

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	11/18/19	Open	Action	11/13/19

Subject: April 2020 Service Changes and Airport Bus

## ISSUE

Whether or not to adopt service changes for April 2020 and a related Title VI service change equity analysis.

## RECOMMENDED ACTION

Adopt Resolution No. 19-11-\_\_\_\_, Approving a Title VI Service Change Equity Analysis and Adopting Service Changes for April 2020.

## FISCAL IMPACT

The proposed service changes (Exhibit A) include several cost-neutral changes, as well as changes to the following routes with fiscal impacts:

Route	Name	Annual Cost	FY 2020
21	Sunrise	\$19,624	\$6,541
30	J/L Streets	\$45,028	\$15,009
51X	Golden 1	-\$353,937	-\$117,979
142	Airport	\$1,518,458	\$506,153
	<b>TOTAL</b>	<b>\$1,229,173</b>	<b>\$409,724</b>

SacRT staff is seeking permission from the Sacramento Area Council of Governments (SACOG) to use \$1,518,458 of SacRT's 2018 Green Region grant award (\$2.249 million) to operate the airport bus service for one year using CNG buses. SACOG originally awarded the Green Region funds to SacRT for the purchase of zero emission buses (ZEB) and charging infrastructure to enable Airport ZEB service, but SacRT and regional stakeholders would like to begin airport operations using CNG buses while the ZEBs are being manufactured and charging infrastructure is being constructed. An increased local match share means that the ZEBs and charging infrastructure can still be delivered as originally envisioned. SacRT staff has been providing SACOG staff with documentation supporting this request, and anticipates that SACOG will approve the use of funds for operations in November or December. After the first year of operations, SacRT anticipates airport service would be supported by new Measure A sales tax revenues.

The changes to the other three routes are projected to result in a net savings, but would be funded out of SacRT's operating budget in future years (Route 21 and 30).

Approved:

Presented:

Final 11/13/19

General Manager/CEO

VP, Planning & Engineering

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## DISCUSSION

Background – On September 8, 2019, SacRT made major service changes as part of the SacRT Forward project. The attached proposed service changes (Exhibit B), which would primarily take effect in April 2020, represent the first round of follow ups from SacRT Forward and include minor schedule adjustments and routing changes. Changes that create a new route or alter 15 percent or more of a route’s miles require a Title VI equity analysis, 30-day review, and Board approval. Minor changes that do not require Board approval have been included in the report for informational purposes as well.

Airport Bus – Separate from SacRT Forward, the proposed changes include introduction of bus service from Downtown Sacramento to Sacramento International Airport, running hourly, seven days a week, with two buses per hour during peak times. This service would be scheduled to complement existing Yolobus service to/from the airport. A map, schedule, and additional details are available in Exhibit B. This service would initially operate with three existing full-size CNG buses; however, staff is pursuing new electric vehicles for this service. Staff is planning a January 5, 2020 launch date for the Airport bus, contingent on funding approval. (The remainder of the changes would take effect on April 5, 2020.)

Public Review – In accordance with SacRT’s major service change policy, a Title VI equity analysis was published on October 14, 2019 for a 30-day public comment period and a revised final version is included with this item for approval (Exhibit A). The Title VI analysis found that there would not be any potential disparate impacts or disproportionate burdens to minority or low-income populations from the proposed changes, except that the impacts of the airport service cannot be known at this time, and will need to be evaluated within the first year of operation.


A draft version of the service plan (Exhibit B) was made available on the same web page to provide additional details on the proposed changes. Copies of the public notice and a summary of the public comments have been included for informational purposes as Attachment 1 to this agenda item. A total of ten comments were received as of November 12, 2019.

Staff recommends the Board adopt the attached resolution, which will approve the Airport Bus and the other April 2020 service changes.

## **Attachment 1**

### **Public Notice and Comments**

Web Page  
Posted 10/14/19

**Sacramento**  **Regional Transit** ☰ [Select Language](#)

**SACRAMENTO REGIONAL TRANSIT DISTRICT**  
Home / Sacramento Regional Transit District / SacRT Seeking Comments on Potential Service Changes

### SacRT Seeking Comments on Potential Service Changes

October 14, 2019 · General, SacRT in Community

SacRT is currently seeking comments on potential service changes for next year, including:

- Bus service between Davis and the UC Davis Medical Center (UCDMC) in Sacramento
- Bus service to Sacramento International Airport
- Other miscellaneous changes for April 2020

As part of SacRT’s major service change process, the following draft reports are available for public review and comment:

1. Title VI equity analysis of Causeway Connection (UCDMC) service
2. Title VI equity analysis of Service Changes for April 2020 (including Airport bus)
3. Detailed Service Plan for April 2020

SacRT invites the public to review these reports and provide comments. The Title VI analyses assess any potential impacts on minority and low-income populations resulting from the proposed service changes, in accordance with the Civil Rights Act of 1964.

Revised versions of these three documents will be presented to the SacRT Board of Directors for approval on November 18, 2019, along with any comments received on or before November 12, 2019. Members of the public may also attend the Board meeting to make comments in person.

Please address comments to:


SacRT Planning Dept  
Attn: James Drake  
P.O. Box 2110  
Sacramento, CA 95812-2110

Phone:  
SacRT Customer Advocacy Dept  
(916) 557-4545  
TDD: (916) 483-HEAR (4327)

Email:  
[customeradvocacy@sacrt.com](mailto:customeradvocacy@sacrt.com)

**Email Blast  
Sent 10/14/19**

Sacramento



**Regional  
Transit**

**SacRT Seeking Comments on  
Potential Service Changes**

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Email:  
[customeradvocacy@sacrt.com](mailto:customeradvocacy@sacrt.com)

## Public Comments Updated 11/12/19

Feedback ID	Date Received	First Name	Last Name	Comment	Response
79135	10/14/19	Richard	Mendes	<p>Please Forward This E-Mail To The Planning Department, Thank You! Dear Sirs: On October 27, 2019, Regional Transit (RT) will make routing changes to Lines 38 &amp; 82, as a retired RT Transportation Service Planner from a planning well as from operational standpoint I applaud them though couldn't find background information regarding why they were made on the sacrt.com website. Line 38 currently provides Mercy General Hospital at J &amp; 39th Streets with 15 minute weekday, 30 weekend &amp; holiday service, this will be cut in half unfortunately. Rerouting the line ala the original SacRT Forward revised proposal via 29th &amp; 30th Streets past the 29th Street LRT Station provides better transfer access to Lines 67 &amp; 68 well as direct access to/from downtown Sacramento to businesses along these streets. Am surmising these well as other factors were considered in making the change though it's sad Mercy General is losing frequent (i.e. 15 minute) weekday bus service for the first time since it opened in 1925. Rerouting Line 82 via Mission &amp; Engle will serve Digital Dental, Hopewell CPR Training, Mission Carmichael Health Care Center, Atkinson Academy, am surmising this was considered in making the change though be prepared for complaints about RT buses operating on Engle Road 7 days/week from residents adjacent to it!</p>	<p>Dear Mr. Mendes, Thank you for your comments regarding the proposed service changes for April 2020. The details on Route 38 and 82, as well as others, can be found on our website. Here is a link to the entire proposed service plan:</p> <p><a href="https://www.sacrt.com/apps/wp-content/uploads/Service-Plan-April-2020-Draft-2019-10-14.pdf">https://www.sacrt.com/apps/wp-content/uploads/Service-Plan-April-2020-Draft-2019-10-14.pdf</a></p> <p>This document provides the details and considerations for the proposed changes. Pages 1-2, 6, and 16-17 are specific to Routes 38 and 82.</p> <p>Thank you again for sending us your comments. We value your thoughts and observations. Your remarks will be documented in the final report, which will be presented to the Board of Directors at the meeting on November 18, 2019.</p>
79183	10/15/19	Kevin	Meehan	<p>To whom It May Concern: I am excited to hear of plans to begin a bus service to the Sacramento Airport nest year. While I am neither poor nor a minority, my interest is in lessening my carbon footprint as well as reducing stress commuting to the airport and saving some money by not having to leave my vehicle for an extended period in the economy lot. With a growing population, cutting down on vehicular traffic and vehicles in general sound like a great plan. Thank you for continuing to look for ways to improve your service to the community.</p>	<p>Dear Kevin, Thank you for your comments regarding the proposed service changes for April 2020, specifically the addition of Route 142 to the Airport. SacRT is committed to environmentally sensitive services and practices, as well as placing customers first by providing quality transit services.</p> <p>We value your comments, and they will be included in the final report which will be presented to the Board of Directors at the meeting on November 18, 2019.</p>
79185	10/15/19	Dale	Doty	<p>Hello, I'd like to offer the following comments about the proposed service changes for April 2020:</p> <ol style="list-style-type: none"> <li>1. I think the new Airport Bus route is a great idea and I'm all for it.</li> <li>2. I ride route 109 to work every day and those buses are almost always full and often have people standing. It only runs twice in the morning and twice in the evening so I'd highly recommend adding at least one more run each way.</li> </ol>	<p>Dear Mr. Doty, Thank you for sending your comments about the proposed service changes. SacRT will include your comments in the final report which will be presented to the Board of Directors at the meeting on November 18, 2019.</p> <p>We value your opinion, and thanks again for communicating your thoughts with us.</p>

