	\$2.75	\$245,535	89,492	\$2.74	57.0%	\$139,955	51,010	43.0%	\$105,580	38,481
3 Single Cash - Rail	\$2.75	\$1,407,823	919,650	\$1.53	64.0%	\$901,007	588,576	36.0%	\$506,816	331,074
4 Single Ticket - Rail	\$2.75	\$1,207,546	788,820	\$1.53	48.7%	\$588,075	384,156	51.3%	\$619,471	404,665
5 Disc Single Cash - Bus	\$1.35	\$704,823	505,729	\$1.39	72.3%	\$509,587	365,642	27.7%	\$195,236	140,087
6 Disc Single Tkt - Bus	\$1.35	\$44,278	31,771	\$1.39	74.5%	\$32,987	23,669	25.5%	\$11,291	8,102
7 Disc Single Cash - Rail	\$1.35	\$214,671	209,137	\$1.03	71.4%	\$153,275	149,324	28.6%	\$61,396	59,813
8 Disc Single Tkt - Rail	\$1.35	\$191,130	186,202	\$1.03	45.5%	\$86,964	84,722	54.5%	\$104,166	101,480
9 Daily Pass	\$7.00	\$4,673,933	3,206,186	\$1.46	75.5%	\$3,528,819	2,420,671	24.5%	\$1,145,114	785,516
10 Disc Daily Pass	\$3.50	\$2,328,169	2,052,586	\$1.13	75.2%	\$1,750,783	1,543,544	24.8%	\$577,386	509,041
11 Monthly Pass	\$110.00	\$9,216,730	3,405,157	\$2.71	58.5%	\$5,391,787	1,992,017	41.5%	\$3,824,943	1,413,140
12 Semi-Monthly Pass	\$60.00	\$405,689	241,984	\$1.68	72.7%	\$294,936	175,922	27.3%	\$110,753	66,062
13 Student Semi-Monthly	\$27.50	\$826,801	627,009	\$1.32	87.0%	\$719,317	545,498	13.0%	\$107,484	81,511
14 Senr/Disb Monthly/Semi	\$55.00	\$2,049,549	2,594,541	\$0.79	46.0%	\$942,793	1,193,489	54.0%	\$1,106,757	1,401,052
15 Super Senior Monthly Pass	\$42.00	\$25,737	34,474	\$0.75	46.0%	\$11,839	15,858	54.0%	\$13,898	18,616
16 Los Rios		\$2,154,066	3,553,518	\$0.61	77.0%	\$1,658,631	2,736,209	23.0%	\$495,435	817,309
17 CSUS		\$1,136,171	875,461	\$1.30	74.3%	\$844,175	650,467	25.7%	\$291,996	224,993
18 DHA		\$2,060,848	1,348,485	\$1.53	66.9%	\$1,378,707	902,137	33.1%	\$682,141	446,349
19 Fare Evader		\$0	1,263,163	\$0.00	76.8%	\$0	970,109	23.2%	\$0	293,054
20 Child		\$0	652,878	\$0.00	69.0%	\$0	450,486	31.0%	\$0	202,392
21 Lifetime		\$0	249,911	\$0.00	48.4%	\$0	120,957	51.6%	\$0	128,954
22 Other Boardings		\$0	335,786	\$0.00	69.0%	\$0	231,692	31.0%	\$0	104,094
		\$31,165,419	24,000,000	\$1.30		\$20,433,104	16,142,675		\$10,732,315	7,857,325

Minority/non-minority splits are based on RT's 2013 On-Board Survey. Student fare types tend to have high minority utilization rates (e.g., 87 percent of student semi-monthly pass boardings are made by minority populations). Seniors and disabled fare types tend to have low minority utilization rates (e.g., 46 percent of boardings using a senior/disabled sticker are made by minority populations). Minority utilization of the Super Senior pass is assumed to be the same as for Senior/Disabled Monthly/Semi stickers. Child and Other categories are assumed to match the systemwide average.



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Appendix A  
Demographic Details

**Figure 14**  
**Baseline Low-Income**  
**Ridership Details**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Riders			Non-Low-Income Riders		
					% Split	Revenue	Boardings	% Split	Revenue	Boardings
1 Single Cash - Bus	\$2.75	\$2,271,919	828,060	\$2.74	46.8%	\$1,063,857	387,750	53.2%	\$1,208,063	440,310
2 Single Ticket - Bus	\$2.75	\$245,535	89,492	\$2.74	7.2%	\$17,792	6,485	92.8%	\$227,743	83,007
3 Single Cash - Rail	\$2.75	\$1,407,823	919,650	\$1.53	43.3%	\$609,234	397,977	56.7%	\$798,590	521,673
4 Single Ticket - Rail	\$2.75	\$1,207,546	788,820	\$1.53	5.5%	\$66,167	43,223	94.5%	\$1,141,379	745,597
5 Disc Single Cash - Bus	\$1.35	\$704,823	505,729	\$1.39	52.8%	\$372,359	267,178	47.2%	\$332,464	238,551
6 Disc Single Tkt - Bus	\$1.35	\$44,278	31,771	\$1.39	40.0%	\$17,711	12,708	60.0%	\$26,567	19,062
7 Disc Single Cash - Rail	\$1.35	\$214,671	209,137	\$1.03	44.3%	\$95,069	92,618	55.7%	\$119,602	116,519
8 Disc Single Tkt - Rail	\$1.35	\$191,130	186,202	\$1.03	30.0%	\$57,339	55,861	70.0%	\$133,791	130,342
9 Daily Pass	\$7.00	\$4,673,933	3,206,186	\$1.46	59.6%	\$2,784,523	1,910,105	40.4%	\$1,889,410	1,296,082
10 Disc Daily Pass	\$3.50	\$2,328,169	2,052,586	\$1.13	60.7%	\$1,413,140	1,245,868	39.3%	\$915,029	806,717
11 Monthly Pass	\$110.00	\$9,216,730	3,405,157	\$2.71	26.4%	\$2,436,133	900,039	73.6%	\$6,780,597	2,505,118
12 Semi-Monthly Pass	\$60.00	\$405,689	241,984	\$1.68	44.6%	\$180,915	107,912	55.4%	\$224,774	134,072
13 Student Semi-Monthly	\$27.50	\$826,801	627,009	\$1.32	63.8%	\$527,791	400,254	36.2%	\$299,010	226,756
14 Senr/Disb Monthly/Semi	\$55.00	\$2,049,549	2,594,541	\$0.79	41.9%	\$857,886	1,086,005	58.1%	\$1,191,663	1,508,536
15 Super Senior Monthly Pass	\$42.00	\$25,737	34,474	\$0.75	41.9%	\$10,773	14,430	58.1%	\$14,964	20,044
16 Los Rios		\$2,154,066	3,553,518	\$0.61	57.8%	\$1,245,912	2,055,355	42.2%	\$908,155	1,498,164
17 CSUS		\$1,136,171	875,461	\$1.30	48.4%	\$549,877	423,700	51.6%	\$586,294	451,761
18 DHA		\$2,060,848	1,348,485	\$1.53	70.5%	\$1,451,961	950,069	29.5%	\$608,887	398,416
19 Fare Evader		\$0	1,263,163	\$0.00	43.8%	\$0	552,634	56.3%	\$0	710,529
20 Child		\$0	652,878	\$0.00	53.0%	\$0	346,026	47.0%	\$0	306,853
21 Lifetime		\$0	249,911	\$0.00	19.0%	\$0	47,602	81.0%	\$0	202,309
22 Other Boardings		\$0	335,786	\$0.00	53.0%	\$0	177,966	47.0%	\$0	157,819
		\$31,165,419	24,000,000	\$1.30		\$13,758,439	11,481,763		\$17,406,980	12,518,237

Low-income/non-low-income splits are based on RT's 2013 On-Board Survey. Low-income utilization rate is highest at 70.5 percent for the DHA pass, which provides free rides to persons on general assistance through an agreement with the Sacramento County Department of Human Assistance. Low-income utilization is lowest at 5.5 percent for the single prepaid ticket used on light rail. Prepayment tends to be an option only for customers with more regular income and therefore to skew away from low-income populations. Low-income utilization of the Super Senior pass is assumed to be the same as for Senior/Disabled Monthly/Semi stickers. Child and Other categories are assumed to match the systemwide average.



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Appendix B  
Special Survey Results

### Mobile Fare App Demographics

For the purposes of this Title VI analysis, users of the mobile fare app were assumed to be 67.2 percent minority and 43.7 percent low-income, based on passenger surveys conducted by RT. Availability of the mobile fare app to low-income customers was a particular concern. Use of the mobile fare app requires both a smart phone and a credit/debit card.

Smart Phone Ownership - A 2013 survey of 12,000 RT passengers found that 58 percent of low-income riders and 63 percent of non-low-income riders reported owning smartphones. With the growth of the smart phone market, an informal survey of 782 RT riders conducted in 2015-16 found that smart phone ownership had grown to 70 percent of low-income persons and 85 percent of non-low-income persons.

