



STAFF REPORT

DATE: December 9, 2019
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: CAUSEWAY CONNECTION INTERCITY BUS SERVICE

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approves Title VI analysis, service changes, memorandum of understanding, and fare changes to establish new Causeway Connection intercity bus service, effective April 6, 2020.

FISCAL IMPACT

Estimated operating costs are \$1,620,000 per year and would be funded by: (1) a \$3 million Congestion Mitigation and Air Quality Improvement (CMAQ) grant; (2) operating assistance from University of California, Davis (UCD); (3) fare revenue; and (4) SacRT operating funds. This program is a 3-year commitment. Parties will work together to evaluate future year increases and determine the appropriate funding.

Gross operating cost	\$1,620,000
Estimated fare revenue	(\$200,000)
CMAQ contribution	(\$710,000)
Estimated UCD contribution*	(\$615,000)
City of Sacramento contribution**	(\$47,500)
Estimated SacRT net fiscal impact	(\$47,500)

* The MOU would provide for UCD to pay a fixed annual contribution not-to-exceed \$715,000, regardless of SacRT or YCTD’s actual costs. Fifty percent of the fare revenue received for the service would be deducted from this UCD contribution. If the fares received equal the estimate of \$200,000, the UCD contribution would be reduced to \$615,000 per year.

** This funding contribution has been pledged by City of Sacramento representatives as a means to provide more frequent peak-hour service and is approvable by the City Manager.

New vehicle costs are fully funded by Electrify America (EA) through the Cooperative Agreement approved by the Board of Directors on September 24, 2018. The service would total approximately 13,500 revenue hours per year, split approximately evenly between SacRT and YCTD.

DISCUSSION

This item was presented to the SacRT Board of Directors on November 18, 2019, but the Board declined to take action at that time and directed staff to re-examine the route, stops, and schedules, the data and assumptions on which the schedule was based, and on other concerns raised by riders of the existing UC Davis Medical Center (Medical Center) shuttle.

The Resolutions before the Board are the same in terms of dollar amount, parties, and basic scope of work; however, the stops and schedule have been revised significantly, as a result of the work staff has done following the Board's direction on November 18. Part I of the report below provides a history and overview of the project and key terms of the recommended actions. Part II discusses public engagement efforts and responses, both before and after November 18.

Part I: Project History, Overview, and Key Terms

UCD currently runs an hourly shuttle bus between the UCD main campus in Davis and the Medical Center in Sacramento. The shuttle bus operates Monday through Friday on hourly headways, is funded by UCD, and is operated by a private carrier.

Over the past year, staff from SacRT, UCD, Yolo County Transportation District (YCTD), the City of Sacramento, Electrify America (EA), and the Sacramento Area Council of Governments (SACOG) developed a plan to change the service from a private closed-door intercampus shuttle to an open-door public intercity express bus. The route will have stops in Downtown Sacramento and, Davis, and the Medical Center. The service will be provided using a new all-electric bus fleet. Under the proposed plan, SacRT will operate half the vehicles and trips and YCTD will operate the other half.

Service Description

Upon approval, the new service would begin on April 6, 2020 and operate hourly Monday through Friday from approximately 6:00 am to 8:00 pm, with approximate 20-minute frequency during morning and afternoon peak hours (i.e., three trips per hour). Travel times would be approximately 45 minutes from end to end, consistent with the existing service. The number of round trips would increase from 15 to 26 per day.

Davis Stops

Silo Terminal
Genome Facility
Mondavi Center
Mace Park-and-Ride

Sacramento Stops

UC Davis Medical Center
P/7th Streets*
P/16th Streets*
29th/R Streets*
T/34th Streets

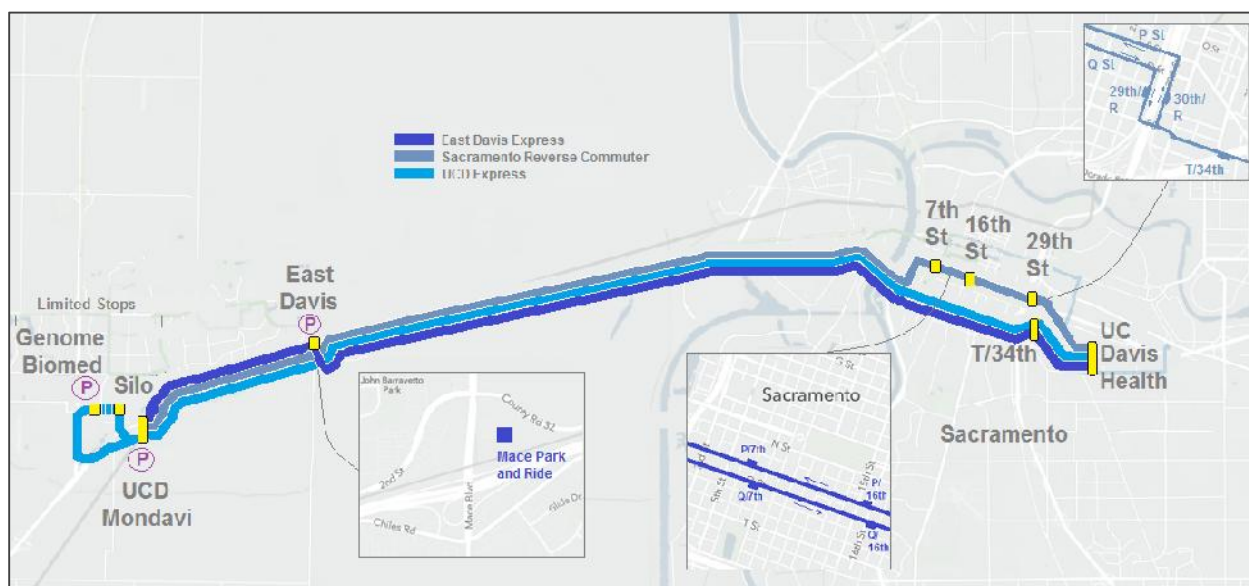
* P Street stops would be on Q Street in reverse direction
29th/R stop would be at 30th/R in reverse direction

There would be a total of four Davis stops and five Sacramento stops; however, the Mondavi Center and the Medical Center are the only two stops that would be served by every trip. The remainder of the stops would be served only on certain trips. As shown in the map on Page 3, there would be a variety of express options, each of which would have limited stops.

Compared to the existing route and schedule, the new service would add: (1) an East Davis park-and-ride stop (at Mace Blvd.) for commuters working in Sacramento, (2) a reverse commuter option, picking up in Downtown and Midtown Sacramento in the morning for commuters working in Davis; and (3) frequent peak-hour service (e.g., three trips per hour or approximate 20-minute headways) to provide a greater variety of departure and arrival times.

The schedules would also be updated to account for the increase in traffic over the past several years. The proposed schedule is shown on Pages 12 and 13.

Causeway Connection Route Map



Fare Structure

SacRT fares would be in effect (i.e., \$2.50 base fare, \$1.25 discount fare, \$100 monthly passes, free for TK-12 students). Connect Card and Zip Pass would both be accepted. Like many major employers, UCD currently subsidizes employee monthly pass purchases, which will reduce the out-of-pocket monthly pass price to \$35 per month for employees at the Medical Center and \$70 for UCD main campus employees (for Medical Center employees, this would be a reduction in out-of-pocket price from the existing \$45 monthly pass for the shuttle and the pass would be valid throughout the SacRT and YCTD systems, other than on YCTD express service.) UCD undergraduate student ID cards would be valid for unlimited rides on the service, but not on other SacRT routes.

Fleet and Charging

The fleet will consist of 12 full-size Proterra Catalyst E2 battery-electric buses. Six buses will belong to SacRT, six to YCTD. Overnight charging will take place at SacRT and at Yolobus bus yards. In-service charging will also be available at the Med Center

terminal and at the Mondavi Center. The charging infrastructure is being paid for, purchased, and constructed by EA with the assistance of SacRT and YCTD, and pursuant to the Volkswagen settlement with the California Air Resources Board (CARB), as detailed in the Cooperative Agreement approved by the SacRT Board September 24, 2018. Buses will be 40-foot low-floor transit buses with 33 seats, two wheelchair spaces, three bicycle racks, free WiFi, and USB charging ports at all seats.

Example 40-Foot Proterra Catalyst E2



Paratransit

Initiation of the Causeway Connection service would enlarge the SacRT service area (i.e., along I-80 and into Davis, along the new route). Accordingly, SacRT would acquire a legal duty under the Americans with Disabilities Act (ADA) to provide complementary paratransit service within 3/4 of a mile of the route. Staff expects demand for these trips to be around 150 passenger trips per year, costing approximately \$6,500 per year; however, if ridership proves substantial, SacRT and YCTD would arrange for paratransit trips across the Sacramento River to be directed to and provided solely by YCTD, with an appropriate cost-sharing arrangement in place.

Marketing and Customer Information

The new service would be branded as the Causeway Connection and jointly operated by SacRT and YCTD. Telephone information, web page, and real-time customer information would be centralized, with details to be worked out following approval of the new service.

Future Changes

As proposed, the Causeway Connection would become a service of both SacRT and YCTD. The SacRT Board would have the authority to make alterations, subject to SacRT's major service change policy; however, under the terms of the MOU, SacRT would agree to make a good faith effort to synchronize any changes with YCTD and SacRT would be bound to provide the approximate level of service, route, and schedule set forth in the MOU.

Title VI Analysis

Under SacRT's major service change policy, initiation of this new route would be considered a major service change and required a 30-day public review of the proposed changes, as well as a Title VI service equity analysis which considers the impacts of the new service and fare changes on low-income and minority populations. The proposed changes and a draft Title VI analysis was made available for public comment on October 14, 2019. A revised version was presented on November 18, 2019 for

approval, but the Board did not take action at that time. That version has been included in this report for consideration once again.

Title VI Finding

Although the users of the service are expected to be higher-income and lower percentage minority than the existing SacRT system, the analysis concluded that initiation of this service and the related fare changes would be more beneficial to minority and low-income populations than the no-action scenario (i.e., continuation of the existing service as closed-door service), and that the no-action scenario is the only realistic alternative to the new service.