79190	10/15/19	Martha	Goff	<p>RT to airport: yes please! Bus between UCDMC and UCD: will be a huge help to UCD students living in Sacramento</p> <p>Thanks so much for considering our comments</p>	<p>Dear Ms. Goff, Thank you for sending your comments about the proposed service changes for April 2020, and the upcoming, jointly operated UCDMC fixed-route bus service, known as the Causeway Connection".</p> <p>SacRT will include your comments in the final report which will be presented to the Board of Directors at the meeting on November 18, 2019.</p> <p>We value your opinion, and thanks again for communicating your thoughts about the proposed changes and new service.</p>
TBD	10/15/19	Mike	Barnbaum	(see attached)	<p>Dear Mike, Thank you for sending your comments regarding the proposed service changes for April 2020. They will be included in the final report that will be presented to the Board of Directors at the meeting on November 18, 2019.</p> <p>We value your opinion, and thanks again for sending along your thoughtful analysis.</p>
80130	11/7/19	Ansel	Lundberg	<p>Greetings,I am contacting SacRT to comment on the draft report "Detailed Service Plan for April 2020." I am supportive of restoring 30-minute Saturday headways on the 30 route in East Sacramento. I am a semi-regular rider of the 30 bus from my home in East Sacramento to businesses in midtown and downtown. I am also supportive of the proposed 142 bus for airport service. I am looking forward to having 30 minute headways to SMF when combined with Yolobus' service. Thank you for proposing this and I look forward to utilizing it. I anticipate ridership to be significant simply due to increased headways, as well as later pickup times from the airport than Yolobus.</p>	<p>On behalf of SacRT, thank you for commenting on the potential service changes. All of the comments we receive will be carefully reviewed and considered by our Planning staff. Comments will also be presented to the Board of Directors for their consideration, as well.</p> <p>Our mission is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities.</p>
80156	11/7/19	Michael	Kerins	<p>Hello, I have been a commuter on the 30 bus for 14 years (5 days a week, both directions). The initial change in September 2019 that added the 38 bus to most of the route seemed to work reasonably well, since it still provided service to/from East Sacramento - Downtown every 15 minutes (or so). However the most recent rerouting of the 38 bus has meant that the 30 bus service for most of East Sacramento has been cut to once every 30 minutes. This is simply not adequate to meet the demands of commuters like myself who hold state jobs and need to be to work on time. For example, if one driver called in sick and one bus had to be skipped as a result, the wait time on this heavily-used route could be one hour. Also, since the 30 bus is only running every 30 minutes, the drivers are not able to maintain their schedule times, due to having to pick up many more passengers along the way. I can</p>	<p>On behalf of SacRT, thank you for commenting on the potential service changes. All of the comments we receive will be carefully reviewed and considered by our Planning staff. Comments will also be presented to the Board of Directors for their consideration, as well.</p> <p>Our mission is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities.</p>

				<p>understand if the service on the 30 bus needs to be reduced to 30 minutes during off-peak hours, but during peak commute hours (6:30-8:30 a.m. and 4:00-6:00 p.m.) the 30 route needs to have busses running every 15 minutes in order to make it a viable commute option.</p>	
80157	11/7/19	Stephanie	Alstrom	<p>Hello, I catch the Bus 30 at Alhambra &amp; K (stop# 1705) every weekday morning. It's supposed to be at the 29th &amp; L Stop by 8:08 am and didn't get to Alhambra &amp; K until 8:15 this morning, which made me late to work. When RT changed all of the routes effective September 8th, the website stated that service down J &amp; L Streets (to Sac Valley Station) would remain every 15 minutes because the Bus 38 route was changed to go down J Street as well. Since RT took the Bus 38 off J Street on October 27th, there is no longer service every 15 minutes until you get to L Street. So, the Bus 30 is catching ALL of the J Street people, the buses are PACKED and we're now always late. Today, the 38 ended up right in front of us. How is that helpful? There is clearly a need for every 15 minute service from Sac State to downtown between 7-9am so can RT re-implement what has ALWAYS worked in the past? The Bus 30 needs to run every 15 minutes! I understand switching to 30 minute intervals during non-peak hours, but geez, with all of the changes RT has made since September (I've already complained about not having a bus stop between 9th &amp; L &amp; 7th &amp; I Streets), I'm considering other ways to get to work (Lyft, Gig or driving my own car) rather than taking RT. This is sad considering I've been using RT since 2000. Please do something, RT.</p>	<p>On behalf of SacRT, thank you for commenting on the potential service changes. All of the comments we receive will be carefully reviewed and considered by our Planning staff. Comments will also be presented to the Board of Directors for their consideration, as well.</p> <p>Our mission is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities.</p>
80192	11/8/19	Bill	Dean	<p>SacRT, I am glad to see that the proposed service changes include keeping Line 82 running on Mission Avenue. This is a great help to my wife - who takes Line 82 to American River College - and to me - who rides Line 82 to transfer to another bus that goes downtown. For a while we had to go to Consetta to catch the bus and we did not appreciate that. So we are glad to see that RT intends to declare the detour to become the official route.</p> <p>Meanwhile, the plan suggests that in the future Line 82 might turn at Whitney and Walnut, thus not going down Mission Avenue. We could live with that if Line 82 has a stop at Mission Avenue.</p>	<p>On behalf of SacRT, thank you for commenting on the potential service changes. All of the comments we receive will be carefully reviewed and considered by our Planning staff. Comments will also be presented to the Board of Directors for their consideration, as well.</p> <p>Our mission is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities.</p>
80213	11/11/19	Marc	Barman	<p>THANK YOU SO MUCH for routing the 82 bus down Walnut Ave. It's saving me a 1-mile walk and taking 20 minutes off of my commute time every time I use it!</p>	<p>On behalf of SacRT, thank you for commenting on the potential service changes. All of the comments we receive will be carefully reviewed and considered by our Planning staff. Comments will also be presented to the Board of Directors for their consideration, as well.</p> <p>Our mission is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that</p>



					links people to resources and opportunities.
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**Public Comments  
Updated 10/23/19**

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**From:** Mike Barnbaum <mike\_barnbaum@comcast.net>  
**To:** James Drake <jdrake@sacrt.com>, James Boyle <jboyle@sacrt.com>, James Co...  
**Date:** 10/15/2019 9:17 PM  
**Subject:** Analysis Comments on Potential April 2020 Service Changes & Unmet Transit Needs  
**Cc:** Patrick & Sinead Kennedy <SupervisorKennedy@saccounty.net>, Phil Serna <...>

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Greetings Transit Staff and Stakeholders/Advocates:

At 5:30pm on Monday, November 18th, in the Auditorium of the Sacramento Regional Transit District located at 1400 29th Street at N Street in Sacramento, California, the Board of Directors of the Sacramento Regional Transit District will be considering both minor and major service changes that would, if enacted, become effective on Sunday, April 5, 2020. Although the deadline for submitting written comments and analysis has been set forth by the Sacramento Regional Transit District to occur on Tuesday, November 12th, this particular comment/analysis report is being developed and written on Tuesday evening, October 15th so as to be prompt, not procrastinate, and provide this to the Sacramento Area Council of Governments for the purpose of immediately identifying unmet transit needs and identifying regional mobility improvements throughout the 6-County/22-City Sacramento Region in wake of both notice of potential service changes published on <http://www.sacrt.com/> as well as <http://www.sacog.org/> noticing five separate unmet transit needs hearings starting on Monday, October 28th, and concluding on Wednesday, November 6th in preparation (the sooner the better) for the 5:30pm public hearing at Sacramento Regional Transit District Headquarters Building on Monday, November 18, 2019.

**Service Analysis (based on "Draft" October 14, 2019 Report)**

**Route 21:** Staff is proposing to restore a southbound weekday trip from Sunrise Mall Transit Center to Mather Field/Mills Station beginning at 5:41am. This trip was eliminated upon the implementation of "SacRT Forward" back on Sunday, September 8th. Unfortunately, restoring this trip, based on staff recommendation, would cut off the ability for riders North of Sunrise Mall to the Louis/Orlando Transit Center to successfully ride this trip up to the Mather Field/Mills Station. Through further analysis, it is specifically being recommended here, through this electronic communication, to restore this weekday trip beginning at the Louis/Orlando Transit Center, with a trip start time of 5:25am. This trip start time would allow for travel time to achieve an arrival/departure on Arcadia Drive at Greenback Lane at 5:41am. Restoring this trip from the Louis/Orlando Transit Center at 5:25am would allow for the route to operate the trip the entire length of the route, and not short-change any population along any



**Public Comments**  
**Updated 10/23/19**

portion or segment of the route.

**Route 142 Sacramento International Airport:** After further analysis, schedule, and routing, staff has done an excellent job identifying a major unmet transit need in the Sacramento Region. With the staff job well done on route alignment, schedule, and span of service hours, this route needs resounding unanimous approval from everybody in attendance at the 5:30pm meeting on Monday, November 18th. The only outstanding issue, and albeit it is a minor change only, is the staff choice of route number. With the implementation of “SacRT Forward” back on Sunday, September 8th, a numbering system for all SacRTD Bus Routes was established and was approved to be clear district policy that put “customers first” by eliminating any confusion. Routes numbered 1 through 99 were established as regular bus routes that always operated 7 days a week. Routes numbered 100 through 199 were established as weekday peak hour only routes, while routes numbered 200 through 299 were established as school trippers that operated on school days only and were available to help alleviate overcrowding on regular bus routes throughout the academic year. With further analysis, utilizing “142” as the route number for this long awaited service might have symmetry with regards to the existing YoloBus Routes 42A & 42B, but will also create confusion amongst existing and potential SacRTD riders thinking that a triple-digit route number between 100 and 199 (in this case 142) is operating only during weekday peak hours only. This was the first impression initially, and prior to reading the full description of the change entirely that, based on route number alone, and not yet reading anything else, that this was going to be just a weekday peak hours only route. After reading the full route description and taking in all the details about route alignment, operating hours, frequency, cost to provide the service, and how service would compliment existing YoloBus service, it can easily be determined that this potential route does not fall into the category of being a weekday peak hours only route, and therefore using/picking “142” as the new route number is the only thing that needs to be and must be revisited prior to the formal November 18th issue paper being released and being made publicly available. It is being recommended, with some flexibility, that staff use a number between 1 and 99, and obviously a number in that range that is not already being used.