Credit/Debit Card Ownership - While smart phone use is relatively high among low-income and non-low-income populations, credit/debit card use exhibits greater differences between groups. The same 2015-16 survey found that only 38 percent of low-income riders have both a smart phone and a credit/debit card; whereas 66 percent of non-low-income riders have both.

**Figure 15**  
**RT 2015-16 Passenger Survey**  
**Do You Own a Smart Phone and a Credit/Debit Card?**

	Yes	No	Responses	% Yes	% No
Low Income	165	271	436	<b>38%</b>	62%
Non-LI	213	111	324	66%	34%
Responses	378	382	760	50%	50%
% Low-Income	<b>44%</b>	71%	57%		
% Non-LI	56%	29%	43%		

For the purposes of the Title VI analysis, the key figure was that persons who both own a smart phone and who own a credit/debit card are 43.7 percent low-income (and 56.3 percent non-low-income).

Smart phone and credit/debit card use did not exhibit significant differences in minority/non-minority utilization rate. Approximately 48 percent of minority and 50 percent of non-minority populations reported having both a smart phone and a credit/debit card.



Title VI Fare Equity Analysis  
March 13, 2017

Appendix B  
Special Survey Results

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### **Golden 1 Employee Pass**

Questionnaires were issued to riders of the Golden 1 employee shuttle on November 10, 2016. Ridership averages between 325 and 360 boardings each way per event. Surveys were completed by 64 riders for a 20 percent sampling rate. The survey found that 58 percent of riders are minorities (compared to 67 percent for the RT system) and that 27 percent of riders are low-income (compared to 48 percent for the RT system).

Users of the G1 Employee Pass pay zero out-of-pocket costs; however, RT collects \$500,000 per year for the program. At an estimated 283,200 boardings per year, RT expects to collect \$1.76 per passenger boarding, which is well above RT's systemwide average. From the standpoint of the passenger, the program amounts to a major discount (i.e., a free ride). However, from the standpoint of RT's cost recovery, it is among the higher per-passenger fares that RT collects.

For the sake of Title VI analysis, RT considers the fare collected by RT rather than the fare paid out-of-pocket by the customer. This is consistent with how RT treats the DHA pass, an unlimited-ride pass provided for free to persons on general assistance, paid for on their behalf by the Sacramento County Department of Human Assistance. It is also consistent with how RT treats regular tickets and monthly passes that are partially paid by an employer (e.g., State of California).



Title VI Fare Equity Analysis  
March 13, 2017

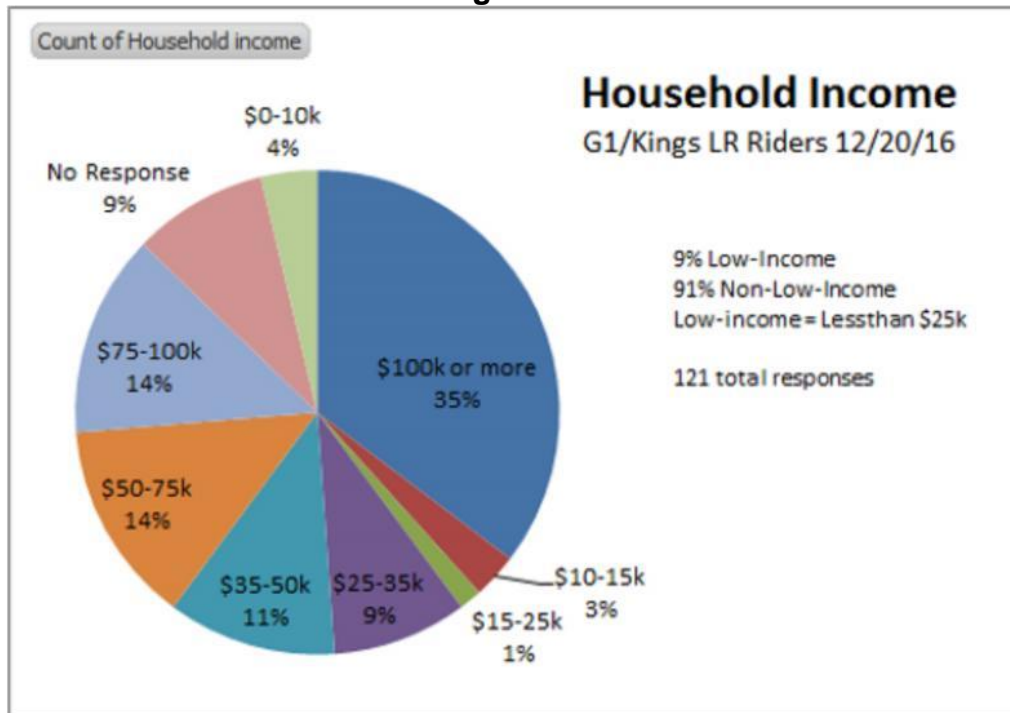
Appendix B  
Special Survey Results

**Golden 1 Center Guests**

The Special Event Group Fare and Round Trip Fare both have very low utilization because they are available and useable only on days of major events at the Golden 1 Center for event attendees. In order to estimate user demographics, a special survey was conducted on December 20, 2016 of 133 customers boarding RT light rail trains after a Sacramento Kings game.

This survey found that Kings attendees were 41.4 percent minority and 9.1 percent low-income. Because there are very few low-income attendees, discount programs aimed at attendees tend to be poor from a Title VI standpoint; however, because total ridership is expected to be fewer than 500 riders per year for the Special Event Group Fare, and fewer than 300 boardings per year using the two Round Trip Fares combined, and because the savings per boarding are estimated at only \$0.08 for the Special Event Group Fare and only \$0.09 and \$0.05 for the full price and discount Round Trip Fares, when analyzed in aggregate (per RT policy and FTA guidance), the effects are very minimal, if not negligible. Accordingly, RT’s analysis found there would not be any potential disproportionate burdens on low-income populations.

**Figure 16**



# **Appendix I**

## **Service Standards**



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RESOLUTION NO. 13-08-0124

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

August 26, 2013

**REPEALING AND RESTATING SACRAMENTO REGIONAL  
TRANSIT DISTRICT SERVICE STANDARDS**

WHEREAS draft Service Standards were released on RT's web site for public review on February 28, 2013, with revisions released on July 1, 2013; and

WHEREAS the draft Service Standards were publicized on RT's web site, in RT's passenger newsletter, in RT bus and light rail vehicles, at major stops and stations, via email announcements, and in traditional newspapers; and;

WHEREAS key materials were translated and provided in five major non-English languages widely spoken by persons with Limited English Proficiency residing in RT's service area and likely to use RT's service; and;

WHEREAS comments were accepted from members of the public for a period exceeding 30 calendar days, for both the initial and revised drafts, including public hearings held before the RT Board of Directors on March 25, 2013 and on July 22, 2013; and

WHEREAS the Board of Directors has considered the Service Standards set forth in Exhibit A, has considered public comments, and is aware of RT's requirements under Title VI of the Civil Rights Act of 1964 with regards to service standards and policies;

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

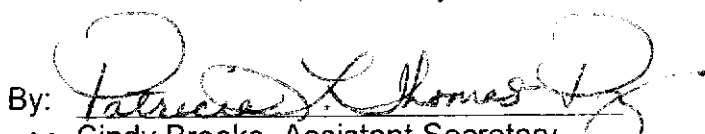
THAT, Resolution 01-09-0193 is hereby repealed; and

THAT, the Board of Directors of the Sacramento Regional Transit District hereby adopts Service Standards as set forth in Exhibit A.

  
\_\_\_\_\_  
PATRICK HUME, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By:   
for Cindy Brooks, Assistant Secretary

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**Regional Transit**  
Service Standards

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**August 26, 2013**

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## Service Standards

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### 1. INTRODUCTION

It is the policy of the Sacramento Regional Transit District (RT) to provide quality service to all customers regardless of race, color, national origin, or income. This document establishes service standards and related policies for RT's fixed-route transit service.<sup>1</sup> In addition to serving as a guide for staff and stakeholders, this document is intended to satisfy Title VI of the Civil Rights Act of 1964, Executive Order 12898, and related civil rights laws, which help assure that RT's services are provided in a non-discriminatory manner, specifically with regards to minority populations and low-income populations.

The Federal Transit Administration (FTA) requires RT to establish the following four service standards and two service policies:<sup>2</sup>

- Vehicle Loading Standards
- Productivity Standards (Headway Standard)
- On-Time Performance Standards
- Service Area Coverage Standards
- Vehicle Assignment Policy
- Transit Amenity Distribution Policy

Title VI requires RT, at least every three years, to prepare a Service Monitoring report that evaluates the fixed-route transit system against RT's service standards and policies on a route-by-route basis, broken down by minority and non-minority routes. Although not a Title VI requirement, RT includes low-income populations in this analysis as well.

This document also sets forth guidelines for RT's quarterly performance monitoring program, which was recommended by RT's 2012 TransitRenewal study and which provides a regular process for improving the productivity of RT's system.