With respect to Title VI and SacRT's public review requirements, the proposal has not been changed materially—the level of service, number of round trips, vehicle hours and miles, and service area are unchanged or negligibly changed. What has changed are some of the stops, as well as the time points in the proposed schedule. These factors are not significant enough to alter the Title VI results.

Causeway Connection Bus Wrap



Part II: Public Engagement

A total of 46 public comments were received by SacRT from October 14 through November 12 through SacRT's formal public review process, and were included in the November 18 agenda item.

In addition to SacRT's formal process, UCD coordinated two rounds of open houses, four in October, four in November, which were directed primarily at existing shuttle riders. The open houses were attended by SacRT and YCTD staff and were well-attended by riders, generating significant discussion and follow-up correspondence. There was also extended public comment and discussion on this item at the November 18 Board meeting.

On November 19, the project team met with a group of approximately a dozen riders on campus at UCD for additional discussion on their concerns. On November 22, the riders sent to the project team a "Path to Yes" document outlining their preferences in each of five areas: (1) seatbelts, (2) bicycle racks, (3) governance and monitoring, (4) fares, and (5) stops and schedule.

The letter from the riders requested responses by midnight, the night of November 25. The project team provided responses on the subjects of seatbelts, bike racks, fares, and stops/schedule on or in advance of that time, which are summarized below.

Seatbelts

Riders expressed concern about the lack of seatbelts on the proposed fleet. SacRT and YCTD explored the cost and feasibility of a seatbelt retrofit with EA, the bus manufacturer, and its equipment vendors:

- Seatbelts cannot be retrofitted onto the existing seats; therefore, replacement seats would need to be procured
- Seatbelt-equipped seats could not be mounted to the floor at the existing mounting points; new mounting points would have to be installed.
- There may not be adequate space under the floor to install new mounting points, because the electric battery array is located under the floor. It is also uncertain if steel mounting points can be retrofitted onto the composite shell of the vehicle.
- The battery array would likely need to be removed as part of the retrofit, adding time and labor cost to the installation.
- Seatbelt-equipped seats are wider than the existing seats, which would change the dimensions of the ADA area and the aisle ways, potentially in unacceptable ways.
- Seatbelt-equipped seats would be heavier than the existing seats. Given that the battery array and composition of the frame make the bus heavy to begin with, additional weight could violate regulatory limits or result in performance-related safety problems (e.g., with braking, acceleration, turning/handling, etc.)
- The cost was estimated at between \$240,000 and \$480,000 for parts, installation labor, and engineering design for the twelve bus fleet.
- The buses have already been built and testing/acceptance is under way. EA considers the buses paid for as specified and would not pay for a retrofit. Between limited engineering support from the manufacturer and a complicated installation, the timeline for a retrofit could be protracted.
- YCTD would also need to approve any retrofit, to assure uniformity of the fleet.

A summary of these issues was relayed to the rider group on November 25. For the reasons, expressed above, it is not feasible to retrofit the current vehicles with seatbelts. At the time of vehicle procurement, higher capacity, freeway-style over-the-road coaches (as used on the current shuttle) which would typically be designed more for longer journeys (including seatbelts) were not widely available in a battery electric format. In the long run (i.e., if the Causeway Connection became a permanent service beyond the three-year term of the MOU and if the existing buses were repurposed to another route satisfying EA's use conditions) SacRT and YCTD could seek funds for over-the-road coaches for the service.

Bike Racks

The buses used for the existing Medical Center shuttle have capacity for nine bicycles in the baggage area under the coach. The buses procured for the Causeway Connection will be equipped with a three-bike rack in the front of the bus.

During peak hours, there would be three Causeway Connection buses per hour, so the bicycle capacity is equivalent to existing capacity (at nine bikes per hour); however, staff and the riders remain concerned that bicycle capacity could be an issue, particularly for commuters going to Davis, where bicycle use is greater. Staff investigated the cost and feasibility of retrofitting rear bicycle racks:

- At least one major manufacturer offers a rear bicycle rack with capacity for five bicycles; however, this model has not been installed on a Proterra Catalyst.
- The vehicle code does not allow a rear bicycle rack if a front bicycle rack is also installed, so total bicycle capacity would only increase from three to five.
- Bicycle theft can reportedly be an issue with rear bicycle racks and there have been reported incidents of people trying to ride on a rear bicycle rack or skateboarders grabbing hold of the rack to be “towed.”
- The bus operator may need to exit the bus to assist customers with loading, unloading, and securement and to assure that no one is near the rear bike rack when the bus resumes the route. This would also add dwell time at each stop with bicycle activity.
- Rear bicycle racks may obstruct access to maintenance compartments.
- The turning radius would be reduced.
- Staff estimates a retrofit would cost between \$25,000 and \$50,000; EA considers the buses paid for and built to specification and would not pay for the retrofit.
- YCTD would also need to approve a retrofit, to assure uniformity of the fleet.

A summary of these issues was relayed to the rider group on November 22. Several first/last mile solutions also exist or are in development, which may help mitigate potential bicycle capacity issues and give customers more options. The Medical Center stop will feature a bicycle storage area with space for about 40 bicycles which will be available to University affiliates via free badge-controlled access. JUMP bike share is also available in Davis and several shared mobility device providers now serve the Medical Center area.

Fares

Riders of the existing shuttle currently pay \$1.50 for a single ride or \$45 for a monthly pass. Existing SacRT fares would be in effect on the Causeway Connection, including free rides for TK-12 students and other discount programs available to the general public. Many Causeway Connection riders would likely be eligible for additional discount programs through UCD, according to their affiliation:

Undergraduates – Undergraduates would ride the Causeway Connection for free with their student ID cards, as an extension of an existing program that is funded by undergraduate student fees.

Sacramento Employees - For employees working at the Medical Center in Sacramento, the out-of-pocket price for a monthly pass would decrease from \$45 to \$35 (and the pass they receive would also allow unlimited rides on SacRT system-wide). The Sacramento campus subsidizes \$65 of the full cost of a \$100 monthly pass, consistent with the tax code’s maximum allowable tax deduction for employee transportation subsidies (and comparable to most other large public employers in Sacramento).

Davis Employees - The Davis campus currently subsidizes \$35 of a \$100 monthly pass, so the out-of-pocket price for Davis employees would increase from \$45 to \$65 per month; however, UCD has pledged to increase the employer subsidy to at least \$55. This would keep out-of-pocket costs at parity with the existing shuttle at \$45 per month for Davis employees.

Graduate Students - Graduate students have not opted into a student fee program, so if they are not also employees of UCD, they are subject to the general public price of

\$100 for a monthly pass. UCD has pledged to implement a program to keep graduate student out-of-pocket costs at today's \$45 per month price.

Members of the general public (i.e., not affiliated with UCD) would be subject to existing SacRT fares, including existing discount programs. Staff has maintained that both transit agencies intend to adhere to the existing fare structure. SacRT encourages all employers to subsidize employee transit passes; however, staff has maintained that this is an issue for UCD to pursue unilaterally, like any other major employer.

**Out-Of-Pocket Monthly Pass Price
For Major Causeway Connection Rider Groups**

	Existing Shuttle	Original Proposal	Updated UC Davis Proposal
UC Davis Undergraduates	\$45/mo	Free	Free
UC Davis Sacramento Employees	\$45/mo	\$35/mo *	\$35/mo *
UC Davis Davis Employees	\$45/mo	\$65/mo *	\$45/mo **
UC Davis Graduate Students	\$45/mo	\$100/mo	\$45/mo **

* Reflects UC Davis subsidy from nominal \$100/month transit pass

** UC Davis pledges to implement new program to achieve equal or better out of pocket price.

Governance and Monitoring

The “Path to Yes” letter from the Causeway riders group outlined a number of monitoring and accountability measures they requested of UCD. Areas included performance monitoring, a plan for continuity of service after the three-year term of the MOU, UCD having a formal role in SacRT/YCTD decision making, and riders having the opportunity to review the MOU prior to finalization.

Data Analysis and Monitoring – All Causeway Connection buses will be equipped with electronic fareboxes and SacRT’s fleet will include Automatic Passenger Counters (APCs) that provide stop-by-stop boarding, alighting, and schedule adherence data. This will be a significant improvement over the manually collected rider tallies on the existing shuttle. SacRT will share this data with UCD or anyone who requests it.

Governance – SacRT would retain authority to alter the Causeway Connection, subject to SacRT’s own major service change policy; however, the proposed MOU would obligate SacRT to provide service meeting the specified route and level of service description and to work in good faith with YCTD and UCD to coordinate any changes. Were UCD to become dissatisfied with SacRT’s performance, UCD would have the option to not renew the agreement or to pursue termination, subject to concurrence from YCTD and other relevant conditions.

Although the actual MOU language has not been finalized, the principle terms have been outlined and included in this agenda item (as well as in the November 18, 2019

agenda item) which have been available online for public review (in accordance with SacRT's open meeting requirements under California law). The Resolution would direct the General Manager/CEO to execute an agreement adhering to those principle terms.

Stops and Schedule

Draft schedules were shared with members of the public during open houses that took place in November. Based on feedback, revised schedules were included in the November 18 agenda item. Since that time, staff has made additional revisions, based considerably on additional engagement with members of the public, and which are reflected in the final proposed schedule on Pages 12 and 13 and in the Resolution to approve the service.

Since November 18, staff had multiple meetings with representatives from the existing shuttle riders, both by phone and in person, on both the stops and schedule as well as running time data. Staff believes that the revised schedule reflects both a sound strategy for attracting new riders as well as an approach that is more favorable to and more likely to retain riders from the existing shuttle.

Schedule Highlights - As proposed, the Causeway Connection route and schedule would resemble the existing shuttle, but would be augmented in several key ways, including:

- Additional trips during peak hours (up to 3-4 trips per hour) would provide a greater variety of stops and time slots during popular commuting hours.
- Reverse commuter service from Downtown Sacramento to Davis and back in the afternoon, would serve a potentially large and underserved market.
- New peak-hour stops in East Davis would provide a free park-and-ride option that would not require East Davis residents to backtrack to the Mondavi Center.
- Updated running times would make the schedule more accurate and make departure times more consistently reliable.

Express Trips – Throughout the public review process, existing shuttle riders urged that the Causeway Connection maximize the number of express trips and minimize the number of trips with stops in Downtown Sacramento, due to both a preference for faster, more direct service, as well as concern about schedule reliability.