**Additional recommendations for April 5, 2020 Implementation**

Although only the above covered the recommendations in the October 14th draft report online at <http://www.sacrt.com/> - other recommendations are now being made to reduce/eliminate confusion, resolve unmet transit needs, improve regional mobility, and to offer up a minor, but important light rail service expansion.

**Route 23:** Reroute off Greenback Lane between San Juan Avenue and Arcadia Drive to reduce/eliminate redundancy with existing Route 1. Route would operate from the Arden/Del Paso Station along the existing route to San Juan Avenue and Greenback Lane. From San Juan Avenue at Greenback Lane, route would be realigned to operate via San Juan Avenue, continuing straight onto Sylvan Road, which then becomes Auburn Boulevard at the famous “Sylvan Corners” intersection. Route would then terminate at the Louis/Orlando Transit Center and allow riders along the route a 1-seat ride ability to connect to Roseville Transit and Placer County Transit, along with other existing Sacramento Regional Transit Routes 21, 25, 93, and 193. No change to frequency, days, or span of service hours would be proposed at this time. This proposed change would



**Public Comments  
Updated 10/23/19**

affect more than 15 percent of revenue miles and are thus considered major service changes, requiring Board approval.

**Route 13**  
**Natomas/SMF Airport**

**Description:** Split Route 13 into two routes at Arden/Del Paso Light Rail Station. Service to Natomas and a service extension to Sacramento International Airport from El Centro Road at Del Paso Road via Bayou Way from Del Paso Road and Airport Boulevard from Bayou Way to Sacramento International Airport would remain Route 13. Service east of the Arden/Del Paso Light Rail Station along Arden Way to Arden Fair Mall, Kaiser Hospital on Morse Avenue at Cottage Way, and the existing eastern route terminus on Butano Drive and El Camino Avenue at Country Club Plaza would become Route 22.

**Discussion:** Under “SacRT Forward” Route 13 and Route 22 was consolidated into one route, the new Route 13, which operates seven days a week, mainly with 45-minute frequency on all days.

The proposed change would not alter the level of service for either route, the number of trips, start and end times, or coverage of any bus stops; it would merely split the current Route 13 into two routes, (Route 13 and Route 22) primarily for the sake of reducing and/or eliminating customer confusion. “Customers First!”

The main issue with the existing setup that was put into place back on Sunday, September 8, 2019, arises from confusion at the Arden/Del Paso Light Rail Station. Because it is a midpoint for Route 13 and because it is a single direction the bus route(s) face when serving the station with trips traveling in both directions, customers are often confused about “which” Route 13 is stopping at the on-street bus stop that has never had assigned “bus bays” to better identify what is what at this particular station (i.e. the station is served by buses with the same route number [Route 13] but destined for two different locations).

By splitting the route into Route 13 (Natomas/Airport) and Route 22, (Arden Way) wayfinding would be simplified for customers: Route 13 buses would always be bound for Natomas and Sacramento International Airport. Route 22 buses would always be bound for destinations along Arden Way, Kaiser Hospital on Morse at Cottage, and Country Club Plaza on Butano just south of El Camino Avenue.

This change would also promote more efficient and flexible scheduling and operating practices. By having Arden/Del Paso Station the end point of both new routes, operator break time can/would be taken at Arden/Del Paso Light Rail Station rather than at end points of the existing route. As a matter of security under the guidelines of the United States Transportation Security Administration, bus routes and other vehicles are never to be left unattended at anytime. This would therefore prohibit operators from leaving the bus while serving the Sacramento International Airport. As a result of the potential new Route 13, all operator break time would need to occur, out of necessity, at the Arden/Del Paso Light Rail Station. Arden/Del Paso is in general, a better place for the bus to have break time, regardless of route name and/or route number because the break time for the operator and the schedule recovery time for the bus also double as a



**Public Comments  
Updated 10/23/19**

transfer window for customers (i.e. they would allow Route 13/22 customers to make more connecting trains and other buses, (15, 19, 23, 88, 113) and customers from trains and other buses have a better chance to make their Route 13/22 connection).

Over the long run, as schedules change and adjust over the years, having all the buses that serve Arden/Del Paso Station terminate there provides more opportunities to interline bus routes and relieve operators in more flexible and efficient ways.

**Approval Requirements:** Although this would not change the level of service to any of the bus stops on the existing route, but merely add stops, not eliminate stops, and because it would officially restore an old route out of an existing route, and affects more than 15 percent of an existing route, this change would be considered a major change, requiring Board approval.

**Route 22:** New, yet restored route created from part of former Route 13. Route will run from Arden/Del Paso Light Rail Station to Butano Drive at El Camino Avenue - next to Country Club Plaza via Arden Way, Morse Avenue, Cottage Way, Butano Drive, Watt Avenue, and El Camino Avenue to Butano Drive at Country Club Plaza. Days, hours, and number of trips will remain the same as on existing Route 13. Board approval is required. See discussion for Route 13 for more full and complete details.

**Route 25:** Minor extension, requiring Board approval, from Marconi/Arcade Station to Arden/Del Paso Station along Arcade Boulevard and Del Paso Boulevard in North Sacramento. No change is being recommended to days of service, span of service hours, frequency, or the remaining route alignment east and North of the Marconi/Arcade Station at this time.

**Route 99:** If Sacramento Regional Transit District is ultimately successful in operating service between Cosumnes River College Light Rail Station and Transit Center and the cities of Galt and Lodi, then this route would need to be considered to startup turnkey operations and maintenance on Sunday, April 5, 2020 with service operating on all seven days of the week. Customers would then have the ability to transfer to San Joaquin Regional Transit District bus routes at Lodi for trip continuation as far South as the Downtown Stockton Transit Center on East Weber Avenue. The Downtown Stockton Transit Center serves many San Joaquin Regional Transit District bus routes as well as being the Greyhound Stockton Station and the Headquarters Building for the San Joaquin Regional Transit District. Service frequency on "Route 99" should be determined by staff prior to the public hearing issue paper being made publicly available. 30-minute weekday service and 60-minute weekend/holiday service for this potential route would be a recommended good baseline to begin this discussion at.

Respectfully Submitted By:

Mike Barnbaum  
Mobile Phone Number: (916) 390-3989

Sent from my iPad

RESOLUTION NO. 19-11-\_\_\_\_\_

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

November 18, 2019

**APPROVING A TITLE VI SERVICE CHANGE EQUITY ANALYSIS  
AND ADOPTING SERVICE CHANGES FOR APRIL 2020**

WHEREAS, SacRT is considering major service changes, as defined in Resolution 15-12-0137, planned for implementation in April 2020, except as noted; and;

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

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

THAT, the Board of Directors has reviewed and approved the Title VI service change equity analysis set forth in Exhibit A; and

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

THAT, the proposed service changes set forth in Exhibit B are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes effective no earlier than January 5, 2020 and no later than December 31, 2020.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

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

**Exhibit A**  
**Title VI Analysis**



Title VI Service Change Equity Analysis  
for April 2020 Service Changes

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FINAL

November 18, 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. Potential Impacts..... 7

**FIGURES**

1. Proposed Changes..... 1  
2. Existing SacRT Demographics..... 4  
3. Minority Population Density ..... 5  
4. Low-Income Population Density ..... 6  
5. Title VI Requirements by Route ..... 7  
6. Route 30 Weekend Demographics..... 8

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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 service changes planned for April 2020.<sup>1</sup>

## 2. Project Description

SacRT is planning for several service changes on a variety of routes, as summarized in Figure 1. Changes marked as “Major” require a Title VI analysis, a 30-day public review, and Board approval.<sup>2</sup> Changes that are not designated as “Major” do not require public review, but have included in the list for informational purposes.

**Figure 1  
Proposed Changes**

<b>Route</b>	<b>Major</b>	<b>Description</b>
11 Natomas/ City College	No	Schedule adjustments for reliability.
21 Sunrise	No	On weekdays, add a southbound trip beginning at Sunrise Mall at 5:41 am.
30 J/L Streets	Yes	Restore Saturday headways to every 30 minutes.
38 Tahoe Park	Yes	Reroute to 29th/30th Streets, T St, and Stockton Blvd (from J/L Street to 39th St.) Adjust schedules to balance passenger loads with Route 30.
51X Golden 1	No <sup>3</sup>	Route 51X will cease to be an everyday weekday route and will run only on days of major events at the Golden 1 Center.

<sup>1</sup> SacRT’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> Creation or elimination of routes or changes to 15 percent or more of a route are generally the threshold for a service change being considered “major.” See Resolution No. 13-08-0125 for details.

<sup>3</sup> Route 51X is special event service (for the Golden 1 Center). Creation, elimination, or changes to special event service are not considered major service changes.

**Figure 1, cont.  
Proposed Changes**

<b>Route</b>	<b>Major</b>	<b>Description</b>
56 Meadowview	No	Schedule adjustments for reliability.
68 Oak Park	No	Reroute to Steiner Drive, Sky Parkway, and 65th Street (along prior Route 68 alignment) from 47th Ave to Stockton Blvd. Reroute to Chandler Drive and Lindale Drive from Stockton Blvd to Palmer House Rd.
75 Rancho Cordova	Yes	Split route into two routes at Mather Field/Mills station. Service to Mather and Kaiser will remain Route 75. Service to/from Butterfield Station will become Route 78.
78 Butterfield Shuttle	Yes	New route created from part of former Route 75. Route will run from Mather Field/Mills station to Butterfield station via Folsom Blvd. Days, hours, and number of trips will remain the same as on existing Route 75.
82 Northrop/ Morse	No	Reroute to Mission Ave and Engle Road from Whitney Ave to Walnut Ave.
93 Hillsdale	No	Reroute to Diablo Dr from Andrea Blvd to Roseville Road.
142 Airport	Yes	New service from Downtown Sacramento to Sacramento International Airport via I-5 from approximately 3:25 am to 11:35 pm, seven days a week. One SacRT bus per hour will run in each direction, in between existing Yolobus service, for two total buses per hour on 30-minute headways. During morning and afternoon peaks, SacRT will run two buses per hour, for three total buses per hour on 20-minute headways. <b>The start date for this service is contingent upon vehicle availability, but may be as early as January 2020.</b>

### 3. Title VI Requirements

Under SacRT's major service change policy, initiation of major service changes requires a Title VI service change equity analysis. 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. In accordance with these requirements, a draft version of this report was made available for public review on October 14, 2019.