### 2. TITLE VI SERVICE MONITORING

#### Requirements

At least once every three years, RT is required to prepare a Title VI Service Monitoring report that evaluates the fixed-route transit system against RT's service standards on a route-by-route basis, broken down by minority and non-minority routes.<sup>3</sup> RT is required to have a policy for identifying and correcting disparate impacts on minority populations and to submit to FTA a copy of the resolution verifying the RT Board's consideration,

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<sup>1</sup> This document does not cover RT's complementary paratransit service.

<sup>2</sup> See FTA Circular 4702.1B, Chapter 4, Section 4. Service policies, as defined in the FTA circular, differ slightly from service standards; however, both are treated identically under the Title VI Service Monitoring program and are meant to be developed and enforced as part of a single program. For the sake of clarity and brevity, this document normally refers to service standards and service policies collectively as simply service standards.

<sup>3</sup> See FTA Circular 4702.1B, Chapter 4, Section 6.



## Service Standards

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awareness, and approval of the report's findings. Although not a Title VI requirement, RT addresses disproportionate burdens on low-income populations in this process as well.

The provisions of this document pertain to the regular monitoring of RT's service and may also prompt changes in RT's service. However, Title VI and federal Environmental Justice law also require RT to prepare an equity assessment prior to adopting any major changes to service or to the fare structure.<sup>4</sup> This process is discussed in RT's Service and Fare Change Policies document.

### **Minority and Low-Income Definitions**

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.<sup>5</sup>

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 2012, poverty guidelines ranged from \$11,170 for a single-person household to \$38,890 for a household of eight. The poverty guideline for a household of four was \$23,050. FTA encourages transit agencies to use a locally-developed threshold for low-income status, provided that the threshold is at least as inclusive as the HHS poverty guidelines. Since survey data does not always include household size or exact household income, RT will, when necessary, define low-income status according to the poverty guideline for a household of four, rounded up to the nearest bracket boundary. For example, if household income is known in \$15,000 increments, RT will consider household income less than \$30,000 to be low-income.<sup>6</sup>

### **Data and Methodology**

FTA defines a minority route as a route that has at least one-third of its total revenue mileage in a census block group with a percentage of minority population that exceeds the percentage of minority population in the transit service area. RT uses demographic data from the U.S. Census Bureau's American Community Survey to make this determination, although passenger surveys may be used instead for express buses and other routes where the demographics of the actual ridership may not match the area that is travelled through.

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<sup>4</sup> See RT's Service and Fare Change Policies.

<sup>5</sup> See FTA Circular 4702.1B, Chapter 1, Section 5.

<sup>6</sup> See FTA Circular 4702.1B, Chapter 1, Section 5.



## Service Standards

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FTA recommends a Title VI Service Monitoring analysis be conducted on a sample of routes, which must include minority and non-minority routes. Although no numerical requirement exists, FTA guidance notes that the greater the sample size, the more reliable the results. In accordance with these guidelines, RT will usually include all regular routes in the sample, with the exception of demonstration projects, supplemental routes, contract service, special service, etc.

### Report Findings

As described above, RT prepares a Title VI Service Monitoring report at least once every three years. The Title VI Service Monitoring compares all fixed-route service to RT's service standards and policies, as set forth in this document, analyzes why any deficiencies exist, and suggests remedies. If any standards are found to be outdated or inappropriate, staff will also include an analysis and recommendations for revision. Staff will present the Service Monitoring report to the RT Board for consideration and approval, at which time the Board may also determine, based upon the report's findings, that a disparate impact on minority populations exists, in which case RT will take corrective action to remedy the disparities to the greatest extent possible.<sup>7</sup>

Since service improvements are not always financially feasible, RT is not required to add service in response to a disparate impact; however, if the RT Board determines that a disparate impact exists, RT will investigate cost-neutral ways to remedy the disparate impact. If such a condition exists, RT will also assure that if major service increases are proposed,<sup>8</sup> that the major service increases will improve overall service levels to minority populations relative to RT's overall ridership. This requirement will remain in effect until the RT Board determines that the disparate impact has been corrected, or until adoption of the next major service change, whichever comes first.

As part of RT's Title VI program, RT will provide FTA with a copy of the Board resolution affirming consideration, awareness, and approval of the Service Monitoring report, as well as a discussion of any disparate impacts and actions taken to remedy the disparities.<sup>9</sup>

Although not a Title VI requirement, RT includes disproportionate burdens on low-income populations in this process as well.

### 3. VEHICLE LOADING STANDARDS

RT collects ridership data on all bus and light rail routes, including the passenger load at the maximum load point of the trip. Vehicle loading standards are set forth below and

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<sup>7</sup> See FTA Circular 4702.1B, Chapter 4, Section 6.

<sup>8</sup> Major service changes are defined in RT's Service and Fare Change Policies, per Title VI requirements.

<sup>9</sup> See FTA Circular 4702.1B, Chapter 4, Section 6.





## Service Standards

generally range from a load factor of 1.0 to 2.0 based upon the number of seats and interior floor space of the vehicle.<sup>10</sup> Load factors are generally lower for RT's smaller buses as they tend to have narrower aiseways and fewer places to stand.

### Vehicle Loading Standards

Vehicle Type	Seated	Standing	Total	Load Factor
40ft Low-Floor Bus	34	26	60	1.8
25ft Cutaway Bus	12	5	17	1.4
27ft Cutaway Bus	16	6	22	1.4
28ft Body-on-Chassis Bus	21	8	29	1.4
32ft Cutaway Bus	30	10	40	1.3
80ft Siemens Light Rail Vehicle	64	64	128	2.0
84ft CAF Light Rail Vehicle	64	64	128	2.0
88.5ft UTDC Light Rail Vehicle	67	67	134	2.0
Other Vehicle Types	Determined as Needed			

RT considers a route to be overloaded if 25 percent or more of one-way vehicle trips are regularly overloaded. For example, for an hourly route with 32 one-way vehicle trips per day, if 8 or more trips are overloaded, then the route is considered overloaded.

#### 4. PRODUCTIVITY / HEADWAY STANDARDS

RT bases bus and light rail headways on both policy and productivity. Due to the importance of light rail in RT's system, bus headways are often based around light rail headways. Headway policies are as follows:

- Light rail runs at 15 or 30 minute headways
- Regular bus routes connecting with light rail usually run at multiples of 15 minute headways to facilitate transferring
- Regular headways should not exceed 60 minutes on any trunk or branch line
- Headways on peak-only routes are based on passenger loads and are adjusted to match school bell times, shift changes, etc., except for light rail feeders, which should be timed around the light rail schedule
- In areas where headways are 30 to 60 minutes, parallel routes should generally be spaced approximately one mile apart and additional resources should be used to improve headways before adding new routes or branches at closer distances

<sup>10</sup> The loading factor is the ratio of total passenger capacity to seats.



## Service Standards

Headway adjustments are based primarily upon productivity. Bus routes exceeding RT's maximum productivity standards are recommended for service increases while corrective action is recommended for routes that fail to meet RT's minimum productivity standards.

### RT Productivity Standards

Service Type	Productivity Standards			
	Minimum		Maximum	
Regular Weekday Bus Service	20	boardings per hour	40	boardings per hour
Saturday Bus Service	15	boardings per hour	35	boardings per hour
Sunday/Holiday Bus Service	15	boardings per hour	35	boardings per hour
Community Bus Service	15	boardings per hour	30	boardings per hour
Peak-Only Light Rail Feeder	15	boardings per trip	34	boardings per trip
Peak-Only Downtown Express	25	boardings per trip	34	boardings per trip
Supplemental Service	25	boardings per trip	62	max load
Light Rail – Weekdays	85	boardings per train hr	400	max load
Light Rail – Weekends	65	boardings per train hr	400	max load
Contract Service	Varies	cost per passenger	Varies	cost per passenger

All productivity standards that are stated in terms of boardings per revenue hour can also be stated in terms of an equivalent cost per passenger boarding, which varies from year-to-year according to RT's hourly per-vehicle operating costs. RT evaluates contract service according to the equivalent cost per passenger standards for Community Bus Service, less the operating subsidy.<sup>11</sup>

### 5. ON-TIME PERFORMANCE STANDARD

On-time performance for RT's bus system is measured at time points. A bus is considered on-time if it leaves its time point between 0 and 5 minutes late. For the last time point on each trip, the arrival time is used instead of the leave time.

RT's target is for the bus system to be 85 percent on-time or better. Individual routes are expected to be within one standard deviation of 85 percent on-time or better. For Title VI purposes, all routes are expected to be within one standard deviation of the actual systemwide average or better. Deviations from this goal are investigated to determine if there is a disparate impact on minority routes. This process is repeated for low-income routes.

<sup>11</sup> Service levels for contract service operated by RT are subject to the terms of the service agreement.



## Service Standards

On-time performance for RT's light rail system is measured at the starting point of each trip. Trains are considered on-time if they depart 0 to 5 minutes late. RT's target is for the light rail system to be 97 percent on-time or better. Individual light rail routes are also expected to be 97 percent on-time or better. Statistically significant deficiencies are investigated to determine if there is a disparate impact on minority or low-income passengers.