Although prior versions of the schedule did feature a significant amount of express service during peak hours, more recent versions of the schedule provide an even greater level of express service as shown in the current proposal. Although the final schedule features fewer new stops, staff believes that the issues raised by the existing shuttle riders are legitimate concerns, and that this more cautious approach will maximize retention of riders from the existing shuttle. Staff believes that the modified schedule is sound, provides genuine opportunities for ridership growth, and achieves a considerable improvement in schedule reliability over the existing service.

Reverse Commute Service - Currently, YCTD provides numerous commuter bus routes into Sacramento, but only one trip on one commuter route from Sacramento to Davis, with service to the UCD Memorial Union. The only other public transit options from Sacramento into Davis are the Capitol Corridor and hourly local-stop service on YCTD Route 42, with numerous stops in West Sacramento and throughout Davis. Based on ridership data from the existing Med Center shuttle, which shows 50/50 ridership splits

between Davis and Sacramento, staff believes the reverse commuter service proposed for the Causeway Connection would serve a major untapped market.

Running Times - As existing shuttle riders have pointed out, schedules on the existing shuttle are outdated, with an assumed 25 minute travel time across the causeway, regardless of time of day. The proposed schedules for the Causeway Connection adjust running times by both direction and time of day and range from 24 minutes at night to 46 minutes in the afternoon, headed eastbound, when traffic congestion is heaviest.

Using data from the existing service provider, drive time data by hour of the day, running time data recorded by existing shuttle riders, as well as field testing, each trip in the schedule was re-timed. In the afternoon, median running times back to Sacramento approach 50 minutes across the causeway. There is also an extreme amount of variance, with times ranging from 35 to 80 minutes.

To account for the extreme variance in running times, schedules have been rebuilt to not only allow more time across the causeway, but to also add fairly generous schedule recovery at each end of the route. This helps assure that longer-than-usual delays on one trip do not jeopardize the on-time departure of the next trip and that operators can expect reasonable break time throughout their shifts.

Davis Stops – The original concept for the Causeway Connection was to eliminate two of the three stops on the UCD campus—the Silo terminal and the Genome Biomedical Science Facility (GBSF)—to allow time for new stops in Downtown Davis and Downtown Sacramento. The Mondavi Center was proposed to be the single UCD stop, based on its proximity to I-80, and the ability to install charging infrastructure at this location for the electric vehicles. Although the Mondavi Center is not within convenient walking distance of many campus destinations, it was felt that first/last-mile solutions could be used by riders to complete their journeys.

Over the course of several revisions, the Downtown Davis stop was dropped to allow for other stops or more direct service. As discussed above, service to the Downtown Sacramento stops was also reduced over several schedule iterations as well.

Originally, the Downtown Sacramento stops were to be served bi-directionally throughout the entire day. In the November 18 schedule, they were to be served mono-directionally at peak and bi-directionally off-peak. With the new current version, the off-peak service has been dropped, so that the Downtown Sacramento stops are served strictly as a reverse commute service. This has essentially allowed the new schedule to continue to include the Silo and GBSF stops on an all-day, hourly basis, consistent with the existing shuttle.

The GBSF is located on the west end of campus and is used as a park-and-ride by commuters working in Sacramento as well as a destination for veterinary and medical center employees. The Silo is located closer to the center of campus. Although it is farther from the freeway, it is closer to more destinations, and is currently the most popular Davis stop, accounting for 40 percent of Davis boardings. Staff felt that the limited bicycle capacity of the new fleet was another reason to continue direct service to the Silo (i.e., because biking would be less feasible as a first/last-mile solution from the Mondavi Center).

In the long run, the parties may want to consider elimination of one or more of the Davis stops, to allow time for more stops in Downtown Sacramento, but for the initial launch, staff believes that maintaining greater similarity to the existing shuttle is a prudent strategy to maximize ridership retention and customer satisfaction, while still allowing some opportunities for growth. This also makes evaluation of the new service easier. With fewer changes, it will be easier to pinpoint what is working well and what is not.

Capacity – Seat and bicycle capacity have been areas of concern for existing riders related to the route and schedule. The over-the-road coaches used on the existing shuttle seat 47 or 56 persons and have capacity for 9 bicycles. In comparison, the new electric transit buses seat 33 passengers with bicycle capacity limited to a 3-slot bicycle rack.

With three trips per hour, seat capacity on the new service will actually be greater, and bicycle capacity will be equal to the existing shuttle during peak hours; however, if there is uneven distribution of passengers or especially bicycles, there could still be capacity problems. For this reason, during peak hours, the schedule has been written to essentially have two buses shadow one another, to provide double the capacity, with a third bus slotted within twenty minutes.

Compared to the original plan of even 20 minute headways throughout the peak hours, this provides fewer time slots to choose from, but greater assurance of capacity for the busy 8:00 am and 9:00 am shifts. Again, this strategy represents a shift to a more cautious approach, partly to compensate for the reduced capacity of the vehicles. This approach was urged by existing shuttle riders and staff felt it was reasonable to initiate the service with a more cautious approach such as this.

Next Steps

Staff recommends the Board approve the four attached resolutions, which would: (1) approve the Title VI analysis of the service and fare changes; (2) approve creation of the new service; (3) delegate authority to the General Manager/CEO to approve the MOU, which would secure operating funding, establish the general parameters for operation of the service, and authorize YCTD and SacRT to serve bus stops at UCD and the Medical Center; and (4) recognize the UCD undergraduate student ID as Fare Equivalent for use only on the Causeway Connection service.

Causeway Connection Proposed Schedule

Eastbound to Sacramento

<u>Silo</u>	<u>Davis</u>			<u>Downtown Sacramento</u>			<u>UC Davis</u>	
	<u>GBSF</u>	<u>Mondavi</u>	<u>Mace</u>	<u>Q/7th</u>	<u>Q/16th</u>	<u>29th/R</u>	<u>T/34th</u>	<u>Health</u>
--	6:09a	6:15a	6:23a	--	--	--	6:45a	6:50a
--	--	7:00a	7:10a	--	--	--	7:32a	7:37a
7:07a	--	7:15a	--	--	--	--	7:40a	7:45a
--	7:13a	7:20a	--	--	--	--	7:45a	7:50a
--	--	8:00a	8:10a	--	--	--	8:33a	8:38a
8:07a	--	8:15a	--	--	--	--	8:40a	8:45a
--	8:13a	8:20a	--	--	--	--	8:45a	8:50a
--	--	9:00a	9:10a	--	--	--	9:32a	9:37a
9:10a	9:14a	9:21a	--	--	--	--	9:41a	9:46a
10:10a	10:14a	10:21a	--	--	--	--	10:41a	10:46a
11:10a	11:14a	11:21a	--	--	--	--	11:41a	11:46a
12:10p	12:14p	12:21p	--	--	--	--	12:41p	12:46p
1:10p	1:14p	1:21p	--	--	--	--	1:41p	1:46p
2:10p	2:14p	2:21p	--	--	--	--	2:41p	2:46p
3:10p	3:14p	3:21p	--	--	--	--	3:50p	3:55p
--	--	3:45p	--	4:15p	4:18p	4:22p	--	4:30p
4:10p	--	4:20p	--	--	--	--	5:00p	5:06p
--	4:13p	4:21p	--	--	--	--	5:01p	5:07p
--	--	4:30p	--	5:09p	5:12p	5:16p	--	5:24p
--	--	4:50p	--	5:29p	5:32p	5:36p	--	5:44p
5:10p	--	5:20p	--	--	--	--	6:00p	6:06p
--	5:13p	5:21p	--	--	--	--	6:01p	6:07p
--	--	5:50p	--	6:20p	6:23p	6:37p	--	6:45p
6:14p	6:18p	6:25p	--	--	--	--	6:50p	6:55p
7:10p	7:14p	7:21p	--	--	--	--	7:41p	7:46p
8:10p	8:14p	8:21p	--	--	--	--	8:41p	8:45p

East Davis Express trips

Sacramento Reverse Commuter trips

Causeway Connection Proposed Schedule

Westbound to Davis

UC Davis Health	Downtown Sacramento			Davis			
	<u>30th/R</u>	<u>P/16th</u>	<u>P/7th</u>	<u>Mace</u>	<u>Mondavi</u>	<u>GBSF</u>	<u>Silo</u>
5:30a	--	--	--	--	5:53a	5:58a	--
6:17a	--	--	--	--	6:45a	6:50a	6:55a
6:57a	7:05a	7:09a	7:12a	--	7:39a	--	--
7:10a	--	--	--	--	7:40a	--	7:47a
7:10a	--	--	--	--	7:40a	7:46a	--
7:57a	8:05a	8:09a	8:12a	--	8:39a	--	--
8:10a	--	--	--	--	8:40a	8:46a	--
8:10a	--	--	--	--	8:40a	--	8:47a
8:57a	9:05a	9:09a	9:12a	--	9:39a	--	--
9:10a	--	--	--	--	9:40a	9:45a	9:50a
10:10a	--	--	--	--	10:35a	10:40a	10:45a
11:10a	--	--	--	--	11:35a	11:40a	11:45a
12:10p	--	--	--	--	12:35p	12:40p	12:45p
1:10p	--	--	--	--	1:35p	1:40p	1:45p
2:10p	--	--	--	--	2:35p	2:40p	2:45p
3:10p	--	--	--	--	3:35p	3:40p	3:45p
3:50p	--	--	--	4:15p	4:25p	--	--
4:10p	--	--	--	--	4:40p	4:45p	--
4:10p	--	--	--	--	4:40p	--	4:45p
4:50p	--	--	--	5:16p	5:26p	--	--
5:20p	--	--	--	--	5:55p	--	6:02p
5:20p	--	--	--	--	5:55p	6:01p	--
5:45p	--	--	--	6:10p	6:20p	--	6:27p
6:20p	--	--	--	--	6:45p	6:51p	--
7:20p	--	--	--	--	7:45p	7:50p	7:55p
8:20p	--	--	--	--	8:45p	8:50p	--

East Davis Express trips

Sacramento Reverse Commuter trips

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Attachment 1

**“Path to Yes” Letter
From Medical Center Shuttle Riders**

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Across the Causeway Transit Riders Collective

Safety

WHAT YES LOOKS LIKE: All bus seats have lap and shoulder belts.