#### 4. Existing Conditions

Based on Census data, the SacRT service area is 53.2 percent minority<sup>4</sup> and 20.1 percent low-income.<sup>5</sup> 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.<sup>6</sup> 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**

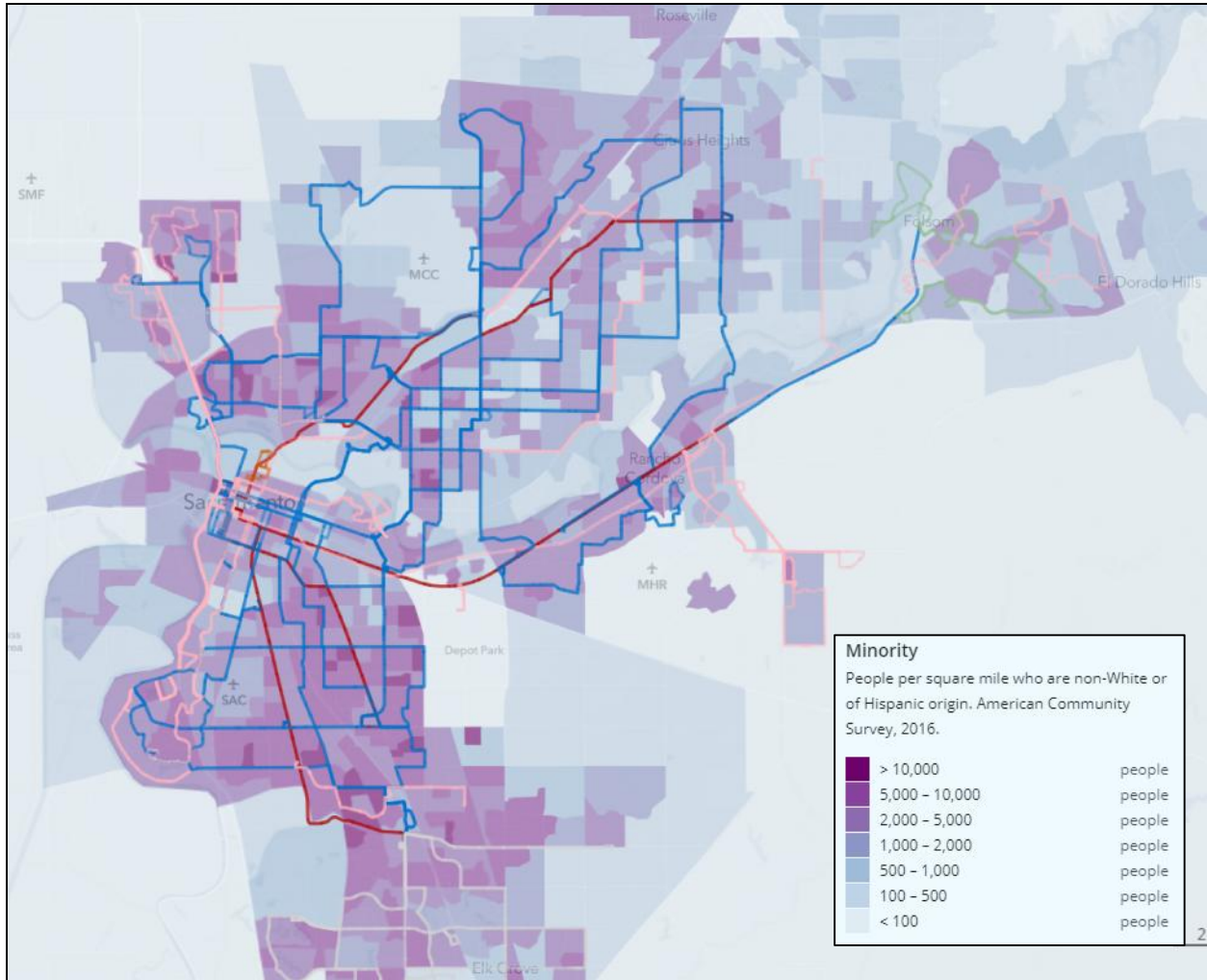
	Service Area	Actual Customers (Post SacRT Forward)
Minority	53.2%	72.3%
Low-Income	20.1%	55.8%

<sup>4</sup> 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 the purpose of this analysis, SacRT 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.

<sup>6</sup> 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.

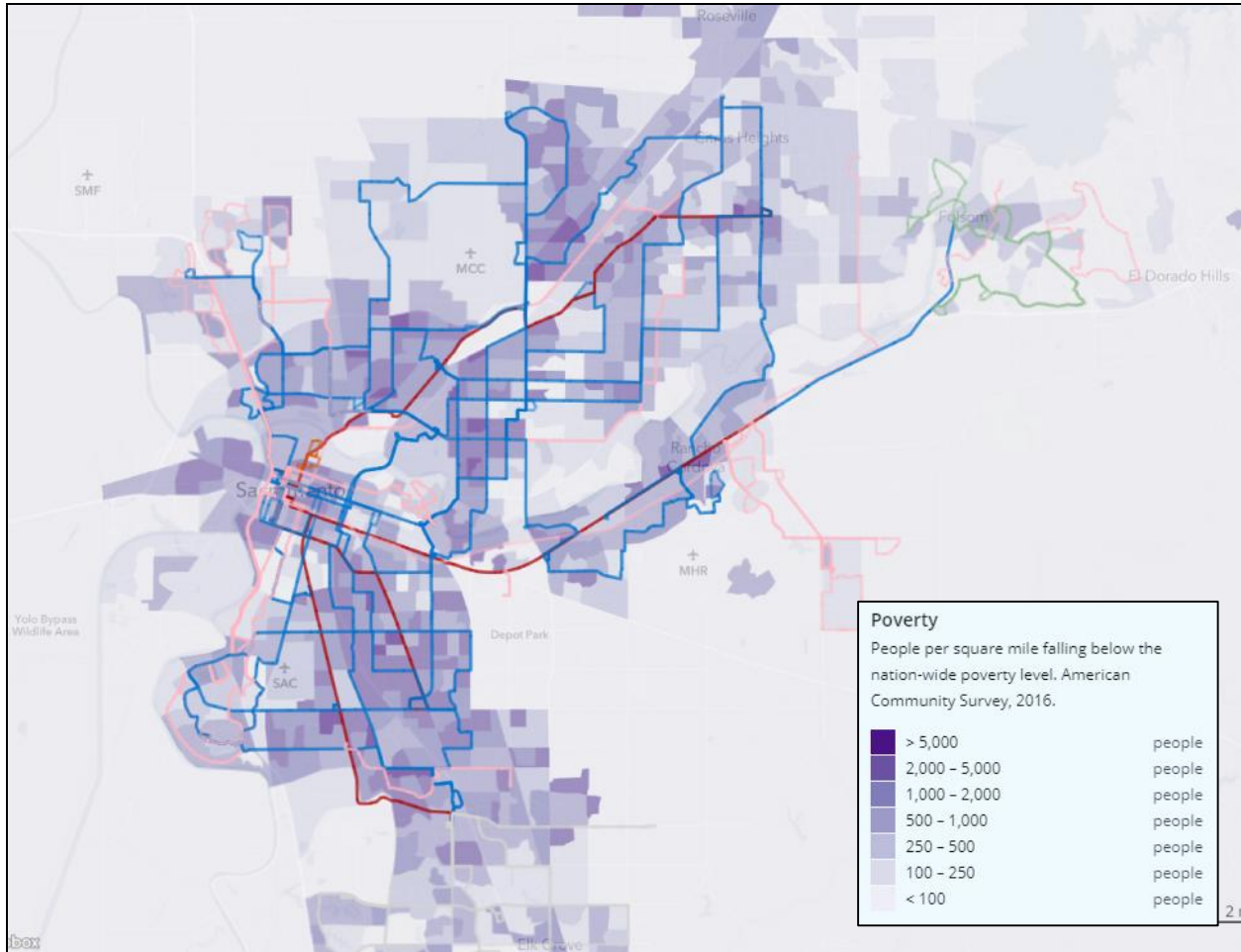
**Figure 3**  
**Minority Population Density**



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. Potential Impacts

Of the twelve changes listed in Figure 1, only five are considered major service changes. Of those five, only two have measureable changes in level of service. The other four technically meet the definition of a major service change, but do not actually have any measureable impacts.

**Figure 5**  
**Title VI Requirements by Route**

Route	Major Change	Net Change in Revenue Miles	Analysis Required
11	No	No	No
21	No	<b>Yes</b>	No
<b>30</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
38	<b>Yes</b>	No	No
51X	No	<b>Yes</b>	No
56	No	No	No
68	No	No	No
75	<b>Yes</b>	No	No
78	<b>Yes</b>	No	No
82	No	No	No
93	No	No	No
<b>142</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

The changes to Routes 38 are cost-neutral realignments of the routes from one street to different nearby streets. No other changes are being proposed to the level of service itself. While the ridership may differ slightly as a consequence of operating on a different street, the precision of passenger survey data and Census Bureau data is not sufficient to make a determination.

Route 75 is merely being split into two routes (with the new route being Route 78), with no changes to the number of trips, stops, hours, or frequency of service on either of the resulting two routes, so while it technically meets the definition of a major service change, in substance there will not be any Title VI ramifications.

Based on the discussion above, the changes proposed to Route 30 and the creation of Route 142 are the only two changes with potential Title VI consequences.

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Route 30 – Ridership on Route 30 on weekends is 59.3 percent minority and 60.0 percent low-income. The percent minority is lower than the SacRT systemwide average, but does not exceed the 15 percent threshold of statistical significance. The percent low-income exceeds the SacRT systemwide average. *Therefore, there would not be any disparate impacts on minority populations nor any disproportionate burdens on low-income populations from the proposed changes to Route 30.*

**Figure 6**  
**Route 30 Weekend Demographics**

	Route 30 (Weekends)	SacRT System (Post SacRT Forward)
Minority	59.3%	72.3%
Low-Income	60.0%	55.8%

Route 142 – As an airport service, Route 142 would cater to two primary rider types: (1) airport travelers, and (2) airport employees; however, demographics of the route’s actual ridership are not known. For the purposes of Title VI compliance, SacRT will need to conditionally approve this route as a temporary service, survey the ridership, prepare an equity analysis, and either approve or eliminate the route permanently within one year.

**Exhibit B**  
**Service Plan**

**Service Changes  
For April 5, 2020**

**Exhibit B**

<b>Route</b>	<b>Major</b>	<b>Description</b>	<b>Cost</b>	<b>Ridership</b>	<b>Cost Per Passenger</b>
11 Natomas/ City College	No	Schedule adjustments for reliability.	\$0	0	n/a
21 Sunrise	No	On weekdays, add a southbound trip beginning at Sunrise Mall at 5:41 am.	\$19,624	20 per day 5,000 per year	\$3.92
30 J/L Streets	Yes	Restore Saturday headways to every 30 minutes.	\$45,028	250 per Saturday 13,000 per year	\$3.46
38 Tahoe Park	Yes	Reroute to 29th/30th Streets, T St, and Stockton Blvd (from J/L Street to 39th St.) Adjust schedules to balance passenger loads with Route 30.	\$0	0	n/a
51X Golden 1	No <sup>1</sup>	Route 51X will cease to be an everyday weekday route and will run only on days of major events at the Golden 1 Center.	(\$353,937)	0	n/a
56 Meadowview	No	Schedule adjustments for reliability.	\$0	0	n/a
68 Oak Park	No	Reroute to Steiner Drive, Sky Parkway, and 65th Street (along prior Route 68 alignment) from 47th Ave to Stockton Blvd. Reroute to Chandler Drive and Lindale Drive from Stockton Blvd to Palmer House Rd.	\$0	120 per weekday 30,000 per year	n/a

<sup>1</sup> Route 51X is special event service (for the Golden 1 Center). Creation, elimination, or changes to special event service are not considered major service changes.

**Service Changes  
For April 5, 2020**

**Exhibit B**

<b>Route</b>	<b>Major</b>	<b>Description</b>	<b>Cost</b>	<b>Ridership</b>	<b>Cost Per Passenger</b>
75 Rancho Cordova	Yes	Split route into two routes at Mather Field/Mills station. Service to Mather and Kaiser will remain Route 75. Service to/from Butterfield Station will become Route 78.	\$0	0	n/a
78 Butterfield Shuttle	Yes	New route created from part of former Route 75. Route will run from Mather Field/Mills station to Butterfield station via Folsom Blvd. Days, hours, and number of trips will remain the same as on existing Route 75.	\$0	0	n/a
82 Northrop/ Morse	No	Reroute to Mission Ave and Engle Road from Whitney Ave to Walnut Ave.	\$0	0	n/a
93 Hillsdale	No	Reroute to Diablo Dr from Andrea Blvd to Roseville Road.	\$0	0	n/a
142 Airport	Yes	New service from Downtown Sacramento to Sacramento International Airport via I-5 from approximately 3:25 am to 11:35 pm, seven days a week. One SacRT bus per hour will run in each direction, in between existing Yolobus service, for two total buses per hour on 30-minute headways. During morning and afternoon peaks, SacRT will run two buses per hour, for three total buses per hour on 20-minute headways. <b>The start date for this service is contingent upon vehicle availability, but may be as early as January 2020.</b>	\$1,518,458	127 per day 32,000 per year	\$48.03
		TOTAL	\$1,229,173		

**Route 11**  
**Natomas/City College**

**Description:** Schedule adjustments for reliability.

**Discussion:** Adjustments would be made to the schedule to better reflect actual running times.

**Approval Requirements:** Minor change. No Board approval required.

**Paratransit Impacts:** None.

**Cost:** None.

**Ridership:** No change.

**Route 21  
Sunrise**

**Description:** On weekdays, add a southbound trip beginning at Sunrise Mall at 5:41 am

**Discussion:** In September 2019, as part of SacRT Forward, early morning hours on Route 21 were reduced, due to low ridership and inconsistency with other routes (i.e., Route 21 service began significantly earlier than other major routes). Based upon customer complaints and re-examining ridership on the prior service, staff recommends restoring a trip beginning at Sunrise Mall at 5:41 am.

**Approval Requirements:** Minor change. No Board approval required.

**Paratransit Impacts:** Potential minor/negligible change.

**Cost:** \$19,624 per year

**Ridership:** Staff estimates approximately 20 boardings per day from this change, counting both the riders on the trip itself, plus their return trips later in the day, based on past ridership during this time of day.



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**Route 30**  
**J/L Streets**

**Description:** Restore Saturday headways to every 30 minutes.

**Discussion:** SacRT Forward combined Routes 30 and 38 into a trunk and branch design, with the two routes splitting at Mercy Hospital in East Sacramento, providing 15-minute frequency on the trunk, and 30-minute frequency on the branches in East Sacramento and Tahoe Park. During peak hours, 15-minute frequency was retained on Route 30 to ensure adequate seat and wheelchair capacity.

On weekdays, this restructuring has been cost-neutral and ridership neutral, allowing SacRT to not only save Route 38 (which had been slated for elimination) but actually improve frequency on it, without adding to cost, losing riders on Route 30, or causing capacity problems on Route 30. However, on Saturdays, where frequency on Route 30 dropped from 30 minutes to hourly, ridership has decreased.

Based on the ridership loss on Route 30 on Saturday, and the modest cost to restore headways to every 30 minutes, staff recommends this change.

**Approval Requirements:** This change affects more than 15 percent of revenue miles and is therefore a major change requiring Board approval.

**Paratransit Impacts:** None.

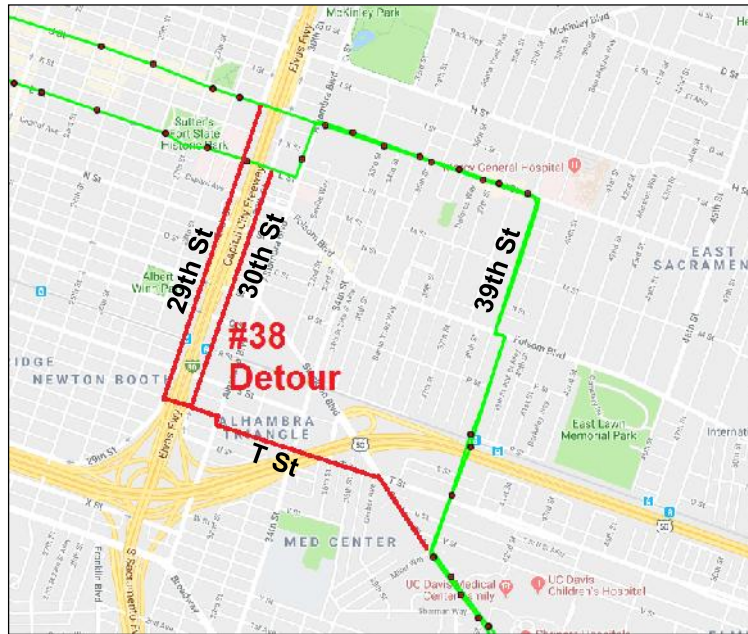
**Cost:** \$45,028 per year

**Ridership:** Staff estimates approximately 250 boardings per day (13,000 per year) from this change, based on past ridership.

**Route 38  
Tahoe Park**

**Description:** Make permanent a detour which will take effect on October 28, 2019, realigning Route 38 from 39th Street to 29th/30 Streets.

**Proposed Change to Route 38**



**Discussion:** Route 38 was restructured with SacRT Forward to run on 39th Street; however, the routing has proven problematic operationally and in terms of neighborhood acceptance, prompting it to be detoured to 29th/30th Streets, effective October 28, 2019, until further notice. This change would make permanent the detour.

**Approval Requirements:** This effects more than 15 percent of revenue miles and is thus a major change requiring Board approval.

**Paratransit Impacts:** None.

**Cost:** None directly; however, staff has been and will need to continue to monitor Route 30 to make sure that there are not capacity problems with Route 38 no longer providing significant coverage into East Sacramento.

**Ridership:** No measureable impacts. The service on 39th St had not been established long enough to build up significant ridership, and also lacked good bus stop coverage. However, staff will need to continue to monitor Route 30.

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**Route 51X  
Golden 1 Shuttle**

**Description:** Route 51X will cease to be an everyday route and will return to running only on evenings of major events at the Golden 1 Center.

**Discussion:** Route 51X provides shuttle service from parking lots under US-50 to the Golden 1 Center and is used primarily by G1 employees. Originally, it operated on event nights only. Earlier in 2019, it was changed to operate every day on weekdays, but only on event nights on weekends. This proposal would reverse that change.

The change to everyday service was made to reduce the day-to-day workload of scheduling it on an ad-hoc basis; however, because Route 51X runs until almost 2:00 am, it requires supervisory staff to work until approximately 2:00 am for just one route, five nights a week. Staff believes it would be better to return to the original arrangement of operating it on event nights only, which would allow supervisory staff to be off closer to midnight, when the remainder of bus service ends, except on the nights of major events, for which there are approximately 85 per year. It will also provide more spare operators on non-event days.

This change would not affect any agreements with the City of Sacramento or the Kings, nor any revenue from those agreements. Route 51X would still be available for Golden 1 employees on major event nights.

**Approval Requirements:** Changes to special event service are considered minor changes and do not require Board approval.

**Paratransit Impacts:** Minor/non-budgeted paratransit savings would accrue from discontinuing Route 51X as an everyday route, because its hours of service run later than any other bus routes in the area.

**Cost:** Total savings of \$353,937 per year.

**Ridership:** Ridership on Route 51X is primarily based around Golden 1 Center events, for which Route 51X would still operate, so any ridership loss from this change should be negligible and/or picked up by other nearby routes.

**Route 56**  
**Meadowview**

**Description:** Schedule adjustments for reliability.

**Discussion:** Routing adjustments to Route 56 were made in September 2019 to improve coverage of the Parkway neighborhood in South Sacramento; however, the new alignment has proven to be a few minutes slower. The schedule will be adjusted to account for slightly longer running times.

**Approval Requirements:** Schedule adjustments are minor changes that do not require Board approval.

**Paratransit Impacts:** None.

**Cost:** No fiscal impacts are expected for these changes.

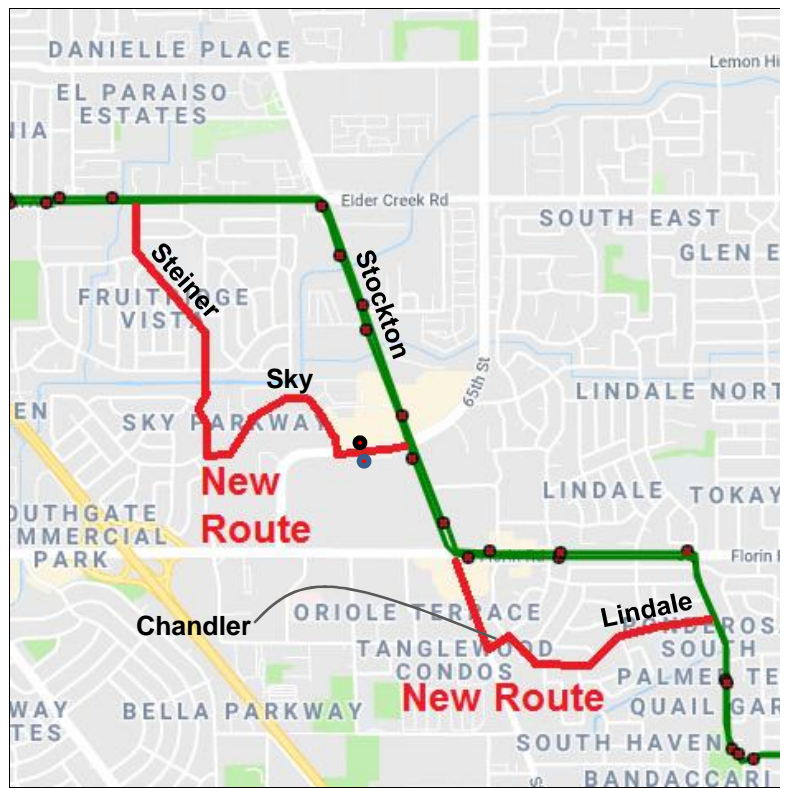
**Ridership:** No changes.

**Route 68  
Oak Park**

**Update:** The changes described below were originally forecast to be cost-neutral; however, the additional running time is now expected to be significant enough to require an additional afternoon bus and approximately \$225,000 in annual operating costs. This proposal has therefore been withdrawn from consideration, but is described below for informational purposes, for potential future funding.

**Description:** Reroute to Steiner Drive, Sky Parkway, and 65th Street (along prior Route 68 alignment) from 47th Ave to Stockton Blvd. Reroute to Chandler Drive and Lindale Drive from Stockton Blvd to Palmer House Rd.

**Proposed Changes to Route 68**



**Discussion:** Under SacRT Forward, Route 68 was extended from Florin Towne Centre to Cosumnes River College, partially combining it with former Route 55. The new route was streamlined to stay on straighter, more direct, higher speed arterial streets (Elder Creek Rd, Stockton Blvd, and Florin Rd).

From the time of adoption in February 2019 through implementation in September 2019, staff worked to locate and construct bus stops at an appropriate spacing (typically



around 0.2 miles between stops); however, issues with the existing infrastructure proved unamenable to a fast or inexpensive solution.

On 47th Ave/Elder Creek Rd, no eastbound bus stop is currently available from 47th St to Stockton Blvd, a distance of 0.8 miles, part of which has no sidewalks. Bus stops cannot be constructed east of Steiner Way under the current roadway configuration due to the presence of frontage roads, which make it impossible to construct a passenger landing with the required 8-foot depth for compliance with the Americans With Disabilities Act (ADA). West of Steiner Way, construction of a bus stop would require, at a minimum, acquiring property from a private homeowner and demolishing and rebuilding the fence at a greater setback.

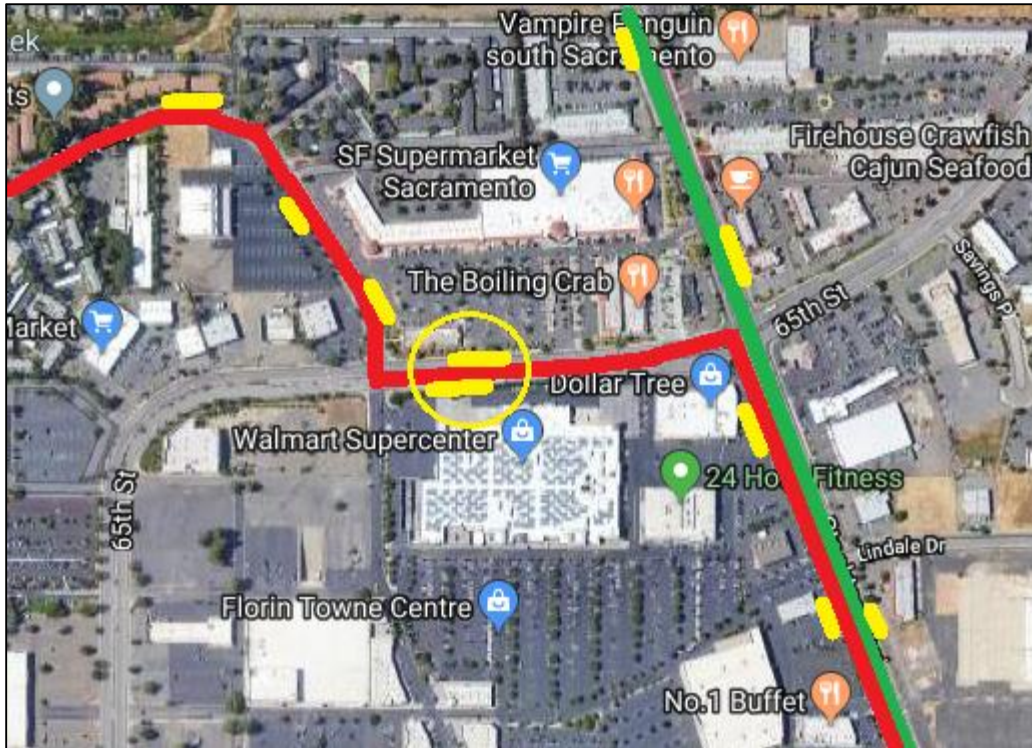
Relocating this part of the route from 47th Ave to Steiner Way would make use of old bus stops from the former route, providing needed coverage to the neighborhood. Although running times will be longer using Steiner Way and other neighborhood streets, staff has assessed existing performance of Route 68 and believes the additional running time will not be unduly harmful to schedule reliability, and will be a worthwhile tradeoff, especially to recapture ridership from many of the apartments along Sky Parkway, which currently have a fairly long walk distance.

**47th Ave/Elder Creek Rd  
At Steiner Way**



The changes will also restore a same-stop transfer between Route 68 and other buses serving Florin Towne Centre (e.g., Routes 51, 61, and 81). Under the SacRT Forward alignment, customers transferring to/from Route 68 have to walk up to 1,300 feet and make up to two crossings of Stockton Blvd and/or 65th St, to stops located on Stockton Blvd which are not within a line of sight from the Florin Towne Centre terminal.