### 6. SERVICE AREA COVERAGE STANDARD

RT is authorized to serve the area within the Urban Services Boundary (USB) of Sacramento County, as well as portions of Yolo and Placer Counties. Yolo and Placer County, having elected to provide their own transit service, are currently served by locally based transit operators, as are the cities of Folsom, Elk Grove, Galt, and Rancho Murieta within Sacramento County. RT remains the official service provider for the area within Sacramento's USB, less the City of Folsom and the City of Elk Grove.<sup>12</sup>

While RT is the transit agency responsible for service to the aforementioned area, RT only provides service to a subset of this area. The table below specifies standards for actual coverage of RT's service area, at two different walk distances. Three-quarters of a mile is the standard walk distance used by both the Americans with Disabilities Act as well as FTA's National Transit Database to define a transit agency's coverage. For the purposes of estimating likely transit riders, however, FTA suggests that transit agencies assume walk distances of a quarter mile for bus routes and a half mile for light rail stations.

#### Service Coverage Standards

Distance	Basic Local Service	High Frequency Service
0.75 miles from bus routes 0.75 miles from rail stations	85% of population	20% of population
0.25 miles from bus routes 0.50 miles from rail stations	50% of population	10% of population

<sup>12</sup> The City of Folsom and the City of Elk Grove provide their own local transit service. A small portion of the City of Folsom is still part of RT's service area, specifically, the area within three quarters of a mile of RT's light rail stations. A small portion of the City of Elk Grove is still part of RT's service area as well, specifically, the area within three quarters of a mile of Route 65.



## Service Standards

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Basic local service refers to regular all-day weekday bus and light rail service on regular headways. It excludes express buses and other peak-only routes. High frequency service is considered to be service with headways of 15 minutes or better.<sup>13</sup>

### 7. VEHICLE ASSIGNMENT POLICY

In order to assure that vehicles are not assigned in a discriminatory fashion, FTA requires transit agencies to have a written policy specifying how vehicles are assigned to routes.

#### Bus Assignment

Prior to each operator signup, a baseline vehicle schedule is prepared for the upcoming signup period. Low-mileage vehicles are usually assigned to higher-mileage routes, so as to equalize mileage on vehicles of the same age. Certain routes may be designated to have buses with special equipment, e.g., branded or wrapped vehicles, signal prioritization equipment, or data terminals that are used for route deviations. Higher-performing vehicle types may, at the discretion of RT's Operations Division management, be assigned to blocks with more schedule adherence problems.<sup>14</sup> On a daily basis, RT's Maintenance Department makes adjustments to the baseline vehicle schedule according to maintenance needs.

For RT's Title VI Service Monitoring report, RT calculates the average vehicle age for each route, and aggregates this data into an average vehicle age for all minority routes, which is compared to that for RT's overall system, to determine if a disparate impact exists.<sup>15</sup>

#### Light Rail Vehicle Assignment

All RT light rail vehicles are air-conditioned, have high floors, have similar seating and standing capacities, and are dispatched from the same yard and maintenance facility. Train consists on the Blue Line and Gold Line can be and often are composed of mixed vehicle types for various reasons, including service and maintenance scheduling, voltage requirements, and performance. The Green Line uses a specially wrapped light rail vehicle.

For RT's Title VI Service Monitoring report, RT estimates the average vehicle age for each route.<sup>16</sup> These findings are presented, along with the percent minority ridership for each route, to determine if a disparate impact exists.

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<sup>13</sup> See RT's 2009 TransitAction Plan for long-range coverage goals.

<sup>14</sup> For example, newer vehicles with better acceleration may be assigned to routes with frequent stops.

<sup>15</sup> This figure is weighted by the number of trips operated on each route by each vehicle.

<sup>16</sup> This estimate is based on known vehicle assignments from randomly chosen route checks.



## Service Standards

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### 8. TRANSIT AMENITY DISTRIBUTION POLICY

#### Bus Stops

Locations for advertisement-supported shelters and benches are suggested by RT's contractor. RT also has numerous non-advertisement-supported shelters and benches that are located according to a number of criteria. Once a desired location is decided upon, RT determines if the desired location is feasible. All amenity installations must comply with local building codes, as well as with the Americans with Disabilities Act and Title 24 of the California Construction Code. Shelters also require an electrical connection for lighting. When a desired amenity location is not feasible, RT works with the applicable city or county to make necessary improvements.

Signage at all bus stops includes the route number, days of operation, a stop identification number, and a telephone number for more information. System maps are provided at all bus stop shelters. Route-specific maps and schedules are not normally provided at RT bus stops, although they are available at some bus stops where they were originally installed on a demonstration basis. Trash cans are installed by RT according to perceived need.

New benches and shelters paid for by RT are located according to a number of factors including, but not limited to, the following:

- Average daily boardings at the stop
- Prevalence of disabled passengers
- Presence or absence of amenities in the nearby area (e.g., shelter, trash cans, seating, lighting, etc.)
- Cost for additional curb, gutter, street, or sidewalk improvements
- Financial assistance from local jurisdictions, business improvement districts, etc.
- Minimum ridership of 40 daily boardings for shelters
- Title VI compliance goals

RT maintains a database of all bus stops, including benches and shelters. Using GIS software, RT compares this data to census data on service area demographics. RT's Title VI goal is for the percent of bus stops in minority areas equipped with benches to equal or exceed that for RT's overall service area. If a deficiency is found requiring corrective action, then, where the aforementioned ADA and other siting rules allow, RT will install non-ad-supported benches to correct the deficiency. If ADA or other siting rules prevent RT from adding benches where desired, RT will notify the applicable city or county. This process is repeated for shelters.



## Service Standards

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### Light Rail Stations

Amenities for light rail stations are distributed according to estimated ridership. Older stations may have been built to more limited standards. Improvements are programmed as part of RT's long-range capital program, as funding permits, to bring them into compliance with the following standards.

- a) Shelters: Minimum area of 3 sq. ft. per weekday peak hour passenger in each direction, excluding mini-high shelters. No shelters provided at transit malls.
- b) Mini-High Shelters: Must cover mini-high platform (used by mobility-impaired passengers to board trains) if shelters are provided at the main platform.
- c) Drinking fountains: 1 per platform, except for island stations. An additional drinking fountain may be provided at a bus transfer center (with at least 3 bus stops) where the bus stops are not contiguous with the light rail platforms.
- d) Seating (main platform): Minimum of 12 linear feet (LF) of seating on each main platform. Additional seating of 0.2 LF per weekday peak hour passenger in each direction.
- e) Seating (mini-high platform): 1 seat or bench at each mini-high platform.
- f) Trash receptacles: Based on size of station, number of riders, and observed need.
- g) Recycling receptacles: Not currently provided. May be added in the same quantities as trash receptacles, once RT begins a recycling program.
- h) Bicycle racks: 1 rack (5-bike capacity) per station for new stations. Added or removed based on observed demand and use.
- i) Bicycle lockers: Initially provided based on estimated usage. Lockers may be added or removed later based on demand. Note that RT provides lockers to customers only by rental agreement, so demand is precisely known.
- j) Information display cases: (For maps, Schedules, and How-To-Ride Guides) 1 four-sided display case per platform direction of travel. Additional two-sided display cases may be provided at each bus transfer center platform (with at least 2 bus stops) where the bus stops are not contiguous with the light rail platforms. Electronic signage may substitute for traditional displays.



## Service Standards

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- |   |  |
|---|--|
| k) Dynamic Message Signs:                             | 2 per platform at new and existing major stations  |
| l) Fare Vending Machines:                             | Goal of 2 per station, except very low ridership stations. Additional FVMs may be provided at platforms with very high ticket purchases (more than 1,000 average daily weekday boardings per platform).                                      |
| m) Smart Card Addfare Machines:<br>(when implemented) | 1 per station at major stations. Additional FVMs may be provided at platforms with very high ticket purchases (more than 1,000 average daily weekday boardings per platform). Smart Card implementation expected to begin in 2013.           |
| n) Smart Card Tap Devices:<br>(when implemented)      | Minimum 1 per platform. 2 per platform for most stations and 3 per platform for larger stations with heavy ridership or numerous well-used entrances   |
| o) Elevators:   | Provided when vertical distance of travel is greater than 16', unless replaced by a code-compliant ramp  |
| p) Tree shading:                                      | As needed to provide 50% shade coverage of platform and parking lots at maturity (15 years), or as close as possible to that goal while meeting other station design criteria. Removed on a case-by-case basis for safety/security purposes. |
| q) Artwork:   | 1 art commission per station, except at sidewalk stations/malls.   |

For purposes of this policy, a center platform is considered 1 platform whether it serves one or two tracks. RT's Title VI goal is to meet the above-stated goals for seating and shelter. If, during the Service Monitoring process, RT is found deficient in this goal with respect to minority or low-income areas, RT will incorporate Title VI status into its capital development process to correct the deficiency.