Point person: Mike Tentis ([REDACTED])

- Unlike intra-city buses, these buses travel at 70 mph on the freeway, increasing the risk to riders by not having seat belts or forcing them to stand
- "Because of safety concerns, the university does not allow people to ride while standing in the aisle," Contreras said. In other words: no seat, no ride ([UCD Shuttle Article 2008](#))
- In 2017, Governor Brown signed a law (SB20) requiring passengers to use seatbelts on transit buses when they are provided, indicating the risk in not wearing a seatbelt is recognized by California. In the very near future, *all* transit buses will be required to have seatbelts.
- Seatbelts are the single most effective traffic safety device for preventing death and injury in the event of a crash. ([US Department of Transportation, National Highway Traffic Safety Administration](#))
- For example, Russell (long time rider with accessibility needs) and patients at UCDMC require a seatbelt. From Russell: "[T]he reduced seating capacity and lack of seat belts on the new electric buses recently purchased by the University, through a grant from Electrify America, present safety concerns for me and other shuttle users with disabilities because riders could be required to stand, which could result in falling, or be thrown forward if seated, when the driver needs to suddenly stop to avoid a collision with another vehicle."



Example of seatbelts on public transit

YES

Across the Causeway Transit Riders Collective

Bicycles

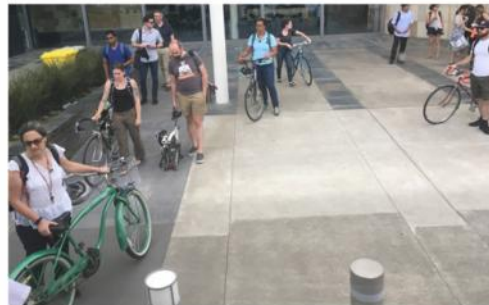
WHAT YES LOOKS LIKE: Current capacity for direct hourly express service should be at least matched (8 full size bikes per vehicle).

Point Person: Alana Firl ([REDACTED])

- Environmentally friendly: Since we are looking to reduce overall emissions and be a model of environmentally responsible transit in the future, this is an opportunity to showcase the future of public transit by being as green as possible.
- Increases ridership: This is an effective way to solve the issue of “First Mile, Last Mile” which can be a barrier to transit and aligns with Davis’s notability as the Bicycle Capital of the USA. Given the number of riders who currently take bikes (and the fact that frequently bikes are turned away even with a capacity of 8 and previous capacity of 15), it is clear the demand is present for bike capacity on this route. Allowing more bikes expands the distance around each stop where riders are willing/able to travel from home/work to the stop, which will increase ridership.
- Current bike capacity is 120 full sized bikes per day (15 runs and 8 bikes per bus) while new bike capacity is only 78 (26 runs with only 3 bikes per run) leaving unacceptably limited bike capacity in the express service where it is most needed.
- While helpful, more storage isn’t an adequate solution since many people use bikes on both sides of their commute, to/from home and to/from work. Both secure storage at the bus stops and use of public bike share (as suggested by UCD administration) increases costs.
- Increasing bike capacity decreases the need for people to drive to the shuttle which represents a cost savings to the university as they will need to build fewer parking structures/lots (along with the added health benefit of biking)



Example: Swiss Poste Bus - Six bike rack capacity



Six bicycles wait to board at UC Davis Mondavi Center



Across the Causeway Transit Riders Collective

UCD's Commitment to Students, Employees, Patients

WHAT YES LOOKS LIKE: UCD makes a formal commitment that it will continue to provide direct connectivity between campuses and that the form of connectivity (e.g., public transit, charter buses) will be driven by UCD affiliate needs. UCD will collect and analyze data.

Point Person: Tara Ursell (██████████)

The MOU should include:

- UCD will develop a data collection plan and measurable criteria for determining whether the new transit model can meet the needs of current and potential future riders.
- UCD will monitor UCD affiliate transit usage separately, so that it can determine whether UCD needs are being met.
- UCD will adjust routes or modes of transit to meet UCD stakeholder needs (based on data findings).
- State explicitly how UCD will ensure its stakeholders retain access to intercampus express transit if SacRT and YCTD cease to provide intercampus express transit service during or at the end of the MOU period.
- UCD will retain FTEs dedicated to analyzing data and using the data to represent the needs of UCD employees/students/staff/faculty/patients on both campuses. Communication and collaboration across campuses is key.
- UCD will have a formal role in SacRT/YCTD decision making
- State explicitly what UCD will do to meet its stakeholders' needs if there is a significant reduction in mass transit usage after the shuttle is cancelled.
- UCD will adequately advertise service using printed and electronic communications
- *Current riders will be given the opportunity to review the MOU prior to finalization to confirm that it meets the needs of current riders.*



UC Davis Sacramento connection (including future Aggie Square)



Values and green goals



Across the Causeway Transit Riders Collective

Fare

WHAT YES LOOKS LIKE: Maintain current fare structure (\$1.50/single ride and \$45/month) for UCD affiliates. If SacRT/YCTD change fares in the future, UC Davis affiliates will continue to pay a proportionally scaled fare. This arrangement should be explicitly stated in the MOU.

Point People: Abbey Hart ([REDACTED]), Clare Cannon ([REDACTED])

- In order to better connect the UC Davis and UCDCM campus, fares should be consistent. Asking one campus to pay more/less than other can create uncomfortable dynamics and asymmetries.

BOARDING PASSES

ONE WAY PASS	\$1.50
TEN RIDE PASS	\$15.00
MONTHLY PASS (unlimited rides)	\$45.00

Current Fare Structure as displayed on UC Davis Intercampus Shuttle Website

UC Davis is continuing to evaluate options for equalizing the fare structure for Davis and Sacramento-based employees.

UC Davis is working to ensure UC Davis affiliates pay the same low fares for the Causeway Connection as they currently pay on the intercampus shuttle. We expect to announce a final fare structure in December.

Announcement regarding fare structure for proposed Causeway Connection as displayed on Causeway Connection UC Davis website



Across the Causeway Transit Riders Collective

Schedule, Route, and Passenger Capacity

WHAT YES LOOKS LIKE: Hourly (or more frequent) direct service that is capable of meeting current demand (i.e. no UCD affiliate is left at the curb). We propose that the best way to ensure this is by doing a pilot study blending existing service and the proposed new service.

Point Person: Alana Firl (██████████)

- A pilot study that has been optimized using objective measures of usage and surveys of riders should be used to design any new service (e.g. run during the academic year, tested for long enough to allow riders to try options).
- Since this is also incorporating new service areas, SacRT and Yolobus should provide data that shows a current unmet need from their existing ridership.
- Comparing the existing service directly with the new service will provide clear evidence whether this new service solves an unmet transit need, while not eliminating any needed attributes from existing ridership during the trial.
- The trial should maintain three existing UCD stops OR equivalent stops so that no UC Davis affiliates have to travel more than they currently do to their final destination or if that's not possible UCD will provide means to add travel around campus (e.g. shuttles similar to the UCDCM shuttles around the parking lots).
- The trial period should not end until the long-term service begins operating following the parameters and findings determined by the pilot.



Autonomous Olli bus at Sacramento State transports community throughout campus



UCD Health System Shuttles transport community to parking, light rail, Midtown

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RESOLUTION NO. 19-12-0137

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

December 9, 2019

APPROVING A TITLE VI SERVICE AND FARE EQUITY ANALYSIS

WHEREAS, SacRT is considering introducing new bus service, known as the Causeway Connection, which would meet the definition of a major service change, as defined in Resolution 15-12-0137, and which would also allow undergraduate students with a University of California, Davis student ID to ride the service at no cost, resulting in a fare change, as defined in Resolution 15-11-0129; and

WHEREAS, a Title VI service and fare equity analysis of the proposed changes has been prepared, was made available for public review on October 14, 2019 for a 30-day comment period, and was publicized in accordance with SacRT policy on major service changes and on fare changes; and

WHEREAS, the Title VI change equity analysis has been revised to reflect adjustments to the proposed changes; and

WHEREAS, the Title VI equity analysis found that there might be potential disparate impacts to minority populations and that there might be potential disproportionate burdens to low-income populations from adopting the proposed service changes because the proposed service is expected to be less utilized by minority and low-income populations than SacRT's overall system; and

WHEREAS, the Title VI equity analysis found that there were no potential disparate impacts to minority populations and that there were no potential disproportionate burdens to low-income populations from the proposed fare change.

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 Title VI equity analysis set forth in Exhibit A; and

THAT, the Board of Directors recognizes that the proposed service will effect a transition of an existing private, closed-door shuttle service into a public, open-door service, which will be more beneficial to minority and low-income populations than existing conditions; and

THAT, the Board of Directors recognizes that the operating and maintenance cost of the proposed service would be fully funded for a three-year period by a discretionary grant and by third-party operating assistance from the University of California, Davis, both of which are conditioned upon the new service being implemented as planned; and

THAT, recognizing these facts, the Board of Directors finds that the only alternative to the proposed new service would be a no-action scenario, which would confer fewer benefits to minority and low-income populations; and

THAT, the Board of Directors therefore finds that there is a substantial legitimate justification to implement the service and amend the fare structure as specified in the Title VI analysis.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit A

Title VI Service and Fare Equity Analysis



Title VI Service and Fare Equity Analysis
for Causeway Connection Bus Service

FINAL

December 9, 2019

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CONTENTS

1. Purpose of Analysis..... 1
2. Project Description 1
3. Title VI Requirements..... 3
4. Existing Conditions..... 4
5. Impacts of New Service..... 7
6. Impacts of Fare Change 10

FIGURES

1. Example 40-Foot Proterra Catalyst E2..... 2
2. Existing SacRT Demographics..... 4
3. Minority Population Density 5
4. Low-Income Population Density 6
5. Demographic Comparison for Service Change 7
6. Catchment Area of New Service 9
7. Demographic Comparison for Fare Change..... 10

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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 (DI/DB) resulting from initiation of the service and related changes to the SacRT fare structure.¹

2. Project Description

The University of California, Davis (UCD) currently runs an hourly shuttle bus between the UCD main campus in Davis and the UC Davis Medical Center (Med Center) in Sacramento. The shuttle operates Monday through Friday on hourly headways, is funded by UCD, and is operated by a private carrier.