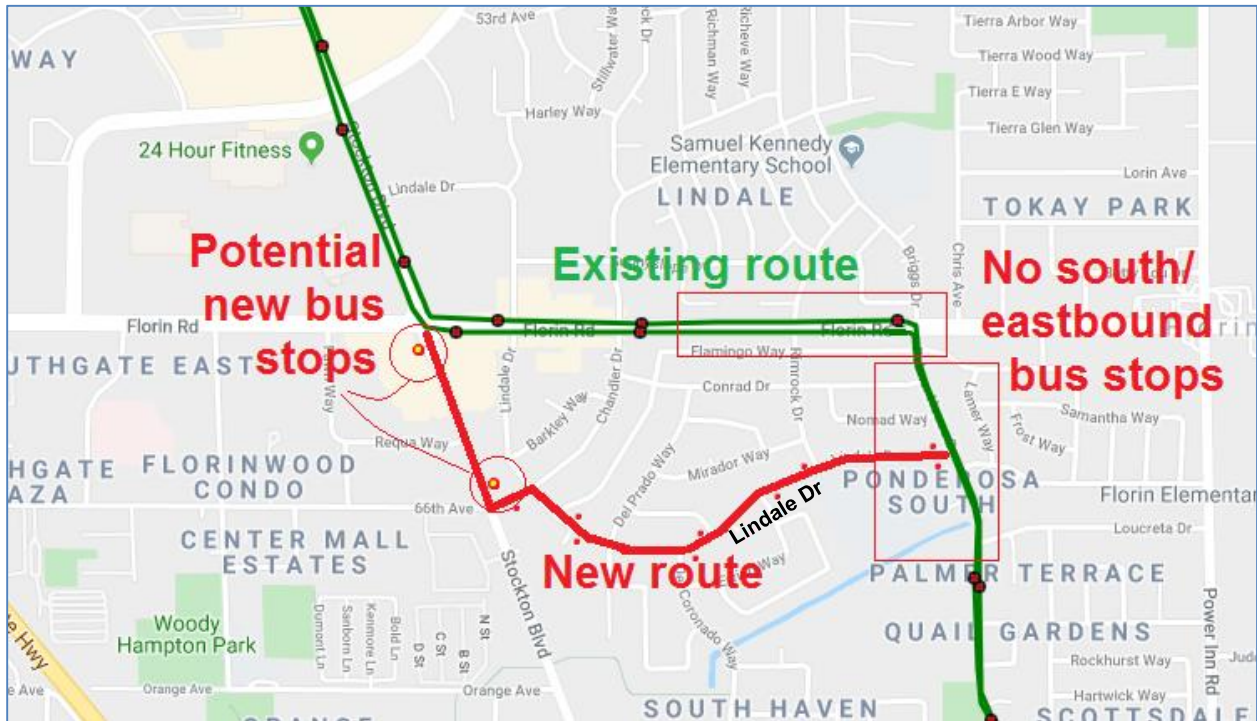
**Florin Towne Centre Bus Terminal and Vicinity**



Realigning Route 68 from Stockton Blvd (green line) to the Florin Towne Centre terminal (along the red line) would allow easier transfers to/from Routes 51, 61, and 81, which also stop there.

Route 68 would also be realigned to Chandler Dr and Lindale Dr from Stockton Blvd to Palmer House Dr, restoring part of the former Route 55 alignment. This will improve coverage to the Lindale/Scottsdale neighborhood by making use of old bus stops on Lindale Dr. Coverage problems resulted from the new route due to the inability of locating a bus stop on eastbound Florin Rd at Palmer House Dr or alternative stops on Palmer House Dr, north of Lindale Dr. It will also provide slightly better coverage of the Southgate Library neighborhood. Staff is and will need to pursue bus stops on southbound Stockton Blvd, south of Florin Rd, and on northbound Stockton Blvd, north of Chandler Dr; however, even without these stops, this routing will still provide better coverage than the existing alignment.

Route 68 Realignment to Lindale Dr



Although the existing SacRT Forward alignments are theoretically superior, due to use of major arterial streets, staff believes that the gaps in bus stops under the existing alignments are significant enough that reversion to use of the prior, more circuitous routes will be superior at this time, until more adequate bus stops and connecting pedestrian amenities can be constructed.

**Approval Requirements:** The proposed changes to Route 68 would affect more than 15 percent of revenue miles and are thus considered major changes, requiring Board approval.

**Paratransit Impacts:** None.

**Cost:** These changes were originally expected to be cost-neutral, but are now estimated to trigger an additional afternoon vehicle requirement, costing approximately \$225,000 annually. They have therefore been withdrawn from current consideration.

**Ridership:** An estimated 120 boardings per weekday (30,000 per year) would result from this change, as well as additional weekend boardings.



**Route 75  
Rancho Cordova**

**Description:** Split Route 75 into two routes at Mather Field/Mills station. Service to Mather and Kaiser would remain Route 75. Service to/from Butterfield Station would become Route 78.

**Proposed Split of Route 75**



**Discussion:** Under SacRT Forward, several Rancho Cordova routes were consolidated into one route, the new Route 75, which runs seven days a week, with 30 minute frequency on weekdays, from the Butterfield light rail station, to Mather light rail station, with service continuing into Mather Business Park and the Data Drive area of Rancho Cordova.

The proposed change would not alter the level of service, number of trips, start and end times, or coverage of any bus stops; it would merely split the current route into two routes, primarily for the sake of reducing customer confusion.

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The main issue with the existing setup arises from confusion at the Mather light rail station. Because it is a midpoint for Route 75 and because it is an off-street bus loop, serving trips in both directions, customers are often confused about “which” Route 75 is stopping at the bus loop (i.e., the station is served by buses with the same route number, but destined for two different locations).

By splitting the route into Route 75 and Route 78, wayfinding would be simplified for customers: Route 75 buses would always be bound for Mather/Kaiser. Route 78 buses would always be bound for Butterfield station and they would board at different bus bays.

This change would also promote more efficient and flexible scheduling and operating practices. By having Mather station the end point of both new routes, operator break time can/would be taken at Mather, rather than at the current end points (Butterfield or Kaiser). Mather is in general a better place for the bus to have break time, because the break time for the operator and the schedule recovery time for the bus also double as a transfer window for customers (i.e., they allow Route 75/78 customers to make more connecting trains and other buses, and customers from trains and other buses have a better chance to make their Route 75/78 connection).

Over the long run, as schedules change and adjust over the years, having all the buses that serve Mather station terminate there provides more opportunities to interline bus routes and relieve operators in more flexible and efficient ways.

**Approval Requirements:** Although this would not change the level of service to any of the bus stops on the existing route, because it would officially create a new route, and affects more than 15 percent of an existing route, this change would be considered a major change, requiring Board approval.

**Paratransit Impacts:** None.

**Cost:** None.

**Ridership:** No change.

**Route 78**  
**Butterfield Shuttle**

**Description:** New route created from part of former Route 75. Route will run from Mather Field/Mills station to Butterfield station via Folsom Blvd. Days, hours, and number of trips will remain the same as on existing Route 75.

**Discussion:** See discussion for Route 75.

**Approval Requirements:** Board approval is required. See discussion for Route 75.

**Paratransit Impacts:** None.

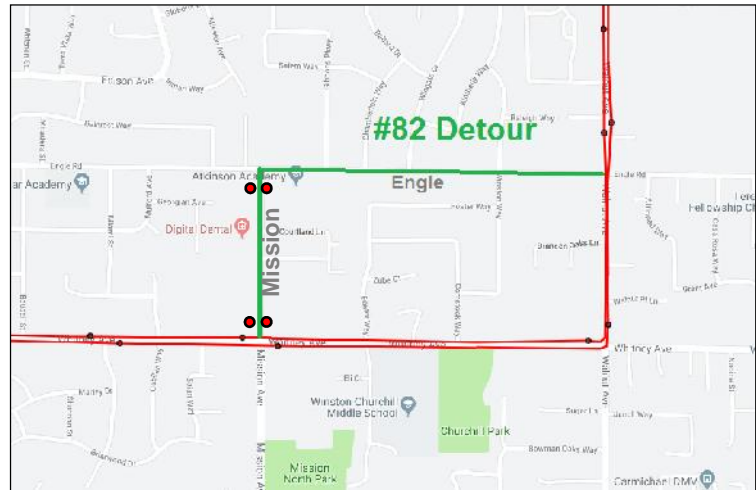
**Cost:** None.

**Ridership:** No change.

**Route 82  
Northrop/Morse**

**Description:** Make permanent the detour to Mission Ave and Engle Road from Whitney Ave to Walnut Ave.

**Proposed Change to Route 82**



**Discussion:** Under SacRT Forward, Route 82 was realigned from a somewhat circuitous route through the American River College area, to a more direct route along Whitney Ave and Walnut Ave; however, several issues emerged post-implementation with respect to bus stops. A detour will be put into effect on October 28, 2019, re-routing the bus to Mission Ave and Engle Rd.

The detour addresses issues related to both student ridership from Churchill Middle School as well as walk distances for visitors of medical offices on Mission Ave near Engle Rd. Under the detour, students would board the afternoon bus on southbound Mission Ave, at a bus stop that had formerly been used for many years without incident and that is approximately 1,000 feet from the school (compared to a 2,000 foot walk to the current nearest stop at Concetta Way). It will also reduce walk distance for visitors of the medical offices from approximately 2,400 feet to less than 100 feet.

The long-term plan for Route 82 remains to operate strictly on Whitney Ave and Walnut Ave; however, two bus stops must first be located, permitted, and constructed (one on westbound Whitney Ave and one near the intersection of Walnut and Whitney) and one other bus stop that has been designed and funded for construction must be completed. The proposed change would make the current detour permanent, until the new bus stops are ready. Making the detour permanent reduces confusion for customers, by putting the detour into official publications, both printed and electronic, including feeds to Google Maps and third party wayfinding apps.

**Approval Requirements:** This is a minor change and does not require Board approval. When the new bus stops are ready, the route can be changed to the long-term Whitney/Walnut alignment administratively as well.