## 9. PERFORMANCE MONITORING

RT's 2012 TransitRenewal study recommended the establishment of quantitative productivity standards and a quarterly evaluation process for RT's fixed-route bus system. RT's quarterly ridership report compares each bus route's productivity to RT's productivity standards, set forth in Section 4 of this document. Bus routes that do not meet RT's productivity standards are added to a watch list and corrective action may be recommended by staff, if applicable. New bus routes that do not meet RT's productivity standards within two years are automatically discontinued, according to RT's route sunset process.<sup>17</sup>

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<sup>17</sup> See RT's Service and Fare Change Policies for more information on RT's route sunset process.



## Service Standards

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Corrective action for low-productivity routes may include the following:

- |                               |  |
|-------------------------------|--|
| a) Marketing Campaigns        | Example activities include email blasts, press releases, newsletters, notices in vehicles, at major bus stops, and at light rail stations, fliers and handouts, promotional events, etc.   |
| b) Route/Schedule Adjustments | Examples include changes to headways, span of service, alignment, connection timing, and/or route/schedule adjustments to nearby routes to shift riders from one route to another; RT will not, as a practice, operate headways longer than 60 minutes |
| c) Conversion to Smaller Bus  | RT will assess the feasibility and savings from conversion of a full-size bus route to use a smaller bus <sup>18</sup>   |
| d) Cost-Sharing               | RT may pursue a cost-sharing agreement with nearby businesses, jurisdictions, or other organizations to reduce the net cost per passenger to a level equivalent to or exceeding RT's minimum productivity standards                                    |

### Ridership Reporting Program

Quarterly ridership reports are supplemented on a periodic basis with special in-depth reports. RT's overall ridership reporting program is summarized as follows:

- |   |  |
|---|--|
| a) Key Performance Report <sup>19</sup> | Mode-level ridership data, including total ridership, boardings per revenue hour, farebox recovery, cost per passenger, on-time performance, complaints, vehicle reliability, fare evasion, etc.; includes comparison to budget goals, and comparison to previous year   |
| b) Quarterly Ridership Report           | Route-level ridership data, including average daily ridership, boardings per revenue hour, farebox recovery, cost per passenger, and comparison to previous year; per TransitRenewal guidelines, boardings per revenue hour and cost per passenger are compared against productivity standards (see Section 2 of this report); |
| c) Year-End Report                      | Supplement to Quarterly Ridership Report, usually updated after the close of the fiscal year   |

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<sup>18</sup> This option may be constrained by RT's collective bargaining agreement with the operators' union.

<sup>19</sup> The Key Performance Report is prepared by RT's Finance and Community/Government Affairs Departments and contains Key Performance Indicators (KPIs) for all RT departments. Ridership statistics are the KPI for RT's Planning Department and make up only one part of the overall report.





## Service Standards

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- |                                |  |
|--------------------------------|--|
| d) Fare Survey Report          | <p>examining longer term trends at the system, mode, route, and/or stop/segment level</p> <p>Supplement to Quarterly Ridership Report, usually issued after the close of the fiscal year, examining ridership by fare category, comparison of ridership to sales, and historical trends</p>                          |
| e) Title VI Service Monitoring | <p>Supplement to Quarterly Ridership Report, issued at least once every three years; as required by Title VI; evaluates all bus and light rail routes against service standards to assure that minority and low-income populations are receiving equitable service levels/quality</p>                                |
| f) On-Board Survey Report      | <p>Prepared at least once every five years per Title VI requirements; captures detailed information about passengers, including actual origins and destinations, trip purpose, ethnicity, household income, transferring patterns, and other data</p>  |
| g) Route Profiles              | <p>Supplement to Quarterly Ridership Report, issued at least once every five years, usually after a new on-board survey has been completed or new census data has been released; provides route map, historical narrative, demographics of service area and actual passengers, historical ridership trends, etc.</p> |

# **Appendix J**

## **Service Change Policy**

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RESOLUTION NO. 15-12- 0137

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

December 14, 2015

**REPEALING AND RESTATING RESOLUTION NO. 13-08-0125, REPEALING AND RESTATING SACRAMENTO REGIONAL TRANSIT DISTRICT'S SERVICE AND FARE CHANGE POLICIES, AND ADOPTING A NEW SERVICE CHANGE POLICY**

WHEREAS, Resolution No. 13-08-0125 established Service and Fare Change Policies for the Sacramento Regional Transit District; and

WHEREAS, Resolution No. 15-11-0129 established a Fare Change Policy for the Sacramento Regional Transit District, superseding the fare change provisions of Resolution No. 13-08-0125; and


WHEREAS, this resolution has come before the Board as an open session agenda item of a regular meeting properly noticed in accordance with the Ralph M. Brown Act; and

WHEREAS, the Board of Directors of the Sacramento Regional Transit District has taken into consideration public comments on the proposed resolution.

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

THAT, Resolution No. 13-08-0125 is hereby repealed; and

THAT, the Board of Directors of the Sacramento Regional Transit District hereby adopts a new Service Change Policy as set forth in Exhibit A.

  
JAY SCHEMMER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By:   
Cindy Brooks, Assistant Secretary

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**Regional Transit**  
Service Change Policy

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**December 14, 2015**

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**Service Change Policy**

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**1. INTRODUCTION**

It is the policy of the Sacramento Regional Transit District (RT) to provide quality service to all customers regardless of race, color, national origin, or income. This document establishes RT policy and describes several policies and procedures relating to fixed-route service changes.

This document is intended to satisfy Title VI of the Civil Rights Act of 1964, Executive Order 12898, and related federal civil rights laws, which help ensure that RT's services are provided in a non-discriminatory manner, specifically with regards to minority populations and low-income populations. This document also provides guidelines for meeting the requirements of the California Environmental Quality Act (CEQA) as they relate to service changes.

Title VI requires RT to adopt a numerical standard defining what constitutes a major service change. This definition and policy is discussed in Section 2. RT's 2012 TransitRenewal study also established a sunset clause for new routes which is incorporated in Section 3. Section 4 describes RT's public involvement process for major service changes.

Prior to adopting major service changes, Title VI and federal environmental justice regulations require RT to prepare an equity analysis to determine if the proposed changes are likely to result in adverse and disparate impacts (DI) on minority populations and/or disproportionate burdens (DB) on low-income populations. These definitions and policies are set forth in Section 5. Section 6 discusses their application.

Section 7 discusses RT's requirements under CEQA as they relate to service changes.

**2. MAJOR SERVICE CHANGE DEFINITION**

RT categorizes service changes as either minor or major according to their size and likely impact. Minor service changes can be authorized by RT's General Manager/CEO. Major service changes require a public hearing (discussed in Section 4 of this document), a Title VI equity analysis (discussed in Sections 5 and 6 of this document) and approval by the RT Board.

A major service change is defined as follows:

- Creation of any new bus route exceeding 150 daily revenue miles; or
- Creation of any new light rail route or extension of any existing light rail routes; or
- Any change to an existing bus or light rail route that affects more than 15 percent of daily revenue miles



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 Service Change Policy
 

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Any service change that does not meet the criteria for a major service change is considered a minor service change. Additionally, the following exceptional cases are considered minor service changes:

- Automatic elimination of a bus route according to RT's route sunset process set forth in Section 3 of this document (RT will, however, notify riders prior to the effective date)
- RT Board action to temporarily exempt a bus route from RT's route sunset process
- Schedule adjustments (RT will, however, notify riders prior to the effective date)
- Creation, alteration, or elimination of a supplemental route<sup>1</sup>
- Emergency changes made to respond to natural or man-made disasters or to a state of fiscal emergency
- Creation, alteration, or elimination of temporary or demonstration service lasting one year or less
- Creation, alteration, or elimination of special event service (RT Board approval may be necessary for certain aspects of the service, e.g., acceptance of event tickets as fare media)
- Adjustments made to major service changes after Board approval but prior to the effective date that would otherwise be considered minor changes

If an Environmental Impact Report (EIR) or an Environmental Impact Statement (EIS) has been prepared for a project, the EIR/EIS review and approval process is considered to satisfy all review and approval requirements for a major service change, with the exception of the Title VI equity analysis, which is still required if the project meets the definition of a major service change. FTA explicitly requires a Title VI equity analysis be approved by the RT Board prior to the beginning of revenue service for any project funded by the FTA's New Starts program.

Contract service operated by RT and included in vehicle hour and mile reporting to FTA's National Transit Database is considered RT service for purposes of this policy. Any changes to such service that meet RT's major service change definition are subject to RT's Title VI requirements, public hearing requirements, and approval requirements.

All revenue mile calculations made for the purpose of classifying the service change must include the cumulative impact from service changes implemented in the twelve months preceding the effective date of the proposed new changes. Light rail revenue miles are counted at the level of entire trains rather than individual light rail vehicles.

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<sup>1</sup> Supplemental routes are peak-only routes that are designed to accommodate heavy passenger volumes that would otherwise overload RT's regular routes. Supplemental routes usually operate only seasonally and often must be adjusted on short notice to respond to changing demand conditions.