Over the past year, staff from SacRT, UCD, the Yolo County Transportation District (YCTD), the City of Sacramento, Electrify America (EA), and the Sacramento Area Council of Governments (SACOG) have been developing a plan to change the service from being a private, closed-door intercampus shuttle to being an open-door public intercity express service with stops in Downtown Sacramento and Davis, using a new all-electric bus fleet. Under the proposed plan, ownership of the fleet and operation of the service would be split 50/50 between SacRT and YCTD.

The fleet will consist of 12 full-size Proterra Catalyst E2 battery-electric buses. Six buses will be owned by SacRT, six by YCTD. Overnight charging will take place at SacRT and at Yolobus yards. In-service charging will also be available at the Med Center terminal and at Mondavi Center terminal in Davis. The fleet and charging infrastructure is being paid for, purchased, and constructed by EA with the assistance of SacRT and YCTD, pursuant to the Volkswagen settlement with the California Air Resources Board (CARB), as approved by the SacRT Board on February 25, 2019. Buses will be 40-foot low-floor transit buses with 33 seats, two wheelchair spaces, three bicycle racks, free WiFi, and USB charging ports at all seats.

Operating Cost – The gross annual operating cost of the new service is estimated at \$1,620,000. For the three year term of the Memorandum of Understanding (MOU), CMAQ funds would pay half the operating cost, net of fares. The remainder of the \$1,620,000 budgeted operating cost, minus fare revenue, would be paid by UCD, except for a minor contribution not to exceed \$47,500 by SacRT and a matching contribution from the City of Sacramento.

¹ RT's major service change policy is stated in Resolution No. 13-08-0125. The Federal Transit Administration's (FTA's) guidance related to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 is specified in FTA Circular 4702.1B.

Figure 1
Example 40-Foot Proterra Catalyst E2



Service Description – The new service would take effect on April 6, 2020 and operate Monday through Friday every hour from approximately 6:00 am to 8:00 pm with 20 minute frequency during morning and afternoon peak hours. It is expected to have three stops in Davis and approximately three stops in Sacramento. Travel times will be approximately 45 minutes from end to end, consistent with the existing service.

Fare Structure – SacRT fares would be in effect (i.e., \$2.50 base fare, \$1.25 discount fare, \$100 monthly passes, free for TK-12 students) and Connect Card and Zip Pass would both be accepted. Like many major employers, UCD is planning on subsidizing employee pass purchases, reducing the out-of-pocket price to \$35 per month. (This would be a reduction in out-of-pocket price from the existing \$45 monthly pass for the shuttle.) UCD undergraduate student ID cards would be valid for unlimited rides on the service, but not on other SacRT routes.

Marketing and Customer Information – The new service will be rebranded as the “Causeway Connection” and jointly operated by SacRT and YCTD. UCD will maintain a central web page for the service. To create a seamless customer experience, (1) both agencies will use the same route number, (2) timetables will show trips operated by either agency, and (3) customers will be directed to a single third party app which will integrate both operators’ real-time vehicle location data.

Approval Authority - As proposed, the Causeway Connection would become a service of both SacRT and YCTD. The SacRT Board would acquire the authority to make alterations to the service and/or fare structure, subject to SacRT’s major service change and fare change policies; however, SacRT would agree to synchronize changes with YCTD and conform to the approximate service description set forth in the three-party MOU.

3. Title VI Requirements

Under SacRT's major service change policy, initiation of this new route is considered a major service change and requires a Title VI service change equity analysis. The SacRT fare structure would also be amended to include the UC Davis Undergraduate Student ID as a valid group fare for customers boarding the Causeway Connection. This change requires a Title VI fare equity analysis. These two analyses have been combined into this single document.

SacRT policy requires Title VI analyses be made available for a 30-day public review and comment period, that the SacRT Board of Directors and staff review public comments and take them into consideration, and that the SacRT Board of Directors approve a final equity analysis prior to adoption of major service changes or amendment of the fare structure.

SacRT plans to present a revised and final version of this report to the SacRT Board of Directors on November 18, 2019 and seek approval at that time of the new service, the fare changes, and the MOU with YCTD and UCD.



4. Existing Conditions

Based on Census data, the SacRT service area is 53.2 percent minority² and 20.1 percent low-income.³ Figures 3 and 4 illustrate minority and low-income population density in the SacRT service area. Based on passenger surveys, prior to the major changes for SacRT Forward in September 2019, actual SacRT ridership is 69.0 percent minority and 47.8 percent low-income.⁴ Based on how service levels changed on particular routes, staff estimated that with the SacRT Forward changes now in effect, SacRT ridership is now 72.3 percent minority and 55.8 percent low-income.

**Figure 2
Existing SacRT Demographics**

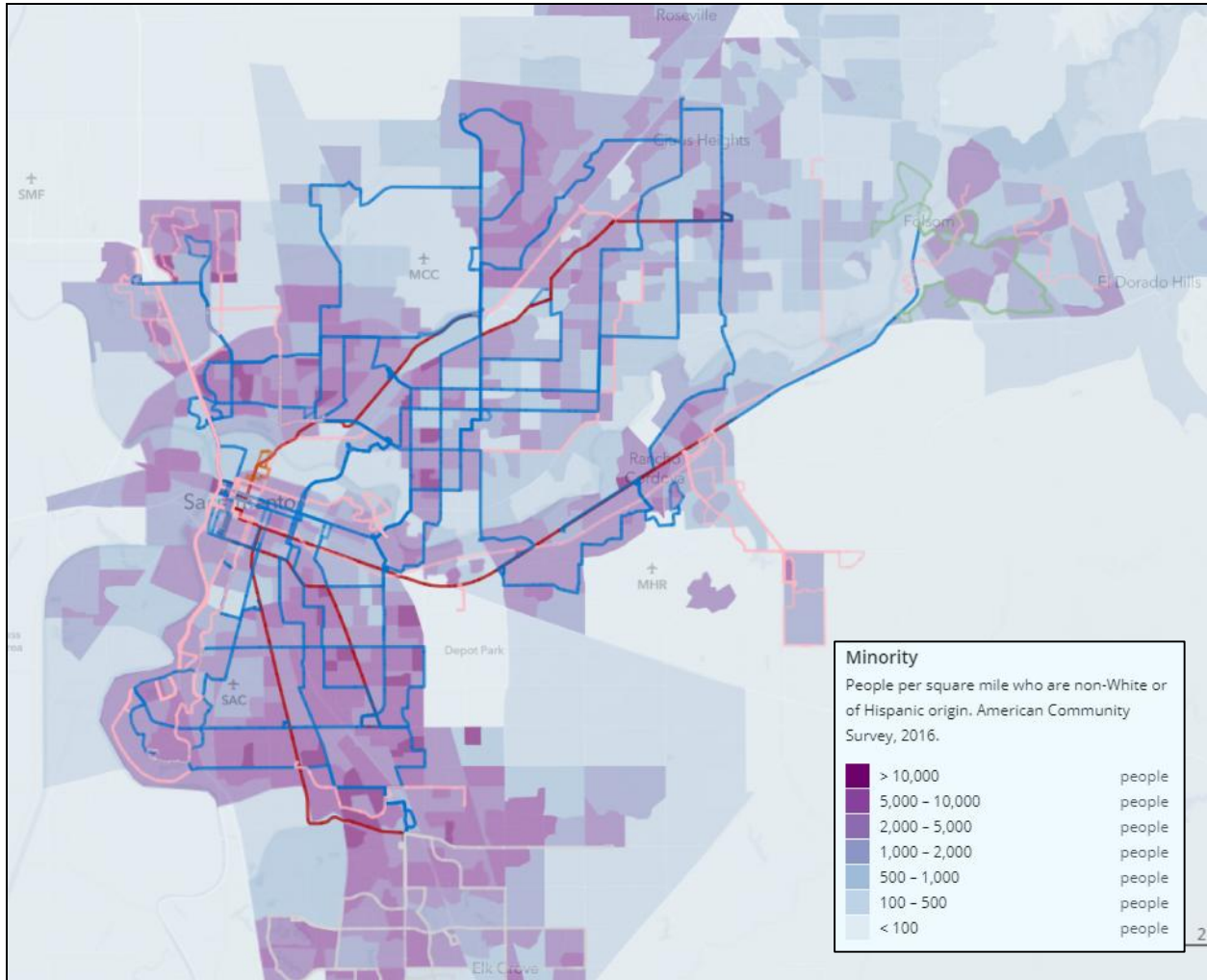
	Service Area	Actual Customers (Post SacRT Forward)
Minority	53.2%	72.3%
Low-Income	20.1%	55.8%

² 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.

³ 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. 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.