**Paratransit Impacts:** None.

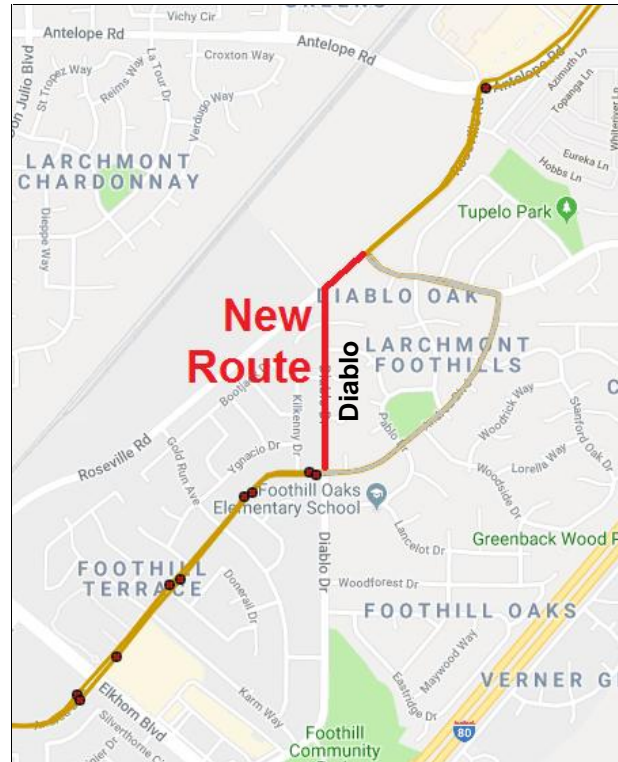
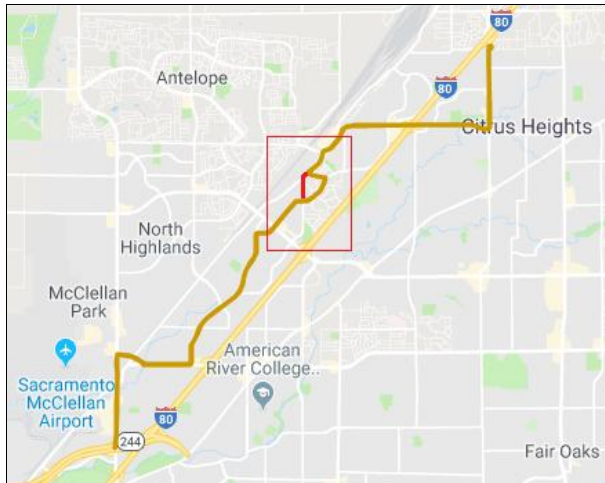
**Cost:** None.

**Ridership:** No change.

**Route 93  
Hillsdale**

**Description:** Reroute to Diablo Dr from Andrea Blvd to Roseville Road.

**Proposed Change to Route 93**



**Discussion:** Under SacRT Forward, Route 93 was realigned to serve more of the Antelope/North Highlands area, primarily via Andrea Blvd. The alignment that was chosen along Andrea Blvd and Tupelo Dr was intended to maximize catchment of the surrounding neighborhood; however, bus stops were unable to be secured east of Diablo Dr. Given this fact, there is no reason not to use a faster/more direct route directly from Andrea Blvd to Roseville Rd via Diablo Dr, as shown.

**Approval Requirements:** This is a minor change that does not require Board approval.

**Paratransit Impacts:** None.

**Cost:** None.

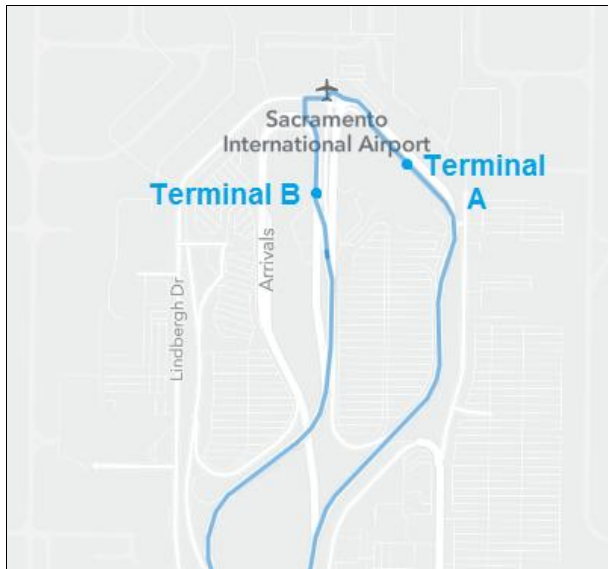
**Ridership:** No changes.



**Route 142  
Airport**

**Description:** New service from Downtown Sacramento to Sacramento International Airport via I-5 from approximately 3:25 am to 11:35 pm, seven days a week. One SacRT bus per hour will run in each direction, in between existing Yolobus service, for two total buses per hour on 30-minute headways. During morning and afternoon peaks, SacRT will run two buses per hour, for three total buses per hour on 20-minute headways. **The start date for this service is contingent upon vehicle availability and operating funds, but may be as early as January 2020.**

**Proposed Stops for Route 142 Airport**



**Discussion:** Running times would be approximately 20 minutes to/from the airport. Downtown routing would be along J St, 15th St, and L St. This would allow the service to share stops with Yolobus, so customers going to the airport could take Route 142 or Yolobus Route 42B, whichever came first.

(Currently, Yolobus stops on Capitol Mall, rather than on L St, west of 9th St, and Yolobus does not operate Route 42 on I St, however, the remainder of the stops would be shared, and Yolobus could also theoretically realign their Capitol Mall buses to L St, following the same change made recently by SacRT.)

SacRT would present customer information on the 142 Airport route on its own web page, in addition to its standard listing among SacRT's other bus routes. Maps and schedules for the 142 Airport bus would include information on Yolobus Route 42 A/B to help make a seamless experience for customers.

**Approval Requirements:** This is a major change requiring Board approval.

**Paratransit Impacts:** Initiation of fixed-route service to the airport would obligate SacRT to also provide complementary ADA paratransit service during the same days and hours. Currently, Paratransit, Inc. provides non-ADA paratransit service to the airport and carries approximately 155 rides per year. Assuming similar ridership and a similar cost per trip, the fiscal impact to SacRT would be approximately \$6,749 annually.

**Example Route 142 Airport Bus**



**Cost:** \$1,524,937 per year. (\$1,518,458 for fixed-route, \$6,479 for paratransit)



**Service Changes  
For April 5, 2020**

**Exhibit B**

**Route 142  
Draft Schedule**

"Y" indicates existing Yolobus service

	Lv L/13th	SMF Term A	SMF Term B	Arv J/8th	Arv L/13th
	3:25a	3:45a	3:47a	4:04a	4:10a
	3:55a	4:15a	4:17a	4:34a	4:40a
	4:25a	4:45a	4:47a	5:04a	5:10a
	4:45a	5:05a	5:07a	5:24a	5:30a
Y	5:05a	5:25a	5:27a		
Y		5:23a	5:25a	5:42a	5:48a
	5:25a	5:45a	5:47a	6:04a	6:10a
	5:45a	6:05a	6:07a	6:24a	6:30a
Y	6:05a	6:25a	6:27a		
Y		6:23a	6:25a	6:42a	6:48a
	6:25a	6:45a	6:47a	7:04a	7:10a
	6:45a	7:05a	7:07a	7:24a	7:30a
Y	7:05a	7:25a	7:27a		
Y		7:23a	7:25a	7:42a	7:48a
	7:25a	7:45a	7:47a	8:04a	8:10a
	7:45a	8:05a	8:07a	8:24a	8:30a
Y	8:05a	8:25a	8:27a		
Y		8:23a	8:25a	8:42a	8:48a
	8:25a	8:45a	8:47a	9:04a	9:10a
	8:45a	9:05a	9:07a	9:24a	9:30a
Y	9:05a	9:25a	9:27a		
Y		9:23a	9:25a	9:42a	9:48a
	9:35a	9:55a	9:57a	10:14a	10:20a
Y	10:05a	10:25a	10:27a		
Y		10:23a	10:25a	10:42a	10:48a
	10:35a	10:55a	10:57a	11:14a	11:20a
Y	11:05a	11:25a	11:27a		
Y		11:23a	11:25a	11:42a	11:48a
	11:35a	11:55a	11:57a	12:14p	12:20p
Y	12:05p	12:25p	12:27p		
Y		12:23p	12:25p	12:42p	12:48p
	12:35p	12:55p	12:57p	1:14p	1:20p

	Lv L/13th	SMF Term A	SMF Term B	Arv J/8th	Arv L/13th
Y	1:05p	1:25p	1:27p		
Y		1:23p	1:25p	1:42p	1:48p
	1:35p	1:55p	1:57p	2:14p	2:20p
Y	2:05p	2:25p	2:27p		
Y		2:23p	2:25p	2:42p	2:48p
	2:35p	2:55p	2:57p	3:14p	3:20p
Y	3:05p	3:25p	3:27p		
Y		3:23p	3:25p	3:42p	3:48p
	3:25p	3:45p	3:47p	4:04p	4:10p
	3:45p	4:05p	4:07p	4:24p	4:30p
Y	4:05p	4:25p	4:27p		
Y		4:23p	4:25p	4:42p	4:48p
	4:25p	4:45p	4:47p	5:04p	5:10p
	4:45p	5:05p	5:07p	5:24p	5:30p
Y	5:05p	5:25p	5:27p		
Y		5:23p	5:25p	5:42p	5:48p
	5:25p	5:45p	5:47p	6:04p	6:10p
	5:45p	6:05p	6:07p	6:24p	6:30p
Y	6:05p	6:25p	6:27p		
Y		6:23p	6:25p	6:42p	6:48p
	6:25p	6:45p	6:47p	7:04p	7:10p
	6:45p	7:05p	7:07p	7:24p	7:30p
Y	7:05p	7:25p	7:27p		
Y		7:23p	7:25p	7:42p	7:48p
	7:25p	7:45p	7:47p	8:04p	8:10p
	7:45p	8:05p	8:07p	8:24p	8:30p
Y	8:05p	8:25p	8:27p		
Y		8:23p	8:25p	8:42p	8:48p
	8:25p	8:45p	8:47p	9:04p	9:10p
	8:45p	9:05p	9:07p	9:24p	9:30p
Y	9:05p	9:25p	9:27p		
Y		9:23p	9:25p	9:42p	9:48p
	9:25p	9:45p	9:47p	10:04p	10:10p
	9:45p	10:05p	10:07p	10:24p	10:30p
Y	10:05p	10:25p	10:27p		
Y		10:23p	10:25p	10:42p	10:48p
	10:25p	10:45p	10:47p	11:04p	11:10p
	10:45p	11:05p	11:07p	11:24p	11:30p
	11:15p	11:35p	11:37p	11:54p	12:00a