### 3. ROUTE SUNSET PROCESS

RT's TransitRenewal study set forth a "sunset clause" whereby newly-created fixed-route bus routes must meet RT's productivity standards within two years of implementation.<sup>2</sup> This sunset clause, as an element of TransitRenewal, was accepted by the RT Board as a guideline for future service development, and has been incorporated here as RT policy. Pursuant to this policy, RT reviews route productivity on a quarterly basis, maintains a "watch list" of deficient bus routes, and makes annual recommendations to improve productivity.

If a new bus route fails to meet RT's productivity standards within two years of operation, RT will initiate an automatic elimination process (sunset elimination) that consists of the following steps:

- Staff advises the RT Board of the pending route elimination during a meeting of the Board of Directors.<sup>3</sup>
- Through a motion or a resolution, the RT Board may temporarily exempt the route in question from RT's route sunset process. See Appendix A for an example.
- Absent any Board action, staff will (1) determine an appropriate date for elimination,<sup>4</sup> (2) notify riders of the route's pending elimination and alternative routes, if applicable, and (3) identify areas where resources could be redeployed.

Although a route elimination would ordinarily be considered a major service change, since new routes are implemented with an understanding of RT's sunset clause, elimination of a route through RT's route sunset process is considered a minor service change. It will therefore be exempt from RT's public hearing and equity analysis requirements, and all other requirements that apply only to major service changes. As noted above, RT will notify riders prior to the route's actual elimination.

### 4. PUBLIC INVOLVEMENT

To assure meaningful public involvement, especially from minority and low-income populations, Title VI requires RT to develop a Public Participation Plan. The provisions of this section are intended to summarize RT's public involvement program as it relates to service changes.<sup>5</sup>

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<sup>2</sup> RT's productivity standards are set forth in RT's Service Standards document.

<sup>3</sup> Previous productivity reports and watch list reports may be referenced or provided to document the failure of the route to meet RT's productivity standards.

<sup>4</sup> As an example, RT may want to eliminate the route when other major changes are being made, so that outreach efforts can be consolidated, printed materials will be up-to-date, etc.

<sup>5</sup> The Public Participation Plan will be adopted separately. This section is intended to be only a summary.

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**Service Change Policy**

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**Public Review**

A public hearing and a 30-day public review period are required prior to the adoption of major service changes. Staff will make a plan of the proposed changes as well as a draft Title VI service change equity analysis publicly available. Prior to adoption of any proposed changes, staff will consider and summarize all comments and make any necessary revisions to the service change proposal and Title VI service change equity analysis. The Board will consider the public comments prior to adoption of the changes and the final equity analysis.

**Public Notice**

On or before the beginning of the comment period, RT will distribute a notice to riders and members of the public on the materials available for review, including:

- A title, a one or two sentence description of the proposed changes, and a statement that RT is seeking public comments
- Notice of documents available for review (e.g., draft service plan, Title VI equity analysis, and/or CEQA documents)
- All routes that may be changed, listed by number, or, in the case of light rail lines, by name (e.g., Blue Line)
- The final date and time to submit comments
- The date, time, and location of the hearing and transit routes serving the location
- Contact information and where to find additional information

RT will post the notice on RT's web site in English as well as any non-English languages determined by RT policy on language assistance.<sup>6</sup> RT will also display the notice in RT vehicles, at major stops and stations, to applicable mailing list subscribers, and in RT's monthly newsletter, if time permits. RT may notify riders through press releases or through social media. At least one presentation will typically be made to RT's Mobility Advisory Council. RT staff may also make presentations at the meetings of other interested organizations and groups.

**Language Assistance**

If requested, and given sufficiently advance notice (usually 3 business days or more), RT will provide an interpreter (including sign language) at the public hearing. RT's Language Line service also provides interpretation services over the phone for patrons calling for additional information, to make comments, or to arrange interpretation services at the public hearing.

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<sup>6</sup> In addition to a Public Participation Plan, Title VI requires RT to develop a Language Assistance Plan (LAP), which will be adopted separately. The provisions of this section are intended to be only a summary of RT language assistance policy specifically related to service changes.

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## 5. EQUITY ANALYSIS – GENERAL

### Requirements

Prior to adopting major service changes, Title VI and federal environmental justice regulations require RT to prepare an equity analysis to determine if the proposed changes are likely to result in disparate impacts (DI) on minority populations or disproportionate burdens (DB) on low-income populations.<sup>7</sup> RT's DI and DB definitions must measure adverse effects on passengers and must be developed with public engagement.

### Disparate Impacts

Title VI requires RT to analyze proposed major service changes to identify any possible DI on minority populations.<sup>8</sup> If a statistically significant adverse effect on minority populations is found to be likely, Title VI requires RT to provide a substantial legitimate justification, including a finding that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals, before adopting the changes.<sup>9</sup>

FTA defines a minority person as anyone who is an American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

### Disproportionate Burdens

Executive Order 12898 on Environmental Justice requires RT to analyze major proposed service changes to determine if they are likely to result in a disproportionate burden on low-income populations.<sup>10</sup> A finding of disproportionate burden requires RT to take steps to avoid, minimize, or mitigate impacts where practicable<sup>11</sup> and to describe alternatives available to low-income passengers affected by the changes.<sup>12</sup>

<sup>7</sup> Due to the similarity of the DI and DB processes and definitions, both requirements are usually satisfied with a single equity analysis that addresses both requirements.

<sup>8</sup> A disparate impact is defined as a facially neutral policy or practice that disproportionately affects minority populations where the policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect. (See FTA Circular 4702.1B, Chapter 1, Section 5.)

<sup>9</sup> See FTA Circular 4702.1B, Chapter 4, Section 7.

<sup>10</sup> A disproportionate burden is defined as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. (See FTA Circular 4702.1B, Chapter 1, Section 5.)

<sup>11</sup> See FTA Circular 4702.1B, Chapter 1, Section 5.

<sup>12</sup> See FTA Circular 4702.1B, Chapter 4, Section 7g.

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**Service Change Policy**

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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 (DHHS) poverty guidelines.<sup>13</sup> The DHHS definition varies by year and household size. For 2015, DHHS poverty guidelines ranged from \$11,770 for a single-person household to \$40,890 for a household of eight. The poverty guidelines for a household of four were \$24,250.

FTA encourages transit agencies to use a locally-developed threshold for low-income status, provided that the threshold is at least as inclusive as the DHHS poverty guidelines. Since survey data often excludes household size and rarely includes exact household income, RT will, when necessary, define low-income status according to the poverty guideline for a household of four, rounded up to the nearest bracket boundary. For example, if household income data was available in \$15,000 brackets, and the DHHS poverty guideline for a household of four persons was \$24,250, then RT would round up the poverty guideline to \$30,000, so that any person reporting household income less than \$30,000 would be considered low-income.

**Data Sources**

In accordance with FTA guidance, when feasible, RT will use data from on-board passenger surveys for Title VI equity analyses. For service changes, if sufficient on-board survey data is not available or deemed unreliable, RT may substitute demographic data on the service area of the affected routes.

When using service area data, RT uses data from the U.S. Census Bureau's most recent five-year American Community Survey aggregated at the level of census tracts. Using Geographic Information Systems (GIS) software, RT computes a population estimate (broken down by minority and low-income status) for each affected route and for the overall RT system. As recommended by FTA, RT will usually assume a walk distance of a quarter mile from bus routes and a half mile from light rail stations.

For major proposed service changes, in addition to the above calculations, RT will prepare maps showing the potentially affected routes overlaid on a demographic map of the service area.

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<sup>13</sup> See FTA Circular 4702.1B, Chapter 1, Section 5.

## 6. SERVICE CHANGE EQUITY ANALYSIS

### Requirements

As discussed in Section 5 of this document, RT is required to conduct an equity analysis prior to adopting major service changes. Title VI requires RT to establish a locally-developed definition for determining DI/DB on minority/low-income populations, including thresholds for statistical significance.

### Definitions and Methodology

RT uses revenue miles to objectively quantify the effects of service changes. When major service changes are proposed, RT computes the change in revenue miles for minority populations at the route level and in aggregate. This is compared to the minority percentage of RT's overall ridership.

RT's Title VI goal is for minority populations to receive at least their share of the benefits in the case of a net service increase, and no more than their share of the adverse effects, in the case of net service reductions. A potential DI may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if it exceeds 15 percentage points.

*Example:* Assume that RT's overall ridership is 55 percent minority and that RT proposed a major service increase. Minority populations would be expected to consume 55 percent of the new service, measured in revenue miles. Deviations from this goal exceeding 15 percentage points would be considered statistically significant. Therefore, if minority populations received *less than* 40 percent of the benefits, this would constitute a potential DI.

If a potential DI on minority populations exists, then the service 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 DI on minority riders but would still accomplish RT's legitimate program goals.<sup>14</sup>

DBs on low-income populations are determined in like fashion, with the threshold of statistical significance also being 15 percentage points. If a potential DB on low-income populations exists, then RT must take steps to avoid, minimize, or mitigate impacts where practicable.<sup>15</sup>

A sample cover sheet summarizing all key findings for a service change equity analysis has been provided as Appendix B.