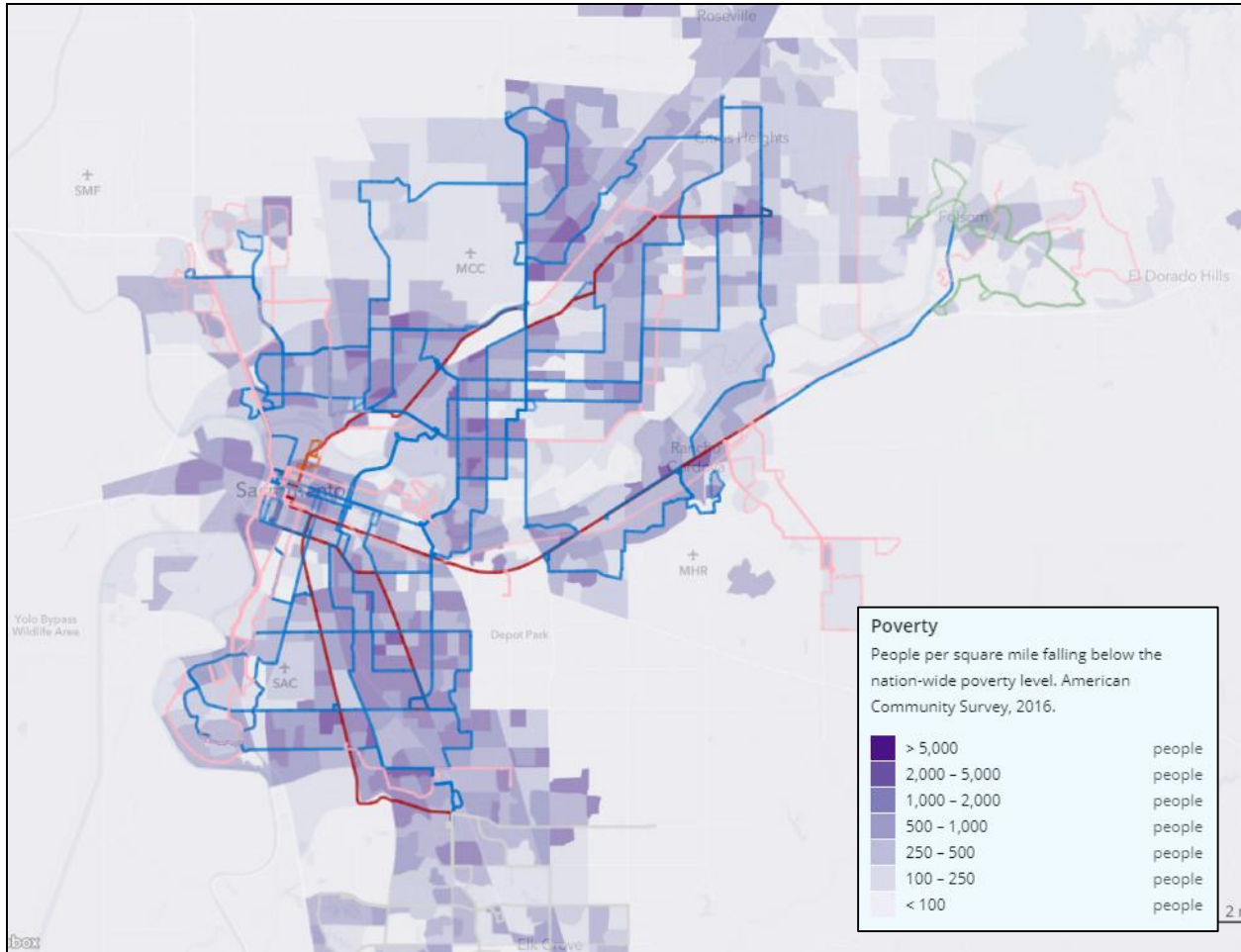
⁴ In April 2013, an on-board passenger survey was conducted aboard SacRT buses and light rail trains. Passengers on randomly selected trips on all SacRT routes completed a self-administered questionnaire on various rider characteristics, including minority and low-income status. An updated survey is planned for 2020.

Figure 3
Minority Population Density



Source:
2017 American Community Survey, 5-year data set (2013-2017)
Prepared using Remix software

Figure 4
Low-Income Population Density



Source:
2017 American Community Survey, 5-year data set (2013-2017)
Prepared using Remix software

5. Impacts of New Service

Based on employee and student data furnished by UCD, and passenger survey data on existing shuttle rider affiliations, existing shuttle riders are estimated to be approximately 23.7 percent minority and 36.4 percent low-income. While ridership on the new Causeway Connection will differ, the demographics of the existing riders are believed to be a reasonable indicator of what demographics of the new service’s riders would be.

Existing SacRT customers are 72.3 percent minority, compared to only 23.7 percent for existing shuttle riders, a difference exceeding SacRT’s 15 percent threshold of statistical significance; therefore, *there may be potential disparate impacts (DI) to minority populations from the new service.*

Existing SacRT customers are 55.8 percent low-income, compared to only 36.4 percent for existing shuttle riders, a difference exceeding SacRT’s 15 percent threshold of statistical significance; therefore, *there may be potential disproportionate burdens (DB) on low-income populations from the new service.*

**Figure 5
Demographic Comparison for Service Change**

	Existing SacRT Customers	Existing Shuttle Riders
Minority	72.3%	23.7%
Low-Income	55.8%	36.4%

The above findings of potential DI/DBs do not prohibit SacRT from implementing the proposed changes; however, before doing so, the SacRT Board must declare a “substantial legitimate justification” for the changes, show that there are no alternatives that would have a less disparate impact on minority riders, and take steps to avoid, minimize, or mitigate impacts to low-income riders, where practicable.

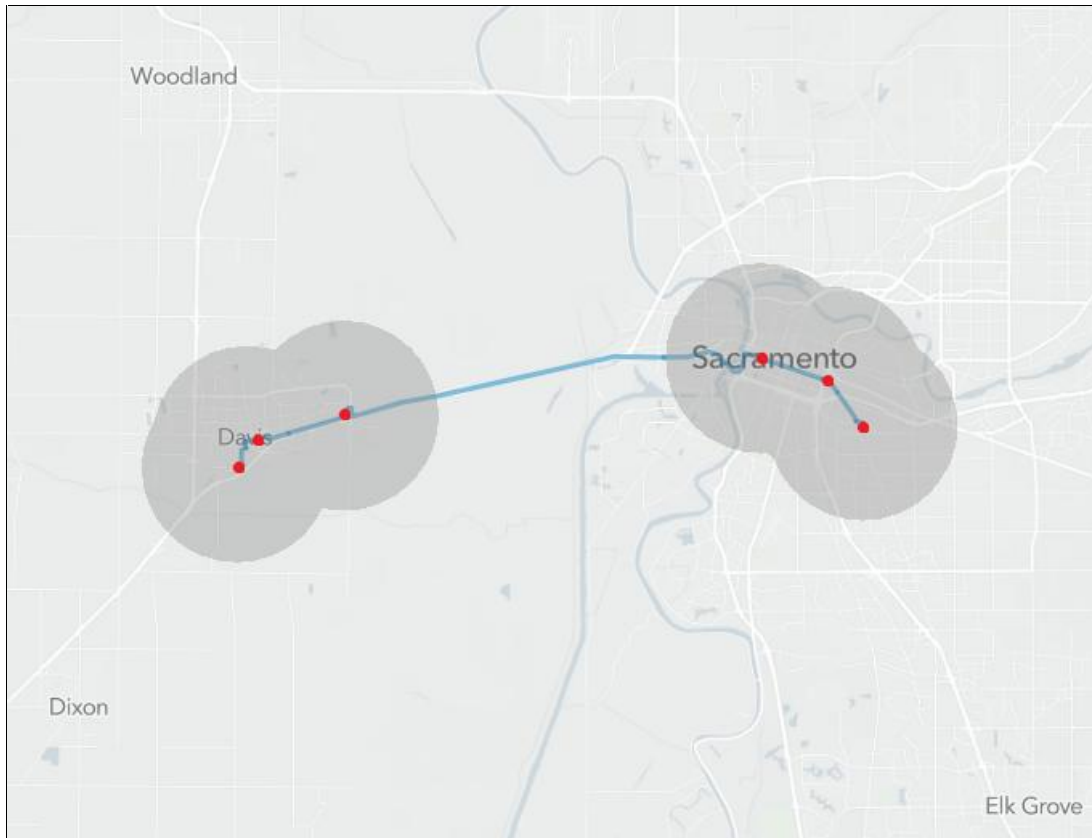
Justification - Justification for the changes can be found when the context of the changes is considered. From the standpoint of SacRT alone, the project would add new service that would disproportionately serve non-minority and non-low-income populations; however, from the standpoint of the partnership collectively, and from the standpoint of actual beneficiaries, the project would essentially turn an existing private,

closed-door shuttle into public transportation, open to the general public. Therefore, in substance (and contrary to the *prima facie* numerical analysis) the results of the project will actually result in a clear *benefit* to minority and low-income populations compared to the status quo.

It should also be noted that the service becoming public transportation would also trigger a requirement for complementary paratransit service to persons with disabilities, under the Americans With Disabilities Act, which must be fulfilled by the operating agencies (i.e., SacRT and YCTD). SacRT customers eligible for ADA paratransit are estimated to be 82.0 percent minority and 74.6 percent low-income, both well above SacRT fixed-route system averages

Alternatives - With respect to alternatives and/or the avoidance, minimization, or mitigation of impacts, the relevant fact is that the project is not a unilateral action by SacRT and it is not funded from SacRT's unrestricted funds. On the contrary, capital costs are being covered by a purpose-restricted settlement (i.e., via Electrify America) and operating costs would be covered by a purpose-restricted grant (a Federal Congestion Mitigation and Air Quality grant) and by UCD, at its discretion. Because there is no net capital or operating cost to SacRT, and because of the specific restrictions on the various funding sources, SacRT's only realistic alternative to proceeding with the project as negotiated would be, a no-action scenario, which would be of no benefit to minority/low-income populations whatsoever.

Figure 6
Catchment Area of New Service



The Causeway Connection is planned to have stops at: (1) the Mondavi Center and/or other nearby stops on/at UC Davis, (2) East Davis (near the Mace Blvd. Park-and-Ride lot), (3) Downtown Sacramento and Midtown Sacramento, and (4) at the Med Center.

6. Impacts of Fare Change

Under the proposal, UCD undergraduate students would be allowed to make unlimited rides on the Causeway Connection using their student ID cards, which would be considered a new fare type for SacRT, requiring an equity analysis. Users of this fare type would be conferred a benefit by being allowed to ride for free. These users would be UCD undergraduates, who as a group, have much different demographics than existing shuttle riders overall. Undergraduates are estimated to be 72.0 percent minority and 58.7 percent low-income.⁵

Systemwide SacRT ridership is 72.3 percent minority, so the new fare type would have 0.3 percent lower minority utilization; however, differences of less than 15 percent are not considered statistically significant. Therefore, *there are no potential disparate impacts to minority populations from creating this new fare type.*

Systemwide SacRT ridership is 55.8 percent low-income, so the new fare type would have 2.9 percent greater low-income utilization. Therefore, *there are no potential disproportionate burdens on low-income populations from creating this new fare type.*

Figure 7
Demographic Comparison for Fare Change

	Existing SacRT Riders	UC Davis Undergraduates
Minority	72.3%	72.0%
Low-Income	55.8%	58.7%

Sources:
UC Davis Common Data Set 2018-2019

⁵ Pell Grant eligibility was used as a proxy for low-income status and was taken, along with ethnicity, from the UC Davis Common Data Set report for 2018-2019, available at <https://aggiedata.ucdavis.edu>.