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<sup>14</sup> FTA Circular 4702.1B, Chapter 4, Section 7a1f.

<sup>15</sup> FTA Circular 4702.1B, Chapter 4, Section 7a2g.

## 7. ENVIRONMENTAL REQUIREMENTS

California law statutorily exempts the restoration, increasing, or inception of transit service on any rail, street, or highway rights-of-way that are already in use for vehicular travel from requirements under the California Environmental Quality Act (CEQA).<sup>16</sup> If RT declares a state of fiscal emergency, then transit service reductions are also statutorily exempt.<sup>17</sup> These exemptions do not extinguish any requirements for Federal project (e.g., New Starts rail expansions) under the National Environmental Policy Act (NEPA).

For any major service changes that RT determines are non-exempt, RT will prepare an Initial Study according to state CEQA guidelines to determine if the changes are likely to have significant effects on the environment.

If the Initial Study finds that there would be no significant effects, the RT Board may adopt a Negative Declaration (ND) affirming this finding. If the Initial Study finds that there would be potentially significant effects but that they can be avoided or mitigated, a Mitigated Negative Declaration (MND) may be adopted. If the Initial Study finds that there would be one or more significant effects which cannot be avoided or mitigated, an Environmental Impact Report (EIR) is required.<sup>18</sup>

A ND/MND consists of a one-page project summary and declaration that is attached to the front of the Initial Study, both of which must be approved by the RT Board prior to adoption of the major service changes.<sup>19</sup>

### Public Review

CEQA requires a public review and comment period of at least 20 calendar days for an Initial Study prior to adoption of a ND/MND. RT accepts comments by phone, mail, email, or testimony before the RT Board.

CEQA also requires RT to file a Notice of Intent with Sacramento County at least 20 calendar days prior to adoption of a ND/MND. If the Initial Study finds that there are no effects on biological resources, then a No Effect Determination waiver must also be requested from the California Department of Fish and Wildlife (DFW).<sup>20</sup>

Upon adoption of a ND, MND, or EIR, RT files a Notice of Determination with Sacramento County within five business days.

<sup>16</sup> See California Public Resources Code, Section 21080(b)(10).

<sup>17</sup> See California Public Resources Code, Section 21080.32.

<sup>18</sup> Most transit service changes that are not statutorily exempt will require only a ND or MND. It would be unusual to find an EIR necessary for transit service changes.

<sup>19</sup> The ND/MND will customarily be part of the same agenda item as the service changes.

<sup>20</sup> DFW charges a higher administrative fee for a No Effect Determination waiver if it is not requested prior to the filing of the Notice of Intent with Sacramento County.



Service Change Policy

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If a service change, major or minor, is determined by the RT General Manager/CEO, or his/her designee, to be exempt from CEQA, a Notice of Exemption may be filed with Sacramento County.





Service Change Policy  
Appendix A - Example Route Sunset Exemption

RESOLUTION NO. YY-MM-\_\_\_\_\_

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

Month DD, YYYY

**TEMPORARILY EXEMPTING ROUTE X FROM  
SACRAMENTO REGIONAL TRANSIT DISTRICT'S SUNSET CLAUSE**

WHEREAS, Route X is designated to be eliminated, pursuant to Section 3 of Regional Transit's Service Change Policy; and

WHEREAS, the Board of Directors finds that special circumstances justify that Route X be temporarily exempted from this policy.

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

THAT, Route X shall be exempt from the sunset clause provisions of Section 3 of Regional Transit's Service Change Policy for a period of \_\_\_\_\_.

\_\_\_\_\_  
[CHAIR'S NAME], Chair

ATTEST:

[GENERAL MANAGER], Secretary

By: \_\_\_\_\_  
[BOARD CLERK], Assistant Secretary



Service Change Policy
Appendix B – Service Change Equity Analysis Template

Project Title/Description \_\_\_\_\_

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership: \_\_\_\_\_
Bus and Light Rail

Minority Ridership: \_\_\_\_\_ % (A1)

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

Data Source for Demographics: \_\_\_\_\_
Ex: 2010 On-Board Survey

SERVICE CHANGE IMPACTS

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

Net Revenue Miles: All Riders: \_\_\_\_\_
Annualized

Minority: \_\_\_\_\_ % (A2)

Low-Income: \_\_\_\_\_ % (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 \_\_\_\_\_ Date \_\_\_\_\_

Reviewed by \_\_\_\_\_ Date \_\_\_\_\_

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# **Appendix K**

## **Fare Change Policy**

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RESOLUTION NO. 15-11- 0129

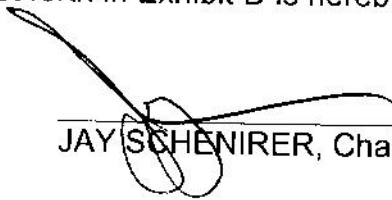
Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

November 9, 2015

**APPROVING FARE CHANGE POLICY**


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

THAT, the Fare Change Policy set forth in Exhibit D is hereby adopted.

  
\_\_\_\_\_  
JAY SCHENIRER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By:   
\_\_\_\_\_  
Cindy Brooks, Assistant Secretary

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**FARE CHANGE POLICY**  
**Sacramento Regional Transit District**

**Policy Date: 11/09/15**



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# Sacramento Regional Transit District Fare Change Policy

## I. Introduction

The purpose of the Fare Change Policy (Policy) of the Sacramento Regional Transit District (RT) is to establish guidelines for planning and implementing fare changes. This Fare Change Policy confirms the commitment of the RT Board of Directors (Board) to adhere to sound financial management practices, including prudent planning and management of fares and associated revenues, financial capacity and customer interests. RT's fare policies and procedures are subject to and limited by the applicable provisions of State and Federal law, and funding regulations.

This Fare Change Policy is intended to work in concert with other RT fiscal responsibility policies, including farebox recovery, comprehensive reserves, and fiscal sustainability.

## II. Fare Change Policy Objectives

The primary objectives of RT's fare change activities are to:

- Support long term financial planning, by providing a predictable and consistent fare change practice, resulting in sustainable transit services to the public.
- Provide sufficient fare revenues to meet, in conjunction with other available operating and capital funds: customer service needs; local match for capital; fiscal obligations (including debt); and grant requirements each and every year.
- Consider changes in customer income and ability to pay, approximating general pay and benefit increases, providing customers greater predictability of modest fare changes to ease personal budgeting.
- Consider the costs of competing modes of transportation (e.g., mileage and parking costs of automobiles), and other factors valued by potential customers of transit.
- Maximize ridership while meeting financial requirements and other RT goals.
- Support attainment of farebox recovery targets in a consistent and predictable manner; while providing transit services below cost to the public.
- Consider equity and affordability for disadvantaged populations, discounting strategy for target populations and the ability to attract new riders.
- Comply with applicable laws and funding regulations, including Federal Title VI and California funding regulations which set minimum farebox recovery standards.

## III. Scope and Authority

This Policy governs the planning, adoption and execution of all fare changes. The Board retains control over all final fare change decisions. Staff will consistently plan for fare changes, analyze fare change options that meet revenue needs and other goals, gain public input, make recommendations to the Board, and implement the decisions of the Board. Staff will also include planned changes to the average fare in the long-term financial plan supported by RT's Financial Forecasting Model every other year.

#### **IV. Context for the Fare Change Policy**

Generally speaking, RT's costs increase as a result of inflationary pressures each year. RT will continue to practice sound fiscal stewardship and pursue cost savings initiatives to slow the rate of cost growth, as indicated in the fiscal sustainability policy. Most of RT's revenues do not increase automatically with inflation, and require adjustment to maintain purchasing power and support RT's operations.

Transit rider income also tends to grow over time through wage and salary growth, as well as through indexed government benefit levels (e.g., social security, welfare, unemployment, disability). The Average Wage Index (AWI) tracks wage and salary growth and the consumer price index for wage earners (CPI-W) drive government benefit levels. The two numbers are generally quite close, each ranging between -1 percent and 4.5 percent annually over the prior decade.

The overall intent of this policy is to plan for a series of routine, modest fare increases every other year. Small, regular fare increases offer many benefits. Riders will become aware that transit prices, like other costs, increase routinely and they can plan for those changes. The smaller increases made possible by more frequent fare changes are easier to absorb in consumer budgets, whose income also generally increases modestly. Lending institutions and credit rating agencies base RT's credit risk in part on fare revenue trends, and executing a policy of routine, modest increases provides the steady, predictable revenue stream that financial analysts' value. Grant making organizations require local match and sometimes local reserves, and farebox revenues are a significant revenue source for such purposes. A series of modest, predictable fare increases provides the opportunity to fund local match to maximize grant revenue. RT needs a steady, predictable income stream to plan, provide, and sustain quality services; fares represent RT's largest source of controllable income.

#### **V. Approach to Fare Change Planning**

Staff will plan a fare change every two years, based on the criteria set out below, and will include this intent in the long-term financial plan, budget documents, grant applications (as appropriate), short-range service plans, and public communications and marketing materials.

Determining whether and by how much to increase the average fare every two years will have three components. First, the average fare will be adjusted for inflation, considering federal indices like CPI-W for urban areas and AWI, as well as changes to RT's cost per passenger boarding, over the two-year period between fare changes.

Second, RT will make appropriate adjustments to the average fare to at least meet legal and regulatory requirements for farebox recovery. Third, if RT's Board has adopted a goal to change the farebox recovery ratio within an associated timeframe (as specified in the Farebox Recovery Policy), RT will make additional adjustments to the average fare to achieve that goal. Note that if no average fare increase is needed to meet all three components, RT's Board may decide to forgo a fare change during that period, or change the structure while holding the average fare constant.

Long-term financial planning uses a percentage change to the average fare and system-wide average elasticity to estimate ridership and revenue. Planning and implementing a fare change requires looking at the fare structure and how individual fare elements might or might not change to achieve the new average fare. Fare elasticity (which measures how different rider groups expand and contract as a result of fare changes) varies by rider group and fare payment method used. For example, longer trips are less elastic than shorter trips, peak period trips are less elastic than off-peak trips, and work trips are less elastic than non-work trips. Staff will use changes to the fare structure to maximize ridership while meeting the fare revenue goal. Staff will seek to develop a mix of fare structure adjustments based on, but not limited to, the following considerations:

- Price of transit services relative to other modes
- Differential pricing (e.g., distance based, type of service, zone, time based)
- Discount strategy (e.g., how many and how deep discounts should be by market sector; compliance with federal regulations; potential discount support from other agencies, civic organizations and foundations)
- Ratio of the average fare per passenger to the nominal base fare (as an indication of the overall level of discounting, including fare evasion)
- Bulk/loyalty pricing (e.g., monthly, weekly, daily passes; high cash loads on the Connect Card<sup>®</sup> or other reloadable payment device)
- Convenience pricing (e.g., round-trip and one-way fares; transfers; day passes)
- Transfer and joint fare agreements with other operators
- Partner support (e.g., employee transit benefits, embedded fares in venue tickets, social service ticket subsidies)
- Ease of understanding (e.g., passenger comprehension of fare options and privileges)
- Ease of payment (e.g., coinage multiples, credit/debit, currency and coins)
- Ease of enforcement (e.g., ability to determine and enforce appropriate fare payment, and minimize fraud and theft of service)
- Administrative and implementation considerations (e.g., media stock and delivery costs and lead times, ticket expiration dates, machine reprogramming costs and constraints, costs for printing and signage, cash handling and credit card processing fees)
- Equity among demographic groups (e.g., determination based on review relative to Title VI of the Civil Rights Act of 1964).

## VI. Public Involvement

Prior to request for Board adoption, staff will schedule, conduct outreach, and solicit public input in accordance with RT's Public Participation Plan. RT's outreach effort will include a 30-day comment period on the proposed changes and the accompanying federally required Title VI fare equity analysis. Prior to holding the public meetings, RT will prepare and distribute a notice to riders and members of the public.

The public notice must include:

- A title and brief description of the proposed changes and a statement that RT is seeking public comments.
- Notice of documents available for review (e.g., draft fare structure proposal(s), Title VI equity analysis, and/or environmental documents).
- The date, time, and location of the public meeting(s) and transit routes serving the location.
- Contact information and where to find additional information.
- The final date and time to submit comments.

RT will post the notice on RT's web site and will accept comments on the proposed fare changes for at least 30 calendar days. The notice will be posted in English as well as any non-English languages determined by RT policy on language assistance. RT will also provide information on the hearing in RT vehicles, at major stops and stations, to applicable mailing list subscribers, and in RT's monthly newsletter, Next Stop News, if time permits. RT may also notify riders through press releases or through social media.

Upon request, and given advanced notice of at least 3 business days, RT will provide an interpreter (including sign language) at the public meeting. RT's Language Line service also provides interpretation services over the phone for patrons calling for additional information, to make comments, or to arrange interpretation services at the public hearing.

Comments received through the public meeting(s) and comment period will be analyzed, evaluated, and reported to the Board. Changes may be made to the recommended fare structure and pricing, and/or additional options considered as a result of public input.

## VII. Compliance with Regulations

In adopting fare changes, RT will comply with all relevant laws and regulations governing fares, discounts, and farebox recovery. Among these are:

- Federal Title VI of the Civil Rights Act of 1964 and Executive Order 12898, addressing equity
- The California Transportation Development Act, as amended (primarily those provisions addressing farebox recovery)

- Federal funding guidelines addressing fare discounts
- Sacramento Area Council of Governments (SACOG) funding requirements addressing fare discounts.

RT's process for conducting a fare equity analysis to comply with Title VI and Executive Order 12898 with respect to fare changes is set out in Appendix A, Fare Equity Analysis.

### **VIII. Implementation of Fare Changes**

Given the intended frequency of fare changes, staff must examine how and where fare levels are posted and communicated. The intent is to clearly convey current fare levels and plans for routine, modest changes, efficiently. In addition to posting fares on ticket vending machines, staff will post current fares on-line and guide customers to that site in marketing and communications materials. Staff will likewise strive to minimize the administrative burden and cost of changing fare media, by leveraging technology solutions like mobile phone and smart card payment mechanisms.

### **IX. Outcome Reporting**

Actual revenue results sometimes vary from plans and projections, and staff will routinely report fare revenue results versus the plan to the Board of Directors. At minimum, such performance results will include average fare per passenger, farebox recovery, total ridership, and total fare revenue, all versus the long-term financial plan (shows compounding impact of differences between planned and actual fare revenues) and the current year budget. When appropriate, staff will recommend changes for Board consideration at mid-year and annual budget reviews.

## APPENDIX A

### FARE EQUITY ANALYSIS

#### Requirements

Under Title VI and Executive Order 12898 RT is required to conduct an equity analysis prior to the adoption of fare changes (including fare reductions), with the exception of Spare the Air days, temporary fare reductions that are mitigating measures for other actions, and promotional fare reductions lasting no more than six months. Paratransit and dial-a-ride fares are also outside the scope of FTA's Title VI fare equity analysis program. Title VI and the Executive Order require RT to establish a locally-developed definition for determining disparate impacts/disproportionate burdens (DI/DB) on minority/low-income populations, including a threshold for statistical significance.

#### Disparate Impacts

If a statistically significant adverse effect on minority populations is found to be likely, under Title VI RT must provide a substantial legitimate justification, including a finding that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals, before adopting the changes.

FTA defines a minority person as anyone who is an American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

#### Disproportionate Burdens

Executive Order 12898 on Environmental Justice requires RT to analyze proposed changes to the fare structure to determine if they are likely to result in a disproportionate burden on low-income populations. A finding of disproportionate burden requires RT to take steps to avoid, minimize, or mitigate impacts where practicable and to describe alternatives available to low-income passengers affected by the changes.

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 2012, poverty guidelines ranged from \$11,170 for a single-person household to \$38,890 for a household of eight. The poverty guidelines for a household of four were \$23,050.

FTA encourages transit agencies to use a locally-developed threshold for low-income status, provided that the threshold is at least as inclusive as the HHS poverty guidelines. Since survey data does not always include household size or exact household income, RT shall, when necessary, define low-income status according to the poverty guideline for a household of four, rounded up to the nearest bracket

boundary. For example, if household income data is available in \$15,000 brackets, RT will consider household income less than \$30,000 to be low-income.

### **Definitions and Methodology**

RT uses two different surveys to capture information on fare payment. First, an annual fare survey provides an estimate of ridership by mode and fare type, both in absolute and percent terms. Second, at least once every five years, RT conducts an on-board passenger survey that includes fare type, ethnicity, and household income.

When a fare change is proposed, RT uses data from the annual fare survey to determine ridership by fare type, media type, and mode (bus or light rail). Using data from the on-board survey, this data is further split into subsets for minority and low-income riders. RT then prepares a table comparing all fare categories to one another, including percent use by minority and low-income populations, and the proposed percent increase in fare.

Disparate impacts from fare changes are determined by comparing the average fare for all minority riders (aggregated over all fare types) to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase. In the case of a net fare decrease, the goal is for the percentage decrease in average fare for minority populations to be equal to or greater than that for non-minority populations. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

As an example, assume an increase is proposed to RT's single, daily, and monthly fares. RT's analysis finds that the rate of increase to the overall average fare for non-minority populations is likely to be 10 percent. Differences exceeding 2 percent (20 percent of 10 percent) are considered statistically significant. Therefore, if the rate of increase in overall average fare for minority populations exceeds 12 percent, there may be a potential disparate impact.

If a potential disparate impact on minority populations exists, then the fare change may be implemented only if (1) a 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 burdens on low-income populations are determined in like fashion. If a potential disproportionate burden on low-income riders exists then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives to low-income passengers affected by the fare change.



## **Review and Approval**

The Title VI fare equity analysis must be approved by the RT Board prior to adoption of any fare change, except as exempted above. Upon adoption of the equity analysis and the fare change, RT will retain records documenting the RT Board's consideration, awareness, and approval of the Title VI equity analysis.