RESOLUTION NO. 19-12-0138

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

December 9, 2019

CONDITIONALLY ADOPTING SERVICE CHANGES TO ESTABLISH A NEW CAUSEWAY CONNECTION BUS SERVICE TO UC DAVIS MEDICAL CENTER

WHEREAS, SacRT is considering introducing new bus service, known as the Causeway Connection, which would meet the definition of a major service change, as defined in Resolution 15-12-0137; and

WHEREAS, a Title VI equity analysis of the proposed service has been prepared, was made available on October 14, 2019 for a 30-day comment period, and publicized in accordance with SacRT policy on major service changes; and

WHEREAS, the Title VI equity analysis found that there might be potential disparate impacts to minority populations and that there might be potential disproportionate burdens to low-income populations from adopting the proposed changes; and

WHEREAS, the Board of Directors reviewed, made itself aware of, and approved the Title VI equity analysis and found that there was a substantial legitimate justification to implement the service changes and amend the fare structure; and

WHEREAS, the Board of Directors anticipates approval and execution by the General Manager/CEO of a Memorandum of Understanding (MOU) with the University of California, Davis (UCD), and the Yolo County Transportation District (YCTD) to fully fund the operating and maintenance cost of the service for the three-year term of the MOU; and

WHEREAS, because operations, maintenance, and capital costs for the proposed service have been fully-funded under the MOU and prior agreements, the Board of Directors intends to exempt the new service from the route sunset process described in Resolution 15-12-0137, which would otherwise subject the new service to potential automatic elimination, if minimum ridership productivity standards were not met.

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, conditioned upon full execution of the MOU by UCD, SacRT and YCTD, SacRT will implement the Causeway Connection bus service shown in Exhibit A,

effective April 6, 2020, and coordinate shared operations of the service with YCTD in accordance with the MOU, for the duration of the three-year MOU; and

THAT, the Board of Directors hereby exempts the service from the route sunset process of Resolution 15-12-0137, Section 3.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

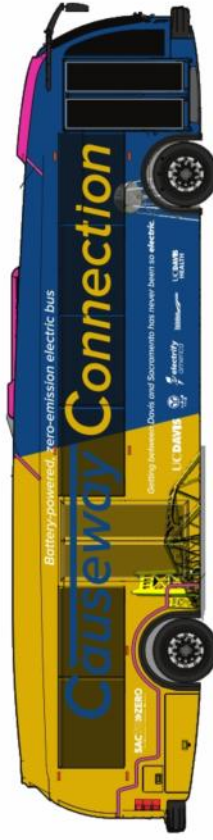
By: _____
Cindy Brooks, Assistant Secretary

Exhibit A

Causeway Connection Map and Schedule

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Introducing the
Causeway Connection
Coming online April 6, 2019



More commute options... new all-electric fleet... free Wi-Fi and charging



Causeway Connection

Prepared for 12/9/19 SacRT Board Meeting

Exhibit A

Eastbound to Sacramento

Silo	Davis			Downtown Sacramento			UC Davis Health
	GBSF	Mondavi	Mace	Q/7th	Q/16th	29th/R	
--	6:09a	6:15a	6:23a	--	--	--	6:45a 6:50a
--	--	7:00a	7:10a	--	--	--	7:32a 7:37a
7:07a	--	7:15a	--	--	--	--	7:40a 7:45a
--	7:13a	7:20a	--	--	--	--	7:45a 7:50a
--	--	8:00a	8:10a	--	--	--	8:33a 8:38a
8:07a	--	8:15a	--	--	--	--	8:40a 8:45a
--	8:13a	8:20a	--	--	--	--	8:45a 8:50a
--	--	9:00a	9:10a	--	--	--	9:32a 9:37a
9:10a	9:14a	9:21a	--	--	--	--	9:41a 9:46a
10:10a	10:14a	10:21a	--	--	--	--	10:41a 10:46a
11:10a	11:14a	11:21a	--	--	--	--	11:41a 11:46a
12:10p	12:14p	12:21p	--	--	--	--	12:41p 12:46p
1:10p	1:14p	1:21p	--	--	--	--	1:41p 1:46p
2:10p	2:14p	2:21p	--	--	--	--	2:41p 2:46p
3:10p	3:14p	3:21p	--	--	--	--	3:50p 3:55p
--	--	3:45p	--	4:15p	4:18p	4:22p	-- 4:30p
4:10p	--	4:20p	--	--	--	--	5:00p 5:06p
--	4:13p	4:21p	--	--	--	--	5:01p 5:07p
--	--	4:30p	--	5:09p	5:12p	5:16p	-- 5:24p
--	--	4:50p	--	5:29p	5:32p	5:36p	-- 5:44p
5:10p	--	5:20p	--	--	--	--	6:00p 6:06p
--	5:13p	5:21p	--	--	--	--	6:01p 6:07p
--	--	5:50p	--	6:20p	6:23p	6:37p	-- 6:45p
6:14p	6:18p	6:25p	--	--	--	--	6:50p 6:55p
7:10p	7:14p	7:21p	--	--	--	--	7:41p 7:46p
8:10p	8:14p	8:21p	--	--	--	--	8:41p 8:45p

East Davis Express trips

Sacramento Reverse Commuter trips

Westbound to Davis

UC Davis Health	Downtown Sacramento			Davis			
	30th/R	P/16th	P/7th	Mace	Mondavi	GBSF	Silo
5:30a	--	--	--	--	5:53a	5:58a	--
6:17a	--	--	--	--	6:45a	6:50a	6:55a
6:57a	7:05a	7:09a	7:12a	--	7:39a	--	--
7:10a	--	--	--	--	7:40a	--	7:47a
7:10a	--	--	--	--	7:40a	7:46a	--
7:57a	8:05a	8:09a	8:12a	--	8:39a	--	--
8:10a	--	--	--	--	8:40a	8:46a	--
8:10a	--	--	--	--	8:40a	--	8:47a
8:57a	9:05a	9:09a	9:12a	--	9:39a	--	--
9:10a	--	--	--	--	9:40a	9:45a	9:50a
10:10a	--	--	--	--	10:35a	10:40a	10:45a
11:10a	--	--	--	--	11:35a	11:40a	11:45a
12:10p	--	--	--	--	12:35p	12:40p	12:45p
1:10p	--	--	--	--	1:35p	1:40p	1:45p
2:10p	--	--	--	--	2:35p	2:40p	2:45p
3:10p	--	--	--	--	3:35p	3:40p	3:45p
3:50p	--	--	--	4:15p	4:25p	--	--
4:10p	--	--	--	--	4:40p	4:45p	--
4:10p	--	--	--	--	4:40p	--	4:45p
4:50p	--	--	--	5:16p	5:26p	--	--
5:20p	--	--	--	--	5:55p	--	6:02p
5:20p	--	--	--	--	5:55p	6:01p	--
5:45p	--	--	--	6:10p	6:20p	--	6:27p
6:20p	--	--	--	--	6:45p	6:51p	--
7:20p	--	--	--	--	7:45p	7:50p	7:55p
8:20p	--	--	--	--	8:45p	8:50p	--

Updated 12/3/19

RESOLUTION NO. 19-12-0139

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

December 9, 2019

DELEGATING AUTHORITY TO THE GENERAL/MANAGER CEO TO APPROVE A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE SACRAMENTO REGIONAL TRANSIT DISTRICT, THE YOLO COUNTY TRANSPORTATION DISTRICT (YCTD), AND THE UNIVERSITY OF CALIFORNIA, DAVIS (UCD) FOR OPERATION OF THE CAUSEWAY CONNECTION

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

THAT, the General Manager/CEO is hereby delegated authority to enter into a Memorandum of Understanding with the Yolo County Transportation District and the University of California, Davis for operation of the Causeway Connection on substantially the same terms as set out in Exhibit A.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

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Exhibit A

Memorandum of Understanding
Draft Terms

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**Memorandum of Understanding
Draft Terms**

1. Parties
 - a. Sacramento Regional Transit District (SacRT)
 - b. Yolo County Transportation District (YCTD)
 - c. University of California, Davis (UCD)
2. Term
 - a. Three year term
 - b. Takes effect 4/1/20
 - c. Ends 3/31/23
3. Service
 - a. Monday through Friday only
 - b. Route is from Mondavi Center in Davis to UC Davis Medical Center in Sacramento
 - c. Stops are to be determined, but will be approximately 3-4 stops in Davis, 3-5 stops in Sacramento
 - d. Trips will take approximately 45 minutes one way
 - e. Headways will be approximately hourly, except during peak hours, when there will be additional trips
 - f. Combined service will include approximately 26 one-way vehicle trips per day each direction
 - g. Service will be approximately 13,500 revenue vehicle hours per year
 - h. Service will be operated approximately 50/50 between SacRT and YCTD (i.e., approximately 26 one-way trips per agency)
4. Cost
 - a. Gross operating cost of the service will be considered to be \$1,620,000 per year for the three year term
 - b. Net cost will be gross operating cost minus fare revenue
 - i. UC Davis undergraduate student IDs generate no upfront fare revenue for SacRT and YCTD
 - c. CMAQ grant funds will pay 50 percent of net cost, split 50/50 by SacRT and YCTD, with a maximum of \$810,000
 - d. Local match will be equal to CMAQ contribution and will be paid by UCD, SacRT, and City of Sacramento
 - i. UCD will contribute first \$615,000
 - ii. SacRT and City of Sacramento will contribute next \$95,000 split 50/50 (separate agreement with City of Sacramento)
 1. SacRT contribution not to exceed \$47,500
 2. City of Sacramento contribution not to exceed \$47,500
 - iii. Final \$100,000 will be paid by UCD, if necessary, due to lower-than-expected fare revenue
 1. Total UCD contribution not to exceed \$715,000
 - e. A fraction of payments from UCD will be treated as fare revenue, to account for use of undergraduate student IDs, as described in Section 7
5. Flow of funds
 - a. CMAQ funds will be claimed and collected by SacRT from FTA; YCTD will invoice SacRT for their amount as specified in Section 4; YCTD will not be a direct Federal recipient for CMAQ funds for this project; SacRT shall act as a pass-through agency
 - b. SacRT and YCTD will divide CMAQ funds quarterly as follows:

**Memorandum of Understanding
Draft Terms**

- i. SacRT and YCTD will track ridership and fare collection on the Causeway Connection, separate from the remainder of their routes
 - ii. SacRT will provide fare revenue totals for its portion of the service to YCTD
 - iii. YCTD will total fare revenue from the two agencies, to determine net cost
 - iv. YCTD will invoice SacRT for CMAQ funds so that CMAQ funds plus fare revenue are equal for both agencies
 - c. SacRT and YCTD will invoice UCD as follows:
 - i. UCD will be billed quarterly, in advance of service, for their share of gross operating cost
 - ii. With each quarterly invoice, payments due from UCD will be adjusted to account for differences between gross cost and net cost, for prior quarters, once actual fare revenue is known
- 6. Fare structure
 - a. Fare structure will change from existing private/closed-door fare structure to public fare structure on 4/1/20 when SacRT and YCTD assume operation
 - b. Existing fare structure on SacRT and YCTD will be in force except as noted; the transfer agreement between SacRT and YCTD will be in effect, except as noted
 - c. Single fare
 - i. Single fare is \$2.50
 - ii. Discount single fare is \$1.25
 - iii. Cash will be accepted
 - iv. SacRT prepaid mag stripe/QR tickets will be accepted
 - v. SacRT Zip Pass will be accepted
 - vi. Connect Card will be accepted
 - vii. SacRT 90-minute fares (on Zip Pass and Connect Card) will be accepted
 - d. Senior/disabled
 - i. Seniors are eligible for discount fare
 - ii. All valid SacRT and YCTD discount IDs are honored
 - e. Students
 - i. SacRT students ride for free with a valid ID
 - ii. YCTD youth, up to age 18, ride for free
 - f. Transfers
 - i. Transfers to or from either agency will not be sold or honored
 - g. Day passes
 - i. Day passes from either agency will be honored
 - ii. Customers may purchase a SacRT day pass for \$7.00 or a discount day pass for \$3.50 by presenting a valid SACRT discount or Student (TK-12) ID or Medicare card or driver's license
 - iii. Customer may purchase a YCTD day pass for \$7.00 or a discount day pass for \$3.50 by presenting a valid YCTD discount youth ID, Medicare card, or driver's license
 - h. Monthly passes
 - i. SacRT monthly pass will be honored

**Memorandum of Understanding
Draft Terms**

- ii. YCTD monthly pass will be honored only if it has an express sticker on it
 - i. Los Rios and CSUS
 - i. Los Rios (sticker affixed to Student ID) and CSUS (Student ID with sleeve) will be honored as valid fare media
 - j. New Connect Card fare type
 - i. A new Connect Card fare specific to the UCDCMC Shuttle will be configured to allow for single rides (cash value) to be used and tracked separately from other services.
 - 1. Like other regional products, revenue from this product will be assigned to SacRT upfront and then 50 percent of the total revenue will be paid to YCTD through the financial reconciliation process.
 - ii. Connect Cards readers will be installed on all buses, the single fare will be charged as discussed above and all taps will be recorded
- 7. Honoring and reimbursing student IDs as valid fare
 - a. Undergraduate UC Davis student IDs will be honored as valid fare on the service
 - i. SRTD and YCTD will count boardings made with undergraduate student IDs
 - ii. SRTD will charge UCD a fixed amount per boarding on the undergraduate student ID, to properly account for the fraction of UCD's payment that represents fare revenue
 - 1. This amount will be part of, not in addition to, the amount already due from UCD under Section 4
- 8. Changes to service or fare structure
 - a. SRTD and YCTD reserve the right to change service and/or fares according to their own policies; but agree to negotiate in good faith, prior to doing so, to maintain uniformity of service and fare structure and compliance with this MOU
- 9. Web page
 - a. UCD will design, host, and maintain a master/central web page for the service, subject to review by SRTD and YCTD
 - b. SacRT and YCTD may present information on the service on their own respective web sites as they see fit, consistent with the branding of the service, but must link to the central/master site
- 10. Call center
 - a. Public information on the service (e.g., at the central web site and on printed materials) will provide a single phone number for customer assistance (rather than phone numbers for both operating agencies)
 - b. UCD will establish and maintain the single phone number, which will route incoming calls to SacRT and YCTD customer service on a 50/50 basis
- 11. Real-time/AVL
 - a. SacRT dispatchers will be able to see real-time location for SacRT-operated buses via SacRT's Clever Devices system and will be able to see real-time location for YCTD buses via YCTD's public web page

**Memorandum of Understanding
Draft Terms**

- b. YCTD dispatchers will be able to see real-time location for YCTD-operated buses via YCTD's AVL system and will be able to see real-time location for SacRT buses via SacRT's public web page
 - c. Customers will be directed to download and install one of several third party apps currently available to end users at no cost and which offer the capabilities to present both agencies' scheduled and real-time bus locations in one centralized interface
12. Radio control, dispatching, and supervision
- a. Each party will maintain separate dispatching and radio communication via existing channels; supervisors shall communicate via direct telephone access to counterparts at other party's dispatch for issue resolution
 - b. Each agency will conduct its own accident investigation and other field supervision; issues identified by one party's supervisors will be raised to appropriate supervisory personnel at the other agency
13. Lost and found
- a. Lost customer belongings will be collected and stored separately by SacRT and YCTD according to their own policies and procedures depending on which vehicle they are found on
 - b. Customers claiming lost belongings will be assisted by relevant customer service personnel to the correct collection location
14. Uniforms
- a. Each party will continue to use standard uniforms; however, a special patch or pin will be worn on the outermost article of clothing (uniform or safety vest) displaying the name or logo of the service
15. Name/branding and vehicle appearance
- a. The service will be referred to as the Causeway Connection
 - b. The route number will be Route 138
 - i. Because the route number is the same for both agencies, information provided by third-party customer information providers (such as Google Maps and the Transit app) will inherently appear to customers to be the same route, with the difference in service provider not necessarily apparent to most users
 - ii. Use of the number 138 will maximize identifiability, because the existing regular/local SacRT bus serving the UC Davis Medical Center is Route 38 and SacRT customarily uses route numbers in the 100's for peak-only or express versions of regular/local routes
 - c. The bus headsign will display the route number and the destination of the route (e.g., UC Davis Medical Center or Mondavi Center)
 - d. Permanent markings and decals (e.g., on the vehicle exterior sides and interior) of a promotional nature will not feature the route number prominently and will emphasize the name Causeway Connection
 - e. Reference materials (e.g., printed pamphlets, official notices/bulletins, and online schedules) will include the route number
 - f. Computerized schedule data made available to third-parties (e.g., Google and app providers) will include the route number, due to most third party platforms using route number as the basis for presenting information
16. Access to facilities, encroachment

**Memorandum of Understanding
Draft Terms**

- a. YCTD and SacRT mutually authorize one another to operate service within one another's respective service areas by way of a separate transfer agreement. Both parties will update the exhibit to that agreement illustrating where each party is authorized to serve. This update can be approved in writing by the respective General Managers.
 - b. UCD hereby authorizes SacRT and YCTD to enter and provide transit service within the Unitrans service area
 - i. SacRT and YCTD both agree to not claim TDA funds available for the parties' respective jurisdictions due to any changes in eligibility arising from this MOU.
 - c. UCD grants SacRT and YCTD permission to enter, stop, and layover full-size transit buses on UCD property depicted on the map (including Mondavi Center, Genome Biomedical Sciences Facility parking lot, connecting campus roadways, UC Davis Medical Center temporary bus terminal, future Transportation Hub, and connecting internal roadways)
17. Training (drivers, customer service)
- a. Parties may establish special requirements for training that are specific to this service
18. Marketing
- a. SacRT and YCTD will use a matching vehicle wrap
19. Spare vehicles (use of other vehicles as backup)
- a. In the event of a temporary vehicle shortage, either operating agency may substitute standard unbranded buses from its regular fleet, however, they must be full-size buses (approximately 40 feet in length), ADA compliant (including a compliant lift or ramp and two securable wheelchair spaces), must correctly display the route number and name on the destination sign, and must have the appropriate fare set available in an electronic farebox.
20. Paratransit
- a. Each agency will be responsible for fulfilling its own ADA paratransit responsibilities
 - b. If SacRT experiences a high volume of requests for ADA paratransit trips to Yolo County, the parties agree to negotiate in good faith to arrange for provision of those trips by YCTD, including appropriate cost-sharing/reimbursement
21. NTD reporting
- a. The service will be treated as directly operated motorbus service with assets, expenditures, revenue hours, miles, and other operating statistics, and ridership statistics reported separately by both agencies for only the service they operate, the vehicles they own and maintain, etc.
 - b. The NTD-reported service area for each agency will be enlarged by the 3/4 mile buffer surrounding the route, regardless of presence or lack of stops; however, both parties acknowledge that provision of this service does not affect their statutorily-authorized service areas and that operation outside of the parties' respective service areas is authorized solely by virtue of this MOU
22. Title VI compliance
- a. Each party will be responsible for fulfilling its own requirements under Title VI of the Civil Rights Act of 1964

**Memorandum of Understanding
Draft Terms**

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RESOLUTION NO. 19-12-0140

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

December 9, 2019

**CONDITIONALLY RECOGNIZING THE UNIVERSITY OF CALIFORNIA, DAVIS
UNDERGRADUATE STUDENT ID CARD AS FARE EQUIVALENT FOR THE
CAUSEWAY CONNECTION**

WHEREAS, pursuant to Resolution No. 16-09-0104, the Board of Directors may recognize an ID badge to serve as valid Fare, subject to the terms and conditions; and

WHEREAS, the University of California, Davis intends to provide an operating subsidy for the Causeway Connection fixed-route public transit service through a Memorandum of Understanding; and

WHEREAS, a portion of the operating assistance is intended to subsidize undergraduate student fares that would otherwise be paid to access the services and compensate SacRT and YCTD for lost fare revenue for allowing undergraduate students access to the service.

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

THAT, a current University of California, Davis undergraduate student identification card bearing the name and likeness of the individual presenting it will serve as a valid Fare Equivalent on the Causeway Connection fixed-route bus service conditioned upon execution, and only during the duration, of a Memorandum of Understanding between the Sacramento Regional Transit District, Yolo County Transportation District, and University of California, Davis providing an operating subsidy for the Causeway Connection.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary