



STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR SEPTEMBER 2022 AND FUTURE SERVICE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The recommended action would adopt service changes for September 2022, including:

- Restoration of service on several routes where service was temporarily suspended or reduced in April 2022
- Permanently eliminating several supplemental trips with low ridership that were temporarily suspended in April 2022 (these are not route eliminations, but single trip eliminations on identified routes)
- Conditionally making permanent midday service on Route 177 (Rancho Cordova – Villages/Anatolia) introduced in September 2021, if the City of Rancho Cordova provides written notice prior to May 31, 2022 of its desire to continue the service beyond June 30, 2022.
- Authorizing additional trips on Route 138 (Causeway Connection) pending agreement the operating partner (Yolo County Transportation District)
- Conditionally authorizing a new commuter bus route from Elk Grove (Route E37) pending approval of a cost-sharing agreement with UC Davis Health
- Conditionally authorizing additional weekend service on Route E110 (Elk Grove Local) pending approval of a cost-sharing agreement with Sky River Casino
- Minor increases, adjustments and/or additional trips on several existing SacRT bus routes
- Approving a Title VI service equity analysis of the proposed service changes

FISCAL IMPACT

The proposed changes would increase annual operating cost by approximately \$122,748. For Fiscal Year 2023, additional costs would be approximately \$102,290, based on a

partial year of operation beginning in or around September 2022. See Attachment 1 for details.

For those service expansions conditioned on agreement with another party (UCD Health, Sky River Casino and the City of Rancho Cordova), the intent is that each agreement will provide operating cost recovery for SacRT. The fiscal impacts of each individual agreement will be addressed with the Board at the time the agreement is brought to the Board for approval.

DISCUSSION

SacRT is currently considering several service changes, including the following, which would be implemented in or around September 2022, except as noted:

Service Restorations – Routes 81, 102, 107, 134, 142, and 193 all had partial or entire suspensions of service beginning in April 2022 and approved without a Title VI analysis as temporary changes lasting no more than twelve months. SacRT is proposing to restore these services in Fall 2022.

Permanent Elimination – Routes 23, 82, and 86 had partial service suspensions in April 2022 (individual trips). SacRT is proposing to make these suspensions permanent.

Short-Range Transit Program (SRTP) Implementation – Changes are proposed to Routes 1, 26, 30, 33, 51, 81, 93, and 134 either as prescribed in SacRT's Short Range Transit Plan, or as developed on a standalone basis as a matter of routine system adjustments.

Contract Service – SacRT is proposing new or increased service to four contract services.

The service changes and the basis for Staff's recommendations are described in more detail in Section I of the service plan (Exhibit A) a draft version of which was made available online at sacrt.com during a 30-day public review period beginning March 30, 2022. Equity impacts of the proposed changes are examined in Section II, the Title VI service equity analysis.

Subsidized Service

Proposed changes include changes to several subsidized services, including Routes 138, 177, E110, and a potential new route tentatively numbered E37.

- Route 138 (Causeway Connection) is jointly operated by SacRT and the Yolo County Transportation District and is funded by the University of California, Davis (as well as a federal grant). The Board's action would authorize proposed changes; however, implementation would still require the assent of the Yolo County Transportation District.

- Route 177 (Rancho CordoVan – Villages) is funded by the City of Rancho Cordova and the changes described in the plan have been in effect on a provisional basis since August 30, 2021 via a contract amendment. Approval of the service equity analysis by the SacRT Board is necessary to extend operation of the new service beyond June 30, 2022. The City of Rancho Cordova will also need to provide notice to SacRT prior to May 31, 2022 to continue the service.
- Route E110 is an existing Elk Grove bus route that is proposed for a minor extension but that is also proposed for a significant enhancement, to be funded by Sky River Casino. The Board's action would authorize SacRT to augment service as described in the plan and conditioned upon an agreement with Sky River Casino to fund operations. The agreement with Sky River Casino will be brought to the Board for approval.
- Route E37 (tentative route number) would be a new commuter bus route between Elk Grove and the UC Davis Medical Center, to be funded by UC Davis Health. The Board's action would authorize SacRT to augment service as described in the plan and conditioned upon an agreement with UC Davis Health to fund operations.

Public Review

Staff took public comments by mail, phone, and email and by way of several public meetings, as described and illustrated in Attachment 2. A total of 28 public comments were received and have been included in Attachment 2.

Next Steps

Staff recommends the Board approve the attached resolution, including the service plan and Title VI analysis.

September 2022 Service Changes Fiscal Impact

Route	Description	Revenue Hours Per Year	Budget Impact
1 Greenback	Add 1 trip on Saturday	41	\$5,103
23 El Camino	Permanently eliminate 8 trips	-1,016	-\$124,959
26 Fulton	Add 3 evening trips Monday to Friday	669	\$82,265
30 J Street	Add 1 morning trip and 4 evening trips	889	\$109,340
33 Dos Rios	Minor route adjustment	0	\$0
38 Tahoe Park	Adjust schedule	0	\$0
51 Stockton/Broadway	Add 4 Saturday evening trips	187	\$22,999
51 Stockton/Broadway	Add 6 trips on Sunday/Holiday evenings	354	\$43,539
81 Florin	Add 2 trips on Saturday evenings	104	\$12,791
81 Florin	Add 6 trips on Sunday/Holiday evenings	384	\$47,167
81 Florin	Restore all trips suspended April 2022	0	\$0
82 Northrop/Morse	Permanently eliminate the 7:32am trip	-262	-\$32,281
86 Grand	Permanently eliminate the 6:47am and 7:17am trips	-542	-\$66,645
93 Hillsdale	Add morning inbound trip to close 60-min gap	191	\$23,430
107 Land Park Express	Restore all trips suspended April 2022	0	\$0
134 McKinley Commuter	Minor route adjustment	0	\$0
134 McKinley Commuter	Restore all trips suspended April 2022	0	\$0
138 Causeway Connection	Add two round trips (split with YCTD)	464	\$0
142 Airport	Restore all trips suspended April 2022	0	\$0
177 Rancho Cordovan	Approve midday service permanently	0	\$0
193 Auburn Commuter	Restore all trips suspended April 2022	0	\$0
E37 Elk Grove/UCDH	New commuter bus route	3,348	\$0
E110 Elk Grove Local	Extend route	2,689	\$0
Total		7,499	\$122,748
Total Ex-E37 and E110		1,462	\$122,748
Total Ex-E37, E110, and 138		998	\$122,748

All figures annualized. Impacts to FY 2023 budget would be approximately \$102,290, based on implementation in September 2022.

Restoration of service on Routes 81, 107, 134, 142, and 193 has no budget impact because budget was never reduced to account for restoration.

Permanent elimination of trips on Routes 23, 82, and 86 has budget savings because budget was not reduced when those trips were temporarily suspended.

Routes 138, E37, and E110 would increase revenue hours but should have no net budget impact because are anticipated to be implemented only if a cost-sharing agreement was executed fully-funding additional direct operating costs.

Revenue hour figures for Route 138 reflect only additional revenue hours for SacRT (i.e., figures exclude Yolobus)

Midday service on Route 177 has been in effect since September 2022 and direct operating costs are fully funded by City of Rancho Cordova. There would be no fiscal impact from continuation as-is, as proposed.

Operating costs assume \$122.99 operating cost per revenue hour, per FY 2022 budget, and exclude fare revenue.

September 2022 Service Changes
Public Engagement

Promotional Web Banner
Published March 30, 2022

September 2022

Proposed Service Changes

Comments accepted
through May 1, 2022

sacrt.com/SeptemberService



Sacramento  Regional Transit

September 2022 Service Changes
Public Engagement

A-Frames



**SEPTEMBER
2022 SERVICE
CHANGES**



**SacRT Service Adjustments
Proposed for September 2022**

Changes are proposed to routes 1, 23, 26, 30, 33, 38, 51, 81, 82, 86, 93, 107, 134, 138, 142, 177, 193, E37 (new route) and E110. These are proposed to take effect on Sunday, August 28, 2022.

Public comments will be accepted through Sunday, May 1, 2022.

**September 2022 Service Changes
Public Engagement**

Brochure Cover

Sacramento  Regional Transit

**SEPTEMBER
2022 SERVICE
CHANGES**

Public Comment and Review

SacRT is seeking public comments on service changes proposed for September 2022. The 19 routes with proposed changes include routes 1, 23, 26, 30, 33, 38, 51, 81, 82, 86, 93, 107, 134, 138, 142, 177, 193, E37 (new route) and E110. Unless otherwise noted, the service changes are proposed to take effect on Sunday, August 28, 2022. The public comment period for the September 2022 Service Changes is open through Sunday, May 1, 2022.

The plan can be reviewed at sacrt.com/SeptemberService.

SHARE YOUR COMMENTS

To share public comments, you can send us an email, call us, mail it or drop it off at the SacRT Customer Service and Sales Center.

Ways to Share Your Questions and Comments

Email:
customeradvocacy@sacrt.com
Attn: James Drake

Call:
SacRT Customer Advocacy Department
916-557-4545

Mail:
Sacramento Regional Transit
Attn: James Drake
P.O. Box 2110
Sacramento, CA 95812-2110

Drop off:
SacRT Customer Service and Sales Center
1225 R Street (adjacent to the 13th St Station)
Sacramento, CA 95812

September 2022 Service Changes Public Engagement

Brochure Contents (English)

Summary of Proposed Service Changes



Effective August 28, 2022

*Unless Otherwise Noted

Route 1 (Greenback): Add one evening trip on Saturday departing Watt/I-80 station at 9:36 pm.

Route 23 (El Camino): Permanently eliminate eight short trips that were suspended in April 2022.

Route 26 (Fulton): Add three evening trips on weekdays including trips from University/65th Street light rail station at 8:47 and 9:47 pm and from Watt Ave and Elverta Road at 8:53 pm.

Route 30 (J Street): Add a morning trip beginning at CSUS around 5:31 am and arriving at Sacramento Valley Station around 5:54 am (to connect with the 6:10 am Capitol Corridor train and allow earlier travel to Sacramento International Airport, route 142). Add evening trips from CSUS at 6:57 pm and 7:57 pm and from Sacramento Valley Station at 7:39 pm and 8:39 pm to improve evening headways from 60 to 30 minutes (and to also provide better connections from Capitol Corridor trains arriving at 8:09 pm and 9:15 pm).

Route 33 (Dos Rios): Realign the route from D Street to C Street, via 11th Street.

Route 38 (Tahoe Park): Adjust departure times from Sacramento Valley Station to improve spacing with route 30 and improve transfers to route 68.

Route 51 (Stockton/Broadway): Add four evening trips on Saturdays including trips from downtown Sacramento at 7:38, 8:38, and 9:38 pm and from Florin Towne Centre at 8:44 pm. Add six evening trips on Sundays and Holidays and shift trip start times so that buses leave downtown Sacramento at approximately 7:12, 7:42, 8:12, 8:42, 9:12, and 9:42 pm so that buses leave Florin Towne Centre at approximately 6:54, 7:24, 7:54, 8:24, and 8:54 pm.

Route 81 (Florin): Restore all trips that were temporarily suspended in April 2022, restoring frequency to 15 minutes throughout the day on weekdays. Add two evening trips on Saturdays beginning at University/65th Street station at 9:13 pm and at Riverside Blvd at 9:18 pm. Add six evening trips on Sundays and Holidays beginning at University/65th Street at 7:43, 8:43, and 9:13 pm and from Riverside Blvd at 6:48, 7:48, and 8:48 pm.

Route 82 (Northrop/Morse): Permanently discontinue one weekday morning trip beginning at 7:32 am that was suspended in April 2022.

Route 86 (Grand): Permanently discontinue two weekday morning trips beginning at 6:47 am and 7:17 am that were suspended in April 2022.

Route 93 (Hillsdale): Add one morning trip beginning at 7:04 am and arriving at Watt/I-80 light rail station at 7:37 am to close a 60-minute gap in inbound morning trips.

Route 107 (Land Park Express): Restore all trips that were temporarily suspended in April 2022.

Route 134 (McKinley Commuter): Restore all trips that were temporarily suspended in April 2022. Also, realign the route to 53rd Street (Sutter Village) from Pala Way, Coloma Way, and part of F Street and realign the route to McKinley Blvd., Elvas Ave., and 45th Street from Meister Way, Aiken Way, and Brand Way.

Route 138 (Causeway Connection): Add one morning round trip and one afternoon round trip. One of the round trips would be operated by SacRT. The other round trip would be operated by Yolobus. Other adjustments may be made to running times, to account for increased traffic on Interstate 80 between Sacramento and Davis.

Route 142 (Airport Express): Restore all trips that were temporarily suspended in April 2022. Return frequency to 30 minutes, seven days a week.

Route 177 (Rancho Cordo/Van Villages): Make the new midday service (added in September 2021) permanent (including new trips approximately every 15 minutes from 9:24 am to 3:21 pm).

Route 193 (Auburn Commuter): Restore all trips that were temporarily suspended in April 2022.

Route E37 (UC Davis Health/Elk Grove Shuttle)*: Potentially introduce a new commuter shuttle from Elk Grove to UC Davis Health in Sacramento on Stockton Blvd, with six morning and six afternoon trips, pending completion of a cost-sharing agreement with UC Davis Health.

Route E110 (Elk Grove Promenade): Extend current route approximately 1/2 mile from Kaiser medical center to new Sky River Casino. Potentially add Saturday trips and Sunday/Holiday service, pending completion of a cost-sharing agreement with the casino for service augmentation.

* The UC Davis Health Commuter is a potential collaboration with UC Davis Health and is not expected to be ready for service until January 2024.

September 2022 Service Changes Public Engagement

Brochure Contents (SP, RU, CH, HM)

SPANISH

Cambios en el servicio para septiembre de 2022
Comentario público y revisión

SacRT está solicitando comentarios públicos sobre los cambios en el servicio propuestos para septiembre de 2022. Las 19 rutas con cambios propuestos incluyen las rutas 1, 23, 26, 30, 33, 38, 51, 81, 82, 86, 93, 107, 134, 138, 142, 177, 193, E37 (ruta nueva) y E110. A no ser que se indique lo contrario, se propone que los cambios en el servicio entren en vigencia el domingo 28 de agosto de 2022.

El periodo de comentario público para los cambios de servicio para septiembre de 2022 está abierto hasta el domingo 1 de mayo de 2022. El plan se puede repasar en sacrt.com/SeptemberService.

COMPARTA SUS COMENTARIOS

Para compartir comentarios públicos, puede enviarnos un correo electrónico, llamarnos, enviarnos por correo o dejarlos en el Centro de Ventas y Servicios al Cliente de SacRT.

Formas de compartir sus preguntas y comentarios -

Correo electrónico:
customeradvocacy@sacrt.com
At: James Drake

Llame a: SacRT Customer Advocacy Department 916-557-4545

Por correo:
Sacramento Regional Transit
Attn: James Drake
P.O. Box 2110
Sacramento, CA 95812-2110

Entrega en:
SacRT Customer Service and Sales Center
1225 R Street (junto a la estación 13th St)
Sacramento, CA 95812

CHINESE

2022年9月服務變更

公眾意見和審查

SacRT 正在就 2022 年 9 月提出的服務變更徵求公眾意見。擬變更的 19 條線路包括 1、23、26、30、33、38、51、81、82、86、93、107、134、138、142、177、193、E37 (新路線) 和 E110。除非另有說明，否則服務變更將於 2022 年 8 月 28 日 (星期日) 開始生效。

2022 年 9 月服務變更的公眾意見徵詢期將放至 2022 年 5 月 1 日 (星期日)。

可以在 sacrt.com/SeptemberService 上查看統計量。

分享您的意見

要分享公眾意見，您可以向我們發送電子郵件、致電、斷寄或將其投遞至 SacRT 客戶服務和銷售中心。

分享您的問題和意見的方法 -

郵箱：
customeradvocacy@sacrt.com
收件人：James Drake

電話：
SacRT 客戶服務部
916-557-4545

郵寄至：
薩克拉門托地區文憑局
收件人：James Drake
郵政信箱 2110 號
加利福尼亞州薩克拉門托，郵編：95812-2110

投遞：
SacRT 客戶服務和銷售中心
R街1225號 (毗鄰第13街車站)
加利福尼亞州薩克拉門托，郵編：95812

RUSSIAN

Изменения в обслуживании в сентябре 2022 г.
Общественное обсуждение и ознакомление

Региональный общественный транспорт Сакраменто (SacRT) запрашивает комментарии общественности по изменениям в обслуживании, предлагаемыми на сентябрь 2022 года. В число 19 маршрутов с предлагаемыми изменениями входят 1, 23, 26, 30, 33, 38, 51, 81, 82, 86, 93, 107, 134, 138, 142, 177, 193, E37 (новый маршрут) и E110. В отсутствие иных сообщений изменения в обслуживании, как предполагается, вступят в силу с воскресенья, 28 августа 2022 года. Комментарии общественности об изменениях в обслуживании с сентября 2022 года принимаются до конца дня в воскресенье, 1 мая 2022 года.

Ознакомиться с планом можно на сайте sacrt.com/SeptemberService.

ПОДЕЛИТЕСЬ СВОИМИ МЫСЛЯМИ

Для передачи комментария вы можете направить нам электронное или обычное письмо, позвонить или оставить его в Центре обслуживания клиентов и продаж SacRT.

Способы поделиться вопросами и комментариями:

Эл. почта:
customeradvocacy@sacrt.com
Внимание: Джеймса Дрейка (Attn: James Drake)

Телефон:
Отдел защиты интересов клиентов SacRT
916-557-4545

Почтовый адрес:
Sacramento Regional Transit
Attn: James Drake
2811 O Street
Sacramento, CA 95812-2110

Личное вручение:
SacRT Customer Service and Sales Center
1225 R Street (adjacent to the 13th St Station)
Sacramento, CA 95812

HMONG

Lub Cuaj Hlis 2022 Kev Hloov Pauv Kev Pab Cuam
Lus Xam Pom Rau Pej Xeem thiab Kev Tshuaj Xyuas

SacRT tab tom nrhiav lus xam pom rau pej xeem txog kev hloov pauv kev pab cuam tau npaj rau lub Cuaj Hlis 2022. 19 txoj kev uas npaj hloov pauv yug txoj kev 1, 23, 26, 30, 33, 38, 51, 81, 82, 86, 93, 107, 134, 138, 142, 177, 193, E37 (boj kev tshiab) thiab E110 Tshwj tsis yog tias tau sau tseg tias yog lwm yam, cov kev hloov pauv tau thov kom pib siv rau hnub Sunday, Lub Yim Hli 28, 2022.

Lub sij hawm muab lus xam pom rau pej xeem rau lub Cuaj Hlis 2022 Kev Hloov Pauv Kev Pab Cuam yog qhib mus txog rau hnub Sunday, Tshib Hlis 1, 2022.

Txoj kev npaj tuaj yeem tshuaj xyuas ntawm sacrt.com/SeptemberService.

SIB QHIA KOJ QHOV LUS XAM POM

Txhawm rau sib qhia lus xam pom rau pej xeem, koj tuaj yeem xa email tuaj rau peb, hu rau peb, xa ntawv tuaj tso rau ntawm SacRT Qhov Chaw Pab Cuam Cov Neeg Siv Khoom thiab Muag Khoom.

Txoj Hauv Kev los Sib Qhia Koj Cov Lus Nug thiab Lus Xam Pom -

Xa Email:
customeradvocacy@sacrt.com
Txog Rau: James Drake

Hu Rau:
SacRT Lub Tsev Hauj Lwm Saib Xyuas Kev Pab Cuam Rau Cov Neeg Siv Khoom
916-557-4545

Xa Ntawv Rau:
Kev Thauj Mus Los Hauv Cheeb Tsam Nroog Sacramento
Txog Rau: James Drake
P.O. Box 2110
Sacramento, CA 95812-2110

Muab Tso Rau:
SacRT Qhov Chaw Pab Cuam Cov Neeg Siv Khoom thiab Muag Khoom
1225 R Street (nyob ib sab ntawm Qhov Chaw Nres Tshib Thib 13)
Sacramento, CA 95812

September 2022 Service Changes
Public Engagement

Brochure Contents (Non-English)

ARABIC

2022 ربيع ثانیس یف فموجیل ایلع فلیخ دم لیل تاریخی عل ل
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VIETNAMESE

Thay đổi dịch vụ tháng 9 năm 2022
Nhận xét và đánh giá công khai

SacRT đang lấy ý kiến cộng đồng về các thay đổi dịch vụ được đề xuất cho tháng 9 năm 2022. 19 tuyến đường với các thay đổi được đề xuất bao gồm các tuyến 1, 23, 25, 30, 33, 38, 51, 81, 82, 86, 93, 107, 134, 138, 142, 177, 193, E37 (tuyến mới) và E110. Trừ khi có ghi chú khác, các thay đổi dịch vụ được đề xuất có hiệu lực vào Ngày thứ bảy, ngày 28 tháng 8 năm 2022.

Chương trình bình luận công khai cho các thay đổi dịch vụ tháng 9 năm 2022 được mở đến hết ngày 1 tháng 5 năm 2022.

Có thể đánh giá kế hoạch tại sacrt.com/SeptemberService.

CHIA SẺ Ý KIẾN CỦA QUÝ VỊ

Để chia sẻ ý kiến công khai, bạn có thể gửi email cho chúng tôi, gọi cho chúng tôi, người gửi thư gửi nó tại Trung tâm dịch vụ khách hàng và kinh doanh của SacRTC.

Cách chia sẻ câu hỏi và nhận xét của quý vị -

Email:
customeradvocacy@sacrt.com
Gửi đến: James Drake

Gọi điện thoại:
Bộ phận tư vấn khách hàng của SacRT
916-557-4545

Thư:
Dịch vụ vận chuyển khu vực
Gửi đến: James Drake
P.O. Box 2110
Sacramento, CA 95812-2110

Đến:
Trung tâm dịch vụ khách hàng và kinh doanh
1225 R Street (gần bến số 13 St Station)
Sacramento, CA 95812

**September 2022 Service Changes
Public Engagement**

Public Engagement Events

Transit Talk with the General Manager
Friday, April 1, 2022
12:00 to 1:00 pm.
Chat online, no registration required
<https://www.sacrt.com/apps/gmchat/>

Sacramento Transit Riders Union
Saturday, April 9, 2022
1 p.m. to 3 p.m.
1714 Broadway, Sacramento, CA
SacTRU Home: <https://www.sacrtru.org>
Held via Zoom

Virtual Presentation (via Zoom)
Tuesday, April 5, 2022
2:30 p.m. to 3:30 p.m.
Presentation and live question and answer session

Sacramento Metro Advocates
for Rail and Transit
Monthly General Meeting (held on Zoom)
Wednesday, April 20, 2022
4 p.m. to 5 p.m.
<https://sactosmart.org/events/>

Virtual Presentation (via Zoom)
Wednesday, April 6, 2022
5:30 p.m. to 6:30 p.m.
Presentation and live question and answer session

Causeway Connection Riders Update
Wednesday, April 27, 2022
3 p.m. to 4 p.m.
Virtual presentation to Causeway Connection riders, in partnership with Yolobus and UC Davis

SacRT Mobility Advisory Council (via Zoom)
Thursday, April 7, 2022
2:30 p.m. to 4:30 p.m.
<https://www.sacrt.com/apps/sacramento-regional-transit-mobility-advisory-council/>

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Public Engagement**

Public Comments

1.
Online Chat with the General Manager/CEO
April 1, 2022

Sacramento, CA: I saw the comprehensive report you have now posted to the SacRT website regarding potential late August 2022 service improvements/changes. What exactly are you and the SacRT team looking for from riders and non-riders in terms of participation in this process? Will additional invitations go out to solicit and receive both external and internal communications/suggestions on this particular project as it forges ahead during the Spring months?

Reply: We want to make sure riders are aware of two upcoming service changes. First, starting this Sunday, April 3, SacRT will begin service changes on some bus routes in response to our ongoing operator shortage and to help ensure that we are able to reliably operate what is scheduled. More Information is available at sacrt.com/aprilservice. Second, we are seeking public comment on September Service Changes, which would begin on Sunday, August 28. We are planning on restoring most of those temporary suspensions, and also adding a few other improvements to other routes. We are committed to having our operator shortage addressed by September. We are taking comments on it until May 1 and more information is available at sacrt.com/septemberservice.

2.
Online Chat with the General Manager/CEO
April 1, 2022

Citrus Heights, CA: Recently I spoke to some who want to see a bus route go directly from eastern parts of Arden Arcade and Carmichael to Downtown. Currently we need to either change buses at Arden Fair or transfer from routes like 25 to Blue Line or 26 or 84 to Gold Line. We thought of making 129 an actual local bus beyond commuter service. If popular enough, this could even run on weekends too to serve areas by DoCo and Midtown. What do you think of a local route that accomplishes this?

Reply: Thanks for the suggestions. We get fairly regular requests for more coverage of eastern Arden Arcade, for example, Arden Way, east of Watt. Until about 2012, there was all-day hourly service on Arden Way with the old Route 22, but ridership was very low east of Watt Avenue, where the population density becomes lower and where there are fewer low-income households, so that service was discontinued. It is probably an area we would consider if we had a major increase in funding, but otherwise might not have the demand and the demographics to justify a return to all-day service. You also asked about having routes like 25 or 26 or 84 go all the way to downtown. This is probably not something we would do, because it would be highly redundant with light rail.

3.
Virtual Presentation
April 5, 2022

Michelle: General complaint about the quality of the wheelchair ramp and lift on SmarT Ride vehicles.

Reply: Not related to service changes, but referred customer to Dan Thao in Operations and Customer Advocacy to relay incident details.

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4.
Virtual Presentation
April 5, 2022

Bree Taylor, Sacramento County Airports: Why was the schedule for Route 142, which was reduced on April 3, not adjusted to slot in between Yolobus 42 trips.

Reply: Explained that April 2022 suspensions were made on unusually short notice, and SacRT was able to suspend certain trips but not adjust times to remaining trips.

5.
Virtual Presentation
April 6, 2022

Glenn Mandelkern: On Route 23, it can be confusing when there are short trips that don't go the full length of the route. Can those trips be identified with an extra letter like "23A," for example, if short trips come back on Route 23.

Reply: This has been an issue on Route 81 as well. Thank you for the comment.

6.
Virtual Presentation
April 6, 2022

Glenn Mandelkern: On Route 134, several residents have complained that the route has been reduced a lot over the years and they are afraid that it will go away. Several suspected that it might have to do with the closure of Sutter Memorial Hospital.

Reply: Service levels have been reduced over the years, first with weekend service being eliminated, then reduced frequency, all because of low and declining ridership. The current plan is not to reduce service on Route 134 permanently, but to suspend all but two trips for now, and then restore the service to 100% in September. Although the route is only peak-hours now, ridership is decent on those trips.

7.
Virtual Presentation
April 6, 2022

Glenn Mandelkern: Would it make sense for Route 38 and Route 51 to change corridors, so that Broadway is entirely on Route 38 and Route 51 remains on Stockton Blvd. Riders sometimes get confused because these buses turn.

Reply: Broadway east of Stockton Blvd has much lower demand and ridership than Broadway west of Stockton Blvd, so SacRT has avoided combining these two parts of Broadway on the same route. As it is today, Route 51 serves Stockton Blvd south of Broadway and Broadway west of Stockton Blvd, and both of these segments are high-demand segments, that justify high frequency and long span of service. We believe there would be a mismatch in service levels if it was redesigned to have one continuous

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Broadways route, i.e., we would either underserve Broadway west of Stockton Blvd or we would overserve Broadway east of Stockton Blvd.

8.
SacRT Mobility Advisory Council
April 7, 2022

Question: Can the full plan be made available in Microsoft Word?

Response: Yes, a Word version will be provided via email. Staff has also added alternative text to all images and presented all tables as actual tables rather than images, to maximize accessibility.

9.
Sacramento Transit Riders Union Presentation
April 9, 2022

Ben Etgen: For the potential new commuter bus from Elk Grove to UC Davis Medical Center (E37) what if there was an additional stop at light rail (e.g., 39th Street station)?

Reply: Staff will look into this.

Follow-up: Staff determined this would require at least one additional bus. Since there is already an all-day shuttle from UCDMC to 39th Street light rail, the operational and capital cost of an additional bus does not seem justified.

10.
Email: 4/10/22
From: Mike Barnbaum

Greetings James:

From now to the end of the day, May 1st, SacRT Staff is seeking public comments on proposed September 2022 service changes, with the formal date of the changes set to take place on August 28, 2022. In addition to public comments, another element of seeking comments is through internal communications, from fellow co-workers across an array of departments. This particular internal communication is looking at the service plan, and making both suggestions and modifications. While we all strive to put "customer first" in all and in everything we do, we must also and always remember that our people make the difference and have an impact on the quality of lives of customers throughout the region. That being said and introduced, I will now proceed forward to provide suggestions, modifications, and analysis for proposed service changes to be effective, August 28, 2022.

#1 Greenback
Support the staff recommendation as written in the draft service plan. Consider 15-minute all day weekday frequency and 30-minute evening and weekend frequency with one trip per hour making the origin and destination the Historic Folsom Station traveling via Greenback Lane from Arcadia Drive

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(Sunrise Mall Transit Center) to Historic Folsom Station through the Orangevale Community of unincorporated Sacramento County. In future years, improve frequency east of Sunrise Mall Transit Center to two trips per hour, or 30-minute frequency, until all trips per hour on the 15-minute frequency can be financially achieved to operate basically from the Watt/I-80 Blue Line Station to the Historic Folsom Gold Line Station. Once this becomes the final product, route would undergo a name change to #1 BeltLine with all trips traveling from light rail station to light rail station.

#19 Rio Linda

Description - Modify route alignment so that from the intersection of Elkhorn Boulevard at Watt Avenue, route would continue traveling east on Elkhorn Boulevard to Greenback Lane at Auburn Boulevard. Change all trips arriving at the Arden/Del Paso Station into Route 15.

Discussion - Both Routes 19 and 26 currently travel Watt Avenue between Elverta and Elkhorn. Modifying Route 19 along Elkhorn to Greenback and Auburn would add service coverage back onto Elkhorn that was removed back on September 8, 2019 when "SacRT Forward" service changes went into effect.

Fiscal Impact - Fiscal impact is unknown at this time, but community impact would shed a positive benefit back to the community in a segment of service that was removed, and, in looking back, is something staff feels could've been done in a different way. While this does not bring Route 80 back into the overall SacRT Network, it provides folks near and along Elkhorn Boulevard a return to service that was taken away over 2-1/2 years ago, and almost 3 years ago.

#23 El Camino

Description - Make permanent the suspension of eight short trips suspended in April 2022 due to low ridership and to conserve resources. Change all trips arriving at the Arden/Del Paso Station into Route 88 so as to provide the passenger the feeling that they have a 1-seat ride to and from Downtown Sacramento. Realign route in Citrus Heights to travel via San Juan/Sylvan/Auburn to the Louis/Orlando Transfer Point.

Discussion - Route modifications along San Juan Avenue, Sylvan Road, and Auburn Boulevard would provide daily coverage along roads where only SmarTRide coverage is provided today. Route modifications would also eliminate redundancy along Greenback Lane while Route 1 is already operating frequent 15-minute service along Greenback. Providing fixed route scheduled service along San Juan Avenue, Sylvan Road, and Auburn Boulevard would provide the rider a scheduled and predictable time a bus would be scheduled. SmarTRide does not operate on weekends, and if funding does run out, passengers would look for fixed route alternatives.

#26 Fulton

Support the staff recommendation in the draft September 2022 service plan as presented.

#30 J Street/L Street

Description - Modify the staff recommendation in the draft September 2022 service plan such that Route 30 travels between Sacramento International Airport and C.S.U.S. on 30-minute frequency on all days. This would eliminate service on Route 142 and eliminate Route 30 from the Sacramento Valley Station. As will be discussed later, Routes 51 and 62 would replace both Routes 30 and 38 at the Sacramento Valley Station. Support the staff recommendation in the draft September 2022 service plan adding trips from C.S.U.S. and to C.S.U.S.

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#33 Dos Rios

Support the staff recommendation in the draft September 2022 service changes, while further supporting construction and operating a new Dos Rios Blue Line Light rail station, and eventual complete elimination of Route 33.

The fiscal impact of the savings resulting in the eventual complete elimination of Route 33 could be substantial, especially once the Dos Rios Light Rail Station opens for revenue service.

#38 Tahoe Park

Description - Adjust departure times from Sacramento International Airport to improve spacing with Route 30 and improve transfers with Routes 67/68 at the 29th Street Gold Line Light Rail Station.

Discussion - Like Route 30, Route 38 would be removed from Sacramento Valley Station, and replaced with Routes 51 and 62, which will be discussed later. Route 38 would operate on daily 30-minute frequency from Sacramento International Airport to the University/65th Street Gold Line Light Rail Station. Trips would depart the SMF Airport in-between trips of that operated by Route 30, giving passengers combined 15-minute frequency from SMF to J at 28th Streets, and in the opposite direction from L at 29th Streets back to SMF Airport. Doing this with both Routes 30 and 38 would allow for C.S.U.S. and the surrounding University/65th Street Station community for direct 1-seat ride service to and from the SMF Airport that the need for Route 142 is no longer necessary.

Analysis - Realigning Routes 30 and 38 to begin/end at the SMF Airport and travel either to C.S.U.S. and/or the University/65th Street Station would give folks in the greater C.S.U.S. community a 1-seat ride on SacRT, similar to how YoloBus does this today between the SMF Airport and the U.C. Davis main campus in Davis. Also, to be taken into consideration, riders destined to either U.C. Davis main campus in Davis, or U.C. Davis Medical Center in Sacramento would have a 1-seat ride to either destination from the SMF Airport. This would depend upon whether the rider would choose Route 38 (U.C. Davis Medical Center) or Route 42B (U.C. Davis main campus) as their destination.

#51 Stockton/Broadway

Description - Support the staff recommendation in the draft September 2022 service plan, and realign route in Downtown Sacramento to replace Routes 30 and 38 at the Sacramento Valley Station.

Analysis - While light rail (Gold Line) serves Sacramento Valley Station, existing conditions also have two east-west bus routes traveling the same general direction as light rail does too. Replacing Routes 30 and 38 at Sacramento Valley Station with Route 51 would provide north-south bus service that doesn't exist at Sacramento Valley Station today. In addition, operators of Route 51 have gone on record to stand up for restroom facility availability, especially after 5pm and on weekends/holidays when offices around 8th and F Streets and 7th and G Streets are closed off and inaccessible for restroom use by non-employees of those office buildings. Sacramento Valley Station provides restroom facilities as the waiting room is available for Amtrak passengers until around midnight, when the Northbound Coast Starlight Train is at Sacramento Valley Station, prior to proceeding to Chico, Redding, Eugene, Portland, Olympia, Seattle, and other small cities along its route.

#81 Florin

Discussion - Support the staff recommendation regarding adding weekend and holiday trips into the evening schedules to close gaps in frequency. Modify staff recommendation so that weekday 15-minute frequency can be achieved with the August 28th service changes along both Florin Road and 65th Street.

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Analysis - Providing 15-minute frequency along both Florin Road and 65th Street achieve a long-standing goal mentioned in the draft short range transit plan, and could happen earlier instead of later. This route connects the Gold Line at 65th Street with the Blue Line at Florin Road. Service span would be from 5am to 11pm, and closed for just six overnight hours, which still equates to one-quarter of a day.

#82 Northrop/Morse

Support the staff recommendation as presented in the draft September 2022 service plan.

#86 Grand

Support the staff recommendation as presented in the draft September 2022 service plan. In addition, all arriving trips at the Marconi/Arcade Station on Route 86 will change into Route 25 Marconi so as to give Route 25 riders the feeling of a 1-seat ride to and from Downtown Sacramento without the need to transfer.

#93 Hillsdale

Support the staff recommendation as presented in the draft September 2022 service plan.

#107 Land Park Express

Support the staff recommendation as presented in the draft September 2022 service plan.

#134 McKinley Commuter

Support the staff recommendation as presented in the draft September 2022 service plan.

#138 Causeway Connection

Support the staff recommendation as presented in the draft September 2022 service plan.

#142 Airport

Discussion - Eliminate Route. Route would become redundant with the addition of Route 30 and Route 38 operating their own respective 30-minute frequency, and combined 15-minute frequency from Sacramento International Airport to both University/65th Street Station and C.S.U.S.

#177 Rancho CordoVan Villages

Support the staff recommendation as presented in the draft September 2022 service plan.

#193 Auburn Boulevard Commuter

Support the staff recommendation as presented in the draft September 2022 service plan.

#E37 UC Davis Health Elk Grove Express

Support the staff recommendation as presented in the draft September 2022 service plan with staff being perfectly crystal clear to UC Davis Health that the rollout of this designed route can only occur and only become successful with a "cost sharing agreement" in place such that SacRT would not be 100% responsible for the full costs of this potential new service.

#E110 Elk Grove Promenade (Sky River Casino)

Support the staff recommendation as presented in the draft September 2022 service plan with staff being perfectly crystal clear to Sky River Casino that the rollout of this designed route extension can only occur and only become successful with a "cost sharing agreement" in place such that SacRT would not be 100% responsible for the full costs of this potential new service, including but not limited to span of

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service hours, service days, and ability to achieve this route being on par with service standards of other local SacRT Routes.

#11 Land Park - Truxel

Description - Extend route in North Natomas from New Market Drive and Natomas Boulevard to Sacramento International Airport every 45 minutes in frequency on all days from 5am to 11pm.

Discussion - The “Valley Rail” project will add both ACE and San Joaquin trains along the Sacramento Subdivision to Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas/Airport. Staff at the San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority have indicated sometime in 2024 for new rail service to begin. Extending Route 11 to Sacramento International Airport now, rather than later will improve the traveling experience for today’s riders as well as promote and market a service to new train riders that don’t have the train service now, but will in two calendar years. Along with the potential of Routes 30 and 38 service extensions to Sacramento International Airport, both SacRT and YoloBus would have Sacramento International Airport well served throughout the day and with excellent frequency that even arriving passengers will be able to catch a route into Downtown with very minimal wait times, as compared to just two routes operating on 60-minute frequencies that aren’t necessarily evenly spaced out.

#13 Northgate - #29 Arden

Description - Split existing Route 13 by creating Route 29. Existing Route 13 would travel its current route alignment from North Natomas to the Arden/Del Paso Light Rail Station, while Route 29 would travel from the Arden/Del Paso Station to El Camino and Butano - following the existing Route 13 route alignment east of the Arden/Del Paso Light Rail Station. All Route 13 trips from North Natomas would change into Route 29 at the Arden/Del Paso Light Rail Station so as to continue to provide riders with the existing 1-seat ride like today from the Natomas area to the Arden Area, yet eliminate rider confusion for riders connecting at the Arden/Del Paso Light Rail Station so that riders will know 100% that route number will now matter as well as it being the reason behind the direction of travel of each bus/vehicle at the Arden/Del Paso Light Rail Station.

Discussion - “Customer First” is important here at SacRT. Our people make the difference. This logistical change won’t necessarily increase costs, but would rather eliminate confusion of riders who currently board Route 13 at the Arden/Del Paso Station that by being distinct and clear as to Route 13 and Route 29 will differentiate direction of travel either towards Arden Way or towards Northgate and Truxel. The selection of choice of #29 was more historical in nature as well as using a double-digit number that is close in numbering to an existing triple digit number of 129, as 129 is the Arden Commuter Route. In the Northgate area, the route would remain as 13 due in large part to a companion commuter route there, which is 113 (Northgate Commuter) mainly along that road.

#62 Freeport

Description - Realign in Downtown Sacramento to provide service to/from Sacramento Valley Station. This realignment, along with the proposed realignment mentioned earlier in this report of Route 51 to Sacramento Valley Station, would replace both Routes 30 and 38 at Sacramento Valley Station as riders of those two routes would get direct service to and from Sacramento International Airport either from University/65th Street Station and/or C.S.U.S., depending upon the route utilized.

Discussion - Along with Route 51, Route 62 would replace Routes 30 and 38 at Sacramento Valley Station. Routes 51 and 62 would provide riders North-South service from the Sacramento Valley Station, while Light Rail (Gold Line) would provide riders the existing East-West route alignment. Route 62 would

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continue to have all of its trips change into Route 56 at the Pocket Transit Center located on Rush River and Windbridge in South Sacramento, as they do so, today. This would give Route 56 riders along Mack and Meadowview Roads essentially a 1-seat ride from Cosumnes River College to Sacramento Valley Station. It would also provide SacRT the tools necessary, should service be warranted to operate every 15-minutes in frequency, and the ability to allow for a “natural bus bridge” if ever there were to be a light rail service disruption, then the Route 56, combined with the Route 62, would directly serve riders at the Cosumnes River College Station, Meadowview Station, 4th Avenue/Wayne Hultgren Station, Cathedral Square Station, 9th & K Saint Rose of Lima Park Station, and Sacramento Valley Station all in a 1-seat ride. This alone would come in very handy and extremely useful for riders that an unplanned bus bridge, that is very schedule unpredictable, would be less and less relied upon as compared to existing fixed routes.

This concludes this analysis paper and research/comments for consideration regarding the September 2022 service changes, prior to reaching the May 1st formal submittal deadline, that would take effect on August 28, 2022. Should you need my availability during a formal presentation (virtual, in-person, or hybrid model) please let me know well in advance. It can definitely be arranged. In the meantime, please feel free to contact me at your convenience and as your schedules allow. Thank you all, again.

Sincerely,

Michael Andrew Barnbaum, Transit Ambassador
Sacramento Regional Transit District

SacRT Response:
4/29/22

Hi Mike,

Thank you for your comments and apologies for the delayed response. I'll note that this response is in follow-up to my response to your other email dated April 16. I will itemize my response by route number.

#1 Greenback

You suggested extending the route, initially on reduced frequency, from Sunrise Mall to Historic Folsom. We do have a plan for that in our Short Range Transit Plan; however, at current funding levels, we anticipate adhering to SmarT Ride service only in that area, due to lower demand and lower ridership on the former Route 24.

#19 Rio Linda

You suggested a realignment to the route from Watt Avenue to Auburn & Greenback. We considered this and it is in our SRTP as well; however, it does add a bus and increase service levels significantly on weekdays. With the current operator shortage, we felt an increase in service of this magnitude would jeopardize reliability too much at this time.

#23 El Camino

You agreed with our suggestion to make permanent the suspension of eight trips on Route 23. You suggested combining Route 23 and 88. Without getting into the details, this is not something we support.

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#26 Fulton

You supported the recommendation in the plan.

#30 J/L Streets

You suggested extending Route 30 to the airport and replacing Route 142 and reconfiguring Routes 51 and 62. Thank you for your suggestion, but we will not be recommending that.

#33 Dos Rios

You supported the recommendation in the plan.

#38 Tahoe Park

You suggested extending the route to the airport, similar to Route 30. Thank you for the suggestion.

#51 Stockton/Broadway

You suggested realigning the route to Sacramento Valley Station, to replace Route 30/38 which would go to the airport instead. Thank you for the suggestion; however, we do not support altering Route 30/38 that way. We do have plans to ultimately extend Route 51 to SVS when the new larger facility is built.

#81 Florin

You supported the staff recommendation to restore frequency but also suggested improving frequency on 65th Street. Thank you, but we are reluctant to increase service levels that much. Frequency improvements on weekdays would be particularly difficult to fill with the current operator shortage.

#82 Northrop/Morse

You supported the recommendation in the plan.

#86 Grand

You supported the recommendation in the plan, but suggested combining Route 86 and 25. Thank you, but we will not be recommending that.

#93 – 138, 177, 193, E110, E37

Supported plan recommendations.

#142 Airport.

See comments on Routes 30 and 38.

#11 Truxel

You suggested extending the route to the airport. That is in our Short Range Transit Plan, but we are not recommending it now.

#13 Northgate/#29 Arden

You suggested re-numbering Route 13 service east of Arden/Del Paso to Route 29. We do not support this at this time. Our feeling is that the segment east of Arden/Del Paso is not long enough to require a transfer to continue on west of Arden/Del Paso and that an integrated timetable is more valuable on this route than the ability to schedule it as two separate/independent routes.

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#62 Freeport

You suggested changing the downtown end point to Sacramento Valley Station. We have plans to extend the route into the Railyards; however, for the time being, we do not recommend a change in the routing.

Thank you again for your thoughtful comments.

James Drake
Principal Planner

11.

Email: 4/17/22
From: Mike Barnbaum

Greetings James Drake:

Happy Easter and Passover. Thank you for taking my phone call earlier in the week of April 11th - 15th. Appreciate it. As I had quickly mentioned then, I was going to also bring forth September service changes on light rail, many of which would focus on weekends/holidays as well as evenings, especially around events at Golden 1 Center, DOCO, and Downtown Sacramento. Allow me here to get into the description(s), details, and discussion so that you have it prior to the May 1st deadline. Following this internal electronic communication, we can certainly follow-up through a variety of communication methods as I'd like to then see where we are at with regards to internal and external communications received, and how we may look to modify the original plan for implementing the August 28, 2022 service changes.

Light Rail Blue and Gold Lines Weekend and Holiday Schedule Changes

Description: Existing Saturday Morning service will change to reflect start times for the existing Sunday/Holiday schedule. For the Gold line, in particular, the first Saturday train to Historic Folsom will depart Sacramento Valley Station at 8:49am, and arrive at Sutter Street Station at 9:48am. Saturday Morning service from Historic Folsom will begin at 10:00am rather than at 7:30am. The Saturday Morning Gold Line will operate in 30-minute frequency until 10:04am when traveling from Sacramento Valley Station towards the cities of Rancho Cordova and Folsom. The morning trip departing Sacramento Valley Station at 9:49am would be the end of operating 30-minute morning frequency, and the beginning of operating daytime 15-minute frequency on Saturdays. The inbound Saturday Gold Line from Sunrise (originating in Folsom) at 10:43am will be the end of 30-minute Saturday morning frequency and the beginning of 15-minute daytime frequency. For the Blue Line, Saturday Morning will look exactly like Sunday Morning with one trip originating at Swanston Station at 4:57am, arriving Cosumnes River College at 5:51am. The first Saturday morning trip from Watt/I-80 to Cosumnes River College would depart at 5:18am. The first Saturday Morning trip from Cosumnes River College to Watt/I-80 would depart at 5:56am. The Saturday Morning 30-minute frequency would be in effect up until the 9:48am departure from Watt/I-80, and 10:56am from Cosumnes River College, just like it is now on the Sunday/Holiday schedule.

While in 15-minute daytime frequency, weekend evening Gold Line trains will transition back to 30-minute frequency outbound from Sacramento Valley Station at 7:19pm and inbound from Sunrise at 8:13pm on Saturdays, Sundays, and Holidays. The 8:13pm trip at Sunrise originates in Folsom at 8:00pm, meaning

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that the last trip from Sunrise to Downtown would be at 7:58pm while in 15-minute frequency on weekends and holidays. Span of service in evening and night hours on Sunday and Holidays would operate equal to Saturday with the last outbound departure from Sacramento Valley Station being 10:19pm to Historic Folsom, and 10:49pm to Sunrise. The last inbound train from Historic Folsom would be at 11:30pm on the Sunday/Holiday schedule, equaling the last departure on the Saturday schedule. For the Blue Line, 15-minute weekend and holiday frequency would operate from Watt/I-80 until 6:48pm, at which time, 30-minute frequency would operate until 10:48pm, making span of service hours on Sundays and Holidays equal to that on Saturdays. At Cosumnes River College, Sunday and Holiday 15-minute frequency would operate until 7:56pm, at which time, 30-minute Sunday and Holiday frequency would operate until 11:56pm, equaling Saturday night frequency and span of service hours.

Discussion: The recommended August 28, 2022 light rail service changes to the Gold Line and the Blue Line address the need to operate a greater span of weekend evening and night service on Saturdays, Sundays, and Holidays, while scaling back on Saturday Morning service to reflect ridership and bring Saturday Morning service more in line to that of Sunday and Holiday morning service. The focus of bringing evening and night service to an equal and level playing field throughout weekends and holidays is to gear operations towards when ridership is at its strength in numbers, especially during Golden 1 Center events and nightlife in and around Downtown Sacramento, now including, but not limited to the "SAFE Credit Union Convention Center and Performing Arts Theatre" on the east end of Downtown.

Analysis: In simple terms, what is described above, cuts Saturday Morning service to reflect the existing Sunday/Holiday schedule, while adding Sunday/Holiday evening and night service to reflect the existing Saturday evening and night schedule. The final result would be a weekend/holiday schedule that would be equal on all weekend days and all holiday days, thereby simplifying the Blue Line schedule and the Gold Line schedule to a weekday schedule that remains unchanged, and a weekend/holiday schedule that would change if this written description is agreed upon.

This concludes the 2-part written comment and analysis paper for consideration for the September 2022 service changes, effective on Sunday, August 28, 2022. All reports were submitted prior to the May 1, 2022 reporting deadline date, and are awaiting other internal and external comments to be received in order to successfully see where modifications to the original plan will be made. Perhaps an internal and/or internal/external focus group could be formed specifically focusing on bus and light rail service changes as we move the September service change package forward and onto the next steps. Should you have any further questions or need any additional information, please feel free to reach out to me at your convenience.

###

SacRT Response
April 18, 2022

Thank you, Mike. I don't think we want to recommend cuts to Saturday light rail right now. As for adding Sunday/Holiday evening trips, I could see some interest in that. However, I don't think we will recommend that at this time.

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12.

Email 4/19/22
From: Ian Treat

Hi Mr Drake, I reviewed SACRT's proposed September 2022 service changes and have a couple comments regarding the plan. Overall, I am very impressed with the level of analysis that RT puts into its service planning. I'm sure it's a complex process with lots of variables to consider. Here are my thoughts: 38 - I'm hopeful that shifting the time of the route (to align with 68 and offset with 30) will improve the choice for Tahoe Park/Oak Park residents who live near the 38 and Gold Line. From downtown, the current schedules have passengers arriving home in the neighborhood about the same time, even though the 38 leaves before the Gold Line in the afternoon. With ridership still well-below pre-pandemic levels, are there plans to adjust bus timetable timepoints across the system to speed up schedules with fewer passengers boarding/alighting? The routes I ride regularly all spend a few minutes at stops along the route to not get ahead of schedule (38, 62, 81, but not 51). Are the 15, 30, 60, etc. minute intervals for buses/light rail set in stone? While I like the consistency across the board, planning for a bus that arrives every 30 minutes vs every 40 minutes requires the same amount of effort. Likewise, buses that arrive every 15 or 20 minutes require less planning and are more convenient. A lot of people I speak with about public

transit advocacy don't take it because of frequency and planning--not large steps, but large enough for some people to make an excuse not to ride.

The 51 is a brilliantly planned route. If only it were BRT/light rail...

Thank you for your consideration,
Ian

###

SacRT Response:

Hi Ian,

Thank you for your comments on the proposed September 2022 service changes.

You asked about whether timetables can or should be adjusted to account for some existing slack in the schedules, due to lower ridership (i.e., less time spent boarding and de-boarding customers). There is typically a lead time of about six months from deciding on a change to implementing it and all the printed brochures have to be updated, so I think there is some reluctance to compress schedules just a minute or two here and there, if there is a perception that it could return to normal in a year or so. But just earlier this month our schedulers did make some revisions to several of our routes to do exactly what you're describing, i.e., tighten up some schedules that had consistently been operating with some slack.

You also asked about the frequency of the service. Frequency improvements have a major impact on cost. For example, if a route works out to a 90-minute round trip, frequency of 30 minutes requires 3 buses on the route. To improve it to 15-minute frequency doubles the vehicle requirement to 6 buses. Transit service is subject to diminishing returns in this way. Every time you double the frequency, you double the cost, and it keeps becoming a larger number. But with each doubling of the frequency (e.g., from 20 to 10 minutes, or from 10 to 5 minutes) the number of minutes you shave off the wait time

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becomes smaller. This is why we have made a lot of focus in recent years on getting from 60 to 30 minutes.

We typically schedule buses around 15, 30, and 60 minute frequency. This is because light rail is scheduled at a 15 and 30-minute frequency, and most routes connect with light rail, or connect with another major bus route that itself connects with light rail. The exception to that is we do have some routes on 45-minute headways. Frequencies of 25, 40, 45 minutes are harder to remember, but on some routes, the length of the round trip is such that we can run the bus every 45 minutes for the same cost as running it every 60 minutes. When that is the case, we will sometimes opt for that, especially if it is a route where a light rail connection is non-existent or less important. On some of our weekend routes, we run every 45 minutes during the midday, when light rail runs every 15 minutes, and a good connection is always possible, but we intentionally step down the frequency in the early morning and late evening from 45 to 60 minute frequency, so that every bus can meet a light rail train which will be running on a 30-minute frequency at that time.

I hope that helps clarify some of our policies and practices. Thanks again for your comments.

James Drake
Principal Planner
Sacramento Regional Transit District

13
Email 4/27/22
From: Jacob Solorio

Incident Details: Hi! This is a comment related to the changes proposed for Sept 2022, and I am going to jot down my thoughts here ??

#1 Greenback

These are good changes, and I support closing any gaps in service that are 45 min and over. Route 1 is a significant line and adding frequency will be of significant benefit.

Probably not related to this document, but this route should be looked at for a BRT service between the Watt/I-80 station and the Sunrise Transit center (Or even be replaced with an extended Blue Line ??)

#23 El Camino

The loss of 8 trips overall may not significantly affect ridership, but it is a little disappointing that these trips are going to be during pm commute hours

#30 J Street

Adding any new service at all is a huge benefit to this line. Restoring the 15-min frequency in the STRP is a very welcome addition and it would be even better to see some bus lanes along J and L streets. Keep up the good ideas with route 30

#38 Tahoe Park

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These are good changes. I can see how changing the schedules for this one too much may be messy with the light rail connections, so it's understandable.

15-min frequencies should still be studied, because this route connects to the UC Davis Med Center, Sutter Health, and the University/65th St station making this route especially useful to medical workers and Sac State students who may be transferring to/from light rail or live along the route.

#81 Florin

This route got a pretty bad deal with the April changes, so it's good to see all trips being restored. Would love to see 15-min service along 65th st though

#138 Causeway Connection

Good change. (Think about extending rail across the causeway to UC Davis someday, it'd be pretty sweet being able to hop on a train between Davis and Sac!)

SacRT Response
4/28/22

Thank you for your feedback. It will be added to the public record.

14
Email: 4/26/22
From: Lance Morris

Good afternoon,
My comments regarding the proposed SacRT Service changes for April/September 2022 are listed below. Other general comments regarding Bus #102 and #106 service have also been provided. Thank you for considering these proposed service changes.

Bus #107 (Pocket / Land Park Commute via I5):

Bus #103 has FOUR scheduled times in the morning and late afternoon.
Bus #107 has been suspended until September 2022 Transfer TWO of the four scheduled times from Bus #103 to Bus #107 to retain some form of equity.

Bus #102 (Greenhaven/Pocket - Downtown via Riverside Blvd):

Restore Bus #102 midday scheduled times. And, better coordinate Bus #102 and #103 arrival times at Riverside Blvd and Florin Road Downtown employees need bus service all day long not just at commute times. Without public transportation, commuting by private vehicle is the only alternative which demands expensive parking fees.

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Bus #106 (Pocket - Land Park - Downtown via Land Park Drive):

Restore Bus #106 midday scheduled times and Saturday/Sunday service. Bus #106 is needed to reduce the number of private vehicles traveling through Land Park to/from downtown and to provide a public transportation option. Bus #106 travels through Land Park, including the Zoo, Fairytale Town, and the Golf Course. Many events are held at Land Park on the weekends.

Bus #61 (Pocket - Fruitridge Road):

Reduce the frequency of trips and transfer any surplus trips to Bus #102 and #106. Bus #61 travels in a completely different direction than #102 and #106 routes to downtown. Extra time is required to switch transportation modes at the Fruitridge Light Rail station in order to get to/from downtown. Please stop promoting Bus #61 as an alternative to Bus #102, #103, #106, and #107. Bus #61 and is not a good alternative for these routes. Over the past 10 years, SacRT has eviscerated Bus #102 and #106 service. First, no weekend service. Then, no midday service. SacRT will run a bus at 5:30am for a trickle of passengers but not run a bus at 9:30am or 12noon when more passengers need bus service. It doesn't make any sense.

SacRT bus passenger for more than 30 years,

Lance Morris
Greenhaven/Pocket Resident
CA State Employee

SacRT Response
4/28/22

Thank you for your feedback on the proposed service changes. It will be included in the public record.

15
Email 4/25/22
From: J. Paul Guyer

I'm writing in support of Route 134 through River Park to the original 4am/3pm services. We have several seniors in our community who take advantage of public transportation, including one with a chronic foot condition that requires a walking cast. Currently, she needs to walk quite a distance to catch the bus. This would also reduce the need for seniors on a fixed income to use expensive ride-sharing services. Thank you for your consideration,
J. Paul Guyer

SacRT Response
4/28/22

Thank you for your feedback on SacRT's proposed service changes. Your comments will be included in the public record.

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16
Email: 4/26/22
From: Megan Knize

Hello, I am a River Park resident and until the schedule change, rode the 134 bus to my job downtown. It was so convenient! I have not taken the bus since because I don't want to walk all the way to Sac State to take the alternative bus. I am pregnant and the SacRT smart bus (shuttle bus) is too bumpy to be comfortable for me. I really need the 134 back! I work for CalEPA and taking public transportation is really important to me. I urge you to consider bringing this full bus route back to River Park.

SacRT Response
4/28/22

Thank you for your feedback on Route 134. It will be included in the public record.

17
Email: 4/25/22
From: Allison Kustic

Hi James,

I am writing in support of the proposal to restore full service to Route 134. I live in River Park and commute daily to and from downtown. The reduction of trips on 134 has been a burden for me the last few weeks as I do not own a car and rely on the bus for my transportation. I am glad to see that SacRT is proposing to restore service, especially the 8am and 5:20pm routes.

Maintaining and expanding public transit is essential as we work to reduce carbon emission and traffic congestion and build a more equitable and inclusive society.

Please confirm you have received this email.

Thank you,
Allison Kustic

SacRT Response
4/28/22

Thank you for your feedback on Route 134. Your comments will be included in the public record.

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Email: 4/12/22

From: Aaron Marcus

This isn't a complaint but I can't find anywhere else to send comments on your website? I fly into Sacramento every three weeks and prefer to use the bus to get into downtown and back. I noted you've reduced the service on RT142 after only a few months of reinstating it. Ridership has been low - but this new schedule makes no sense unless you want to kill the route completely; you're matching Yolobus route 42B only ten minutes after they drive through. A much better plan would have been keeping the bus that was running at the opposing half hour mark - you'd have better odds of having a passenger or three, and airport employees and customers would have better service. My two cents - but I'll be taking the Yolobus today.

SacRT Response

4/28/22

Thank you for your comment. The reduction in service to Route 142 is proposed to be only temporary through September 2022. You can find more information here:

<https://www.sacrt.com/apps/proposed-september-2022-service-adjustments/>

19

Email: 4/6/22

From: Steve Miller

I came across something else as I was researching a trip to the airport for this morning.

I notice service on the 142 has been cut to hourly. I can't say I'm surprised, as every time I rode there were few other passengers. I don't think most people knew it existed.

The thing I don't understand, however, is the new schedule. The bus leaves downtown at :15, while the Yolobus 42B leaves at :05. That means most riders will end up on the 42B (as I did this morning) and those who miss the 142 will have to wait 50 minutes for the next 42B. The return is similar, with the 142 leaving Terminal A at :33, while the YB 42A leaves at :23. Why not have the 142 leave downtown at :35 and Terminal A at :53—that way there would be half-hourly service on the combined routes? Otherwise, with the new schedule, the 142 is bound to fail (maybe that's what was intended all along).

In case you're wondering, I spent nearly 20 years writing schedules for the Amtrak Thruway buses in California before I retired from Caltrans in 2007.

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SacRT Response
4/29/22

Hi Steve,

Apologies for the late response. Regarding the #142, and your suggestion that at the current hourly schedule, it be slotted evenly between the Yolobus 42, I agree 100% in principle. The reason that wasn't done was that the changes had to be made unusually quickly, with unusually short notice. The decision was made to reduce service levels to something more manageable, in response to the temporal problem of a labor shortage. Normally it's about a six month lead time for service changes, which allows for schedule preparation, operator bidding, and updating web and electronic systems. The changes to the #142 in April were made in a compressed timeline of just a little over a month. Consequently, we were able to essentially scratch existing trips, but not alter times on trips that remained.

I should also note that although the implementation date is still uncertain, going forward, Yolobus plans to redo their schedule for #42 to true-up running times and add peak-hour frequency. This probably makes sense from their standpoint, but their true-up will focus on their Woodland transfer point, so other points along the line (such as Downtown Sacramento) will see their time points shift, based on typical variation in traffic delay throughout the day. In other words, Yolobus #42 will cease to have consistent clock-face headways in Sacramento. And during peak hours, they may have better-than-60-minute frequency. All of that may make sense for Route 42, based on its ridership and demand patterns. But it doesn't dovetail as nicely for a coordinated schedule between SacRT #142 and Yolobus #42.

I hope that helps explain things. Thank you again for your input. It will be included in our public comment section on service changes.

Regards,

James Drake
Principal Planner

20
Email 4/29/22
From: Kelly Farrens

Good Morning!

Please consider the following recommended changes for Bus Route 134 (McKinley Commuter):

1. Eliminate Bus Route 134.
2. Reintroduce Bus Route 34 to include once-an-hour trip times that were in place prior to 2009.
3. Realign the route to 53rd Street (Sutter Village) from Pala Way, Coloma Way, and part of F Street, and realign the route to McKinley Boulevard, Elvas Avenue, and 45th Street from Meister Way, Aiken Way, and Brand Way.

Thank you for your time and attention.

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SacRT Response:
4/29/22

Thank you for your feedback on Route 134. At this time, we are not recommending all-day service on Route 34/134. Service levels were cut back from all-day to peak-only in 2009 as you mentioned. Ridership during the midday period had been very low, among the lowest in the system on a per-hour basis. The changes to the routing that you described are part of our plan, however.

Note: The response to the customer above was sent on 4/29/22 but was returned as undeliverable to the email address on file for the customer. Staff is investigating and attempting to find a correct email address.

21
Email: 4/29/22
From: Dan Allison

Now would be a great time to: 1 renumber routes so that the route number gives an indication of frequency 2 remove the F (Folsom) and E (Elk Grove) designations 3 revise the system map so that it distinguishes high frequency (15), moderate frequency (30), and low frequency (45-60).

SacRT Response:
4/29/22

Hi Dan,

Thank you for your feedback on the service changes. One of the bigger hurdles to changing route numbers is updating physical signage. In Elk Grove, we have an interesting situation in that the existing signs, inherited from e-Tran, do not reflect the current prefix-based numbering, i.e., they lack the "E" prefix that you'd like to eliminate. We actually have a task to replace all e-Tran signage with SacRT standard signage, which means now is probably the time to do any route re-numbering. The Elk Grove routes have the unusual trait of also having the opposite numbering convention as traditional SacRT routes, using double digits for commuter buses and triple digits for locals. Re-numbering of the Elk Grove routes would therefore seem in order, to eliminate the "E" prefix and to normalize the numbering, and also timely, with the signs needing replacement anyway to standardize them with SacRT styling. It's a project that is competing for staff time with a lot of other projects, but your comments bring up some great points. Thank you for passing them along.

Regards,
James

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Email: 4/29/22

From: Maureen Pascoe

I am writing in support of the proposed service changes on Route 134, namely to restore the level of service and to relocate portions of the route. My reasons for supporting this are twofold:

1. This is what was promised during all the community planning and environmental review for the Sutter Park and Oakmont East Sacramento projects. Fitting these new developments into an existing residential neighborhood was predicated on having continued transit service, and the changes in routing were an integral part of the plan. This is what was promised to the neighborhood, and we have been expecting and planning on it for more than a decade. I have contacted RT several times over the last few years, since 53rd Street was extended north of F Street and connected to C/D Streets, to inquire about when the change in route would take place. I am glad to see it's now scheduled for September.

2. It's most important that we do all we can to restore and preserve this service to the far northern part of East Sacramento and River Park. The line still serves major employment centers at the Cannery office complex and Sacramento State University in addition to linking the residential areas with downtown. The rerouting will make the line more efficient and cost effective. That contributes to restoring and maintaining the service, and I am heartily in support of it.

Thank you for your consideration.

Maureen Daly Pascoe

SacRT Response:

4/29/22

Thank you for your feedback on Route 134. We will include your comments in the public record.

23

Email 4/29/22

From: Ian Reid

I am writing to request service be increased on RT 134. I use this line and it has created hardships for myself and others in the area not having a regular route.

SacRT Response

4/29/22

Thank you for your feedback on the proposed changes to Route 134. Service levels were reduced on April 3, but we are planning and proposing to restore them to full service on August 28.

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Email: 4/29/22

From: Barbara Stanton

RiderShip for the Masses comments are: Whether temporary or permanent, we do not support canceled bus or light rail trips.

Especially since there has been a significant number of daily bus trips canceled each day, specifically when the bus trips affect a rider/rider's ability to access a transfer to another route or deny access to routes in their neighborhood.

The change targets eight specific trips on Route 23, El Camino, from Arden/Del Paso Light Rail Station to Watt and El Camino to be permanently eliminated. SacRT suggests that when pre-pandemic ridership levels return, they can and should be restored.

Through many years of experience, we know that when trips or routes are eliminated, they either never come back or take many years to restore service.

We urge the eight trips to continue in suspension until the ridership levels return and they can be restored without taking many years.

Thank you

Barbara Stanton

For the RiderShip for the Masses Group

rftm@rftm.info

SacRT Response

4/29/22

Thank you for your feedback on the proposed service changes. Your comments will be included in the board packet and public record.

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Email: 5/2/22

From: April Andrews

Hello James,

Please keep the 6:47 am time slot on the route 86. This time allows me to get work on time. Since you have canceled it, I have had to take Uber or Lyft in order to make to work on time when I'm running late. If RT permanently cancels this route, will RT be paying for my Uber or Lyft rides? RT should not be penalizing their riders who depend on this route and time slot to get to where they are going (especially work). I understand that you are trying to save money but please consider the customer and their needs. You may think that you are helping your customers but you are actually hurting us. All these changes are hard to keep up with. I have been riding for at least 15 years and there have been more changes in the past few years than ever before. When you made those major changes a few years ago before the pandemic you also canceled a major route (80) that was always full with standing room only and changed route 19, I went from having 4 options to get around to now only having 2. How is that an improvement? Please reconsider this change. Also thank you for bringing back route 193 as I use that route to get to church during the week.

Sincerely,

April Andrews

SacRT Response

5/2/22

Thank you for your feedback on Route 86. I'm sorry that the reduction of the 6:47 am time slot has been a difficulty. That particular trip, because it was not part of the ordinary 30-minute schedule on Route 86, required its own bus just for that trip, so with ridership down from COVID, we unfortunately felt we could not justify maintaining this extra time slot on Route 86.

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Email: 5/1/22

From: Beatriz Omas

I was in an E-Tran bus yesterday where I got a flyer about the possibility of submitting a comment through May 1.

May I request that E-Tran service Elk Grove on Sunday so as to connect riders to the CRC station. I have not been going to church since E-Tran stopped running on Sundays and Holidays.

Limited rides will be welcome like the buses that run from Elk Grove to downtown by having two (2) services in the morning and two (2) in the afternoon. Adding noon rides will be most appreciated.

I don't drive and I want to go shopping to Walmart and/or COSCO on Sundays. But I can't because E-TRAN does not run on Sundays.

I'll greatly appreciate if you'll provide rides on Sundays in Elk Grove.

Thanks,

Beatriz OMAS

PS: If E-TRAN will not run on Sundays, could RT bus 56 extend it's service to Bruceville and Elk Grove Boulevard on Sundays. RT used to service Elk Grove on Sundays until E-Tran take over transportation Service in Elk Grove

SacRT Response

5/2/22

Hi Beatriz,

Thank you for your feedback on service changes. The service changes for September 2022 are not considering major expansion; however, in our Short Range Transit Plan, we have identified Sunday and Holiday service in Elk Grove as a significant unmet need and a target for future expansion.

More info:

<https://www.sacrt.com/apps/short-range-transit-plan/>

Thank you,

James Drake
Principal Planner

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Email: 4/30/22

From: Susan Aring

Hello,

I live near the intersection of Stollwood Dr. and Winding Way in Carmichael. When my husband and I moved here nearly 20 years ago, I was relieved to see the "RT" stop on Winding Way, within walking distance of our home (one of the reasons we bought this home is that the bus stop was right there if we needed it). But, now that my teenage son is to the age when he's ready to start venturing off by himself, I'm dismayed to see that the stop is now non-functional. Looking into the next few years, we're thinking that it could be helpful for him if that were a stop for a bus that could go to American River College the Sunrise Mall area. My son will be getting his driver's license soon, and he might have a car after that. But, with the high price of gas, we were hoping that he could utilize public transportation in the next few years, to help save both money and the environment. The nearest "real" RT bus stop is very far away from both our home and Del Campo High School, where he is a student. I grew up about 6 miles from here. There was an RT stop within walking distance of my home. It was a long walk to/from the stop, but it was doable, and having RT available opened up a whole world of possibilities and independence for me. I utilized RT on a regular basis. I used it to go to and from El Camino High School, the public library, stores, visiting my grandparents, babysitting jobs, and more. I believe that learning to use RT and the independence it afforded me helped me become a more independent and self-reliant person. During this time of high gas prices and COVID stress, I'm very dismayed to see that my son can't have the same access to public transportation that I did as a teenager. Please consider making the stops on Winding Way near Stollwood functional again, with the bus going down Winding Way to ARC (stopping at Dewey Drive, right by Del Campo) in one direction, and up Winding Way to San Juan, Madison, then Sunrise Mall in the other direction. From those points I know there are other buses that he could transfer to. Thank you!

~Susan Aring

SacRT Response

5/2/22

Thank you for your feedback on SacRT's proposed service changes. From Winding Way and Stollwood to Del Campo High School is a distance (under 0.75 miles) and path we would ordinarily consider sufficient for high school students to walk. To Sunrise Mall, the nearest stop is on San Juan Ave at Sunset, just under 0.75 miles. Route 23 at that stop comes every 30 minutes.

From your location to American River College on the other hand, is not currently served with fixed-route transit, however, you may be interested to know about our Smart Ride service. It is essentially like Uber or Lyft with a bus. You use our app to book a ride when you want it, and it picks you up, for a normal transit fare of \$2.50. It is limited to certain zones, however, from your neighborhood to ARC happens to be within one of our zones. This service was developed partly because ridership on our former traditional fixed-route bus service from Winding Way to ARC had very low ridership. Smart Ride allows us to serve a larger lower-density, lower-demand area and provide service to the entire area at a lower total cost to the agency.

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Email: 4/29/22

From: Nick Meyer

I strongly support the proposed changes to routes 51 and 142.

Running 51 later on Sunday is a game changer for anyone who has to get home later. It makes more of my trips feasible to use transit. Increase evening frequency on Saturday is also great, though I would argue that RT riders (or potential) would generally benefit from even later departures on all days.

The 142 expansion/restoration is also very useful. It will dramatically reduce wait times, which will be a huge improvement for RT customers. I would note that you say "Route 142 has very low rates of low-income ridership". The Sacramento airport has a substantial number of retail workers and TSA employees who are not particularly wealthy. If 142 isn't attracting those workers, I would suggest something is missing whether it is later night connections, lack of knowledge, or something else. All too often airport service focuses far too much on people flying rather than the thousands of people who make an airport work.

Thank You

Nicholas Meyer

SacRT Response

5/2/22

Thank you for your comments. They will be included in the public record.

RESOLUTION NO. 2022-05-045

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

May 9, 2022

APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR SEPTEMBER 2022 AND FUTURE SERVICE

WHEREAS, SacRT is considering major service changes, as defined in Resolution 15-12-0137, planned for implementation on or around September 2022, as described and except as noted in Exhibit A; and,

WHEREAS, a draft service plan, including a Title VI service 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; and,

WHEREAS, the Title VI service equity analysis found that there might be potential disproportionate burdens to low-income populations from adopting the proposed service changes because the proposed new service is expected to be disproportionately used by non-low-income populations;

NOW, THEREFORE, 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 equity analysis set forth in Exhibit A and has reviewed and taken into consideration all public comments related to the proposed changes and the Title VI service equity analysis; and,

THAT, the potential disproportionate burden to low-income populations is the result of improving or introducing service that would be fully paid for by others and that without these changes, the remainder of the proposed service changes would not result in a potential disproportionate burden to low-income populations; and,

THAT, recognizing this determination, the Board of Directors finds that there is a substantial legitimate justification to implement the service changes as proposed;

THAT, the changes to Route 177 made on August 30, 2021 are hereby approved to become permanent, pending written approval by City of Rancho Cordova, as described in Exhibit A; and,

THAT, the proposed changes to Route 138 are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes on or around September 2022, pending approval by the Yolo County Transportation District, as described in Exhibit A; and,

THAT, the proposed changes to Route E110 are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes on or around September 2022, pending execution of a cost-sharing agreement with Sky River Casino to fully fund the direct operating cost of the additional service, as described in Exhibit A; and,

THAT, the proposed new route, tentatively referred to as Route E37, is hereby approved and the General Manager/CEO is hereby authorized to implement the new route, with a start date depending on vehicle acquisition, pending execution of a cost-sharing agreement with UC Davis Health, to fully fund the direct operating cost and any capital cost of the new service, as described in Exhibit A; and,

THAT, the remainder of the proposed service changes set forth in Exhibit A are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes effective on or around September 2022, as described in Exhibit A.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Sacramento Regional Transit

September 2022 Service Changes Final Plan and Title VI Equity Analysis

Presented to the SacRT Board of Directors
May 9, 2022

Overview

SacRT's major service change policy requires a 30-day public review and Title VI service equity analysis before approving any major service changes. The following report presents proposed changes broadly categorized as follows:

Service Restorations – Restoring bus service that was designated for temporary suspension beginning on April 3, 2022 (see below for extended discussion on temporary suspensions)

Permanent Elimination – Making permanent a small subset of originally temporary suspensions of certain routes and trips beginning on April 3, 2022

SRTP Implementation – Implementing changes to service as set forth in SacRT's Short Range Transit Plan, or other minor changes requested by customers or recommended by staff

Contract Service – Analyzing changes approved earlier on a temporary basis (i.e., improvements to the Rancho CordoVan) or being considered for the future (i.e., a new commuter route from Elk Grove to UC Davis Health and additional weekend service to the future Sky River Casino)

Temporary Suspensions

In March 2022, SacRT announced temporary suspensions of all or part of several bus routes throughout the system, to address a shortage in bus operators which has been resulting in systemwide reliability problems. By suspending approximately 3 percent of bus service, SacRT sought to better allow customers to plan around system outages, rather than be subject to random and unplanned outages.

Factors - Suspensions were spread throughout the system, to avoid targeting a single area or type of service. For example, several commuter bus routes, trunk line service on Florin Road, and Route 142 service to Sacramento International Airport were all included as suspensions.

Example 1:

In the case of Florin Road service, the route in question is a high-ridership route (i.e., Route 81) however, it was felt that lengthening frequency from 15 to 30 minutes would be less impactful than lengthening headways from 30 to 60 minutes on a lower frequency route (or eliminating a low-frequency route altogether).

Example 2:

Frequency on Route 142 to the airport was reduced from 30 to 60 minutes, which is understandably less convenient; however, staff felt that by conserving some resources on airport service, less lifeline service would have to be suspended.

Example 3:

Suspensions to commuter bus service were made with reluctance, given that the COVID-19 pandemic appeared to be subsiding and many office workers were returning to work; however, compared to student riders and transit-dependent riders, commuter ridership has had the most extreme ridership loss and has been the last and slowest ridership type to rebound. Teleworking seems likely to permanently reduce commuter ridership going forward, so it was felt that reductions to commuter bus service should be suspended as well, especially where an alternative route might be available, even if the alternative route might have a longer route or more stops.

Public Review - The April suspensions were approved on relatively short notice, without a 30-day public review, on the basis that they were considered temporary, lasting no more than twelve months, and as such did not constitute major service changes under SacRT policy. This was justified on the basis that expeditiousness was required to address a problem that was both immediate and temporary. This report analyzes those suspensions; however, the plan itself calls for most (although not all) of them to be reversed in September.

Equity - As discussed in the Title VI section of this report, if Route 142 and several commuter bus routes had not been included among the suspensions, the impacts of the suspensions would have fallen disproportionately on disadvantaged populations.

Permanent Eliminations

Certain trips on Routes 23, 82, and 86 that were suspended in April 2022 were designated for permanent elimination in this plan. In general, the selected trips are trips that were previously added to the schedule to augment capacity but that are not considered necessary under current circumstances, with ridership having decreased from the COVID-19 pandemic. Supplemental trips such as these often consume an outsize share of resources (e.g., an additional bus may have to pull out each day just to operate a single peak-hour trip). Trips like these should therefore only be operated when they are genuinely needed for capacity reasons. If ridership returns to prior levels, these trips could be restored.

SRTP Implementation

Throughout 2021 and over the past few months, SacRT has been updating its Short Range Transit Plan. The public comment period for the Draft SRTP recently closed and the final version is being presented to the SacRT Board in a separate agenda item but on the same agenda as this service change plan. The SRTP provides a higher-level look at potential service improvements over the next five years and a forum for stakeholders to evaluate options, costs, and priorities. Staff evaluated potential improvements from the Draft SRTP and recommended a subset of them for implementation in September 2022. Due to SacRT's ongoing shortage of bus operators, Staff has kept the magnitude of changes relatively modest. Staff has also prioritized improvements to evening span of service (rather than additional daytime trips) to avoid incrementing the peak vehicle requirement, until more of SacRT's bus fleet is replaced with newer vehicles.

Contract Service

Four routes in this service plan are already operated or would potentially be operated with support from an outside party under a cost-sharing agreement, covering SacRT's operating costs.

Title VI and Approval

SacRT policy requires a Title VI service equity analysis prior to adopting major service changes. That analysis can be found in Section II. Staff anticipates presenting a final plan, a final Title VI analysis, and all public comments to the SacRT Board on May 9, 2022 for potential approval.

Section I

Service Plan

#1 Greenback

Description – Add one evening trip on Saturday leaving Watt/I-80 light rail station at 9:36 pm..

Discussion – Addition of this trip would close a 60-minute gap in service and was identified in SacRT's Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 1 is a major route with connections to the Blue Line and Routes 21, 23, 25, 26, 82, 84, and 93.

Evening service improvements are also being prioritized at this time (e.g., over peak-hour improvements) to avoid incrementing SacRT's daily vehicle requirement.

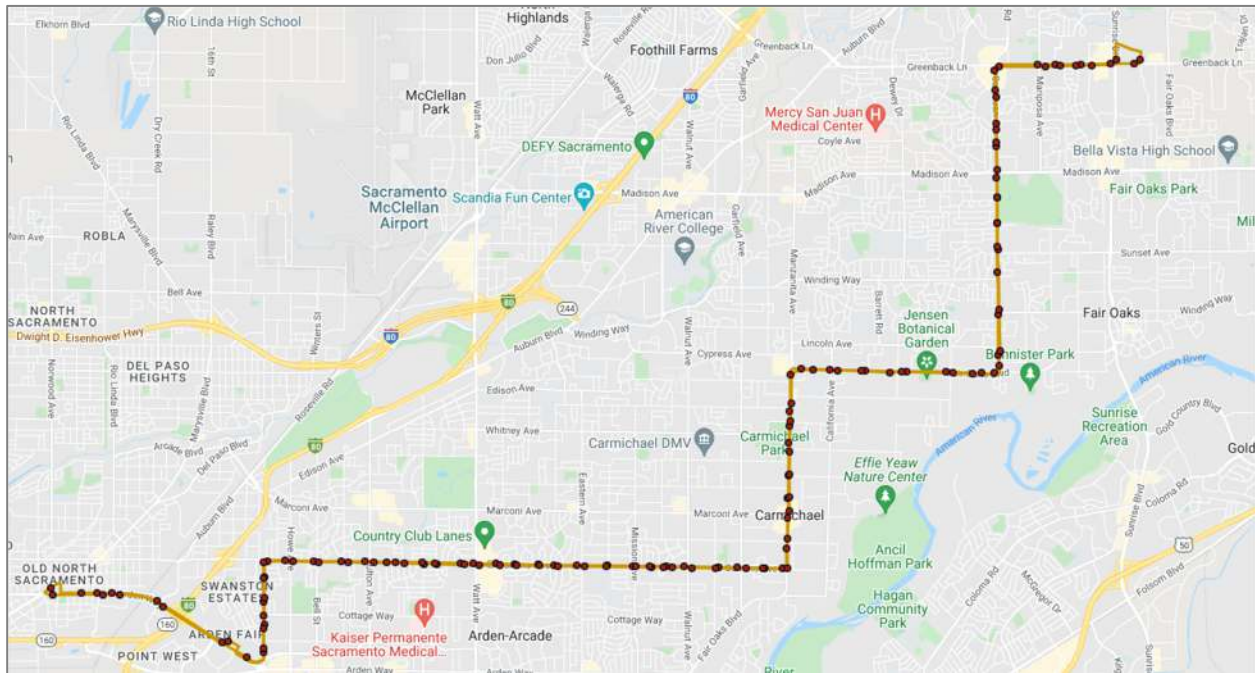
Fiscal Impact - Operating cost for the new trip is estimated at **\$5,103** per year, before fare revenue.

#23 El Camino

Description - Make permanent the suspension of eight short trips suspended in April 2022 due to low ridership and to conserve resources.

Background – These eight trips were added in September 2019 as part of the SacRT Forward project. The purpose, at the time, was to begin upgrading Route 23 to 15-minute frequency during the times of highest ridership. They do not operate the entire length of the route, but instead, run only from Arden/Del Paso light rail station to Watt Avenue, which is the busiest segment of the route. These eight trips were designated for suspension in April 2022. This change would make that suspension permanent. If/when ridership on the route returns to pre-pandemic levels, these trips could and should then be restored.

Fiscal Impact - Operating savings for this improvement are estimated at **\$124,959** per year, excluding fare revenue.

#23 El Camino Map

Route 23 runs from Arden/Del Paso light rail station to Sunrise Mall, primarily via El Camino Ave., Fair Oaks Blvd., San Juan Ave, and Greenback Lane.

#26 Fulton

Description – Add three evening trips on weekdays including trips from University/65th Street light rail station at 8:47 and 9:47 pm and from Watt Ave and Elverta Road at 8:53 pm.

Discussion – Addition of these trips would close several 60-minute gaps in service and was identified in SacRT’s Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 26 is a major route with connections to the Blue Line, Gold Line, and Routes 1, 13, 19, 23, 25, 38, 81, 82, 84, and 87.

Evening service improvements are also being prioritized at this time (e.g., over peak-hour improvements) to avoid incrementing SacRT’s daily vehicle requirement.

Fiscal Impact - Operating cost for the new trips is estimated at **\$82,265** per year, before fare revenue.

#23 El Camino
Monday to Friday Schedule
Suspended Trips for Permanent Elimination

Sunrise Mall	Watt Ave	Arden Del Paso	Arden Del Paso	Watt Ave	Sunrise Mall
5:15a	5:45a	6:08a	6:23a	6:44a	7:20a
5:45a	6:15a	6:38a	6:53a	7:17a	7:57a
6:15a	6:45a	7:08a	7:23a	7:47a	8:27a
6:43a	7:15a	7:38a	7:53a	8:15a	8:52a
7:08a	7:44a	8:08a	8:23a	8:45a	9:22a
7:38a	8:14a	8:38a	8:53a	9:15a	9:52a
8:08a	8:44a	9:08a	9:23a	9:45a	10:22a
8:38a	9:14a	9:38a	9:53a	10:15a	10:52a
9:08a	9:44a	10:08a	10:23a	10:46a	11:25a
9:38a	10:14a	10:38a	10:53a	11:16a	11:55a
10:08a	10:44a	11:08a	11:23a	11:46a	12:25p
10:35a	11:13a	11:38a	11:53a	12:18p	12:58p
11:05a	11:43a	12:08p	12:23p	12:48p	1:28p
11:35a	12:13p	12:38p	12:53p	1:18p	1:58p
12:05p	12:43p	1:08p	1:23p	1:48p	2:28p
12:35p	1:13p	1:38p	1:53p	2:20p	3:00p
1:04p	1:42p	2:08p	2:23p	2:50p	3:30p
1:34p	2:12p	2:38p	2:53p	3:20p	4:00p
2:03p	2:41p	3:07p	3:23p	3:50p	4:30p
2:30p	3:08p	3:34p	3:38p	4:05p	
	3:25p	3:51p	3:53p	4:20p	5:00p
3:01p	3:42p	4:08p	4:08p	4:35p	
3:18p	3:57p	4:23p	4:23p	4:50p	5:30p
	4:11p	4:34p	4:39p	5:06p	
3:48p	4:27p	4:53p	4:53p	5:20p	6:00p
	4:41p	5:04p	5:08p	5:35p	
4:18p	4:57p	5:23p	5:23p	5:50p	6:30p
	5:11p	5:34p	5:39p	6:06p	
4:48p	5:27p	5:53p	5:53p	6:16p	6:52p
5:08p	5:43p	6:08p	6:23p	6:46p	7:22p
5:41p	6:16p	6:41p	6:53p	7:14p	7:48p
6:11p	6:44p	7:07p	7:23p	7:44p	8:18p
6:41p	7:14p	7:37p	7:53p	8:14p	8:48p
7:15p	7:46p	8:07p	8:23p	8:42p	9:12p
7:45p	8:16p	8:37p	8:53p	9:12p	9:42p
8:15p	8:46p	9:07p	9:23p	9:42p	10:12p
8:45p	9:16p	9:37p	9:53p	10:12p	10:42p
9:15p	9:46p	10:07p	10:23p	10:42p	11:12p

The trips shown in red would be permanently eliminated

Includes westbound trips from Watt Avenue at 4:11, 4:41, and 5:11 pm

Includes eastbound trips from Arden/Del Paso at 3:38, 4:08, 4:39, 5:08, and 5:39 pm

Remaining trip times may be shifted to maintain even 30-minute frequency on remainder of the route

#30 J Street

Description – Add a morning trip beginning at CSUS around 5:31 am and arriving at Sacramento Valley Station around 5:54 am (to connect with the 6:10 am Capitol Corridor train and allow earlier travel to Sacramento International Airport). Add evening trips from CSUS at 6:57 and 7:57 pm and from Sacramento Valley Station at 7:39 and 8:39 pm to improve evening headways from 60 to 30 minutes (and to also provide better connections from Capitol Corridor trains arriving at 8:09 and 9:15 pm).

Background – In 2019, as part of the SacRT Forward project, frequency on Route 30 was reduced during the midday period from 15 to 30 minutes. At the same time, Route 38 was realigned from P/Q Streets to J/L Streets, sharing the corridor with Route 30, and providing a combined 15-minute frequency. Route 30 retained its own independent 15-minute frequency during busier peak hours. Reduction of frequency on Route 30 has been one of the less popular changes from SacRT Forward, with many operators and customers complaining that the simplicity of 15-minute frequency on Route 30 was essential to its usefulness. As a shorter-distance route, 30-minute frequency can struggle to compete against other short-distance modes such as ride-share.

SacRT's Short Range Transit Plan identified restoration of 15-minute daytime frequency on Route 30 as a high priority; however, at \$918,820 per year, it is a very expensive improvement. SacRT has also been experiencing vehicle shortages with the aging of its fleet. Although replacement vehicles will be arriving over the next year, for these reasons combined staff recommends at this time prioritizing just some of the evening service on Route 30, where existing frequency is 60 minutes, plus one morning trip. These changes are lower in cost and do not require additional vehicles. Improving to 15-minute frequency all-day would require an estimated two new vehicles each day.

Equity – Route 30 skews very low for low-income ridership, so major improvements to Route 30, without improvements to lower-income routes elsewhere (or reductions to other higher-income routes) might also contribute significantly to the service changes being unintentionally discriminatory, as discussed in more detail in the Title VI equity analysis section. For this reason, a smaller change to Route 30 is recommended at this time, rather than the entire 15-minute frequency improvement.

Fiscal Impact – Operating cost for the five new trips recommended is estimated at **\$109,340** per year, before fare revenue.

**#30 J Street
Proposed Schedule
Monday to Friday**

CSUS	L & 29th	Sac Valley	Sac Valley	J & 28th	CSUS
5:31a	5:42a	5:54a	6:09a	6:24a	6:35a
5:56a	6:07a	6:19a	6:39a	6:55a	7:07a
6:26a	6:37a	6:49a	7:09a	7:25a	7:37a
6:56a	7:07a	7:19a	7:25a	7:41a	7:53a
7:26a	7:38a	7:52a	7:39a	7:55a	8:07a
7:56a	8:08a	8:22a	7:55a	8:11a	8:23a
8:26a	8:38a	8:52a	8:09a	8:25a	8:37a
8:56a	9:08a	9:22a	8:25a	8:41a	8:53a
9:26a	9:38a	9:52a	8:39a	8:55a	9:08a
9:56a	10:08a	10:22a	9:09a	9:25a	9:38a
10:26a	10:38a	10:52a	9:39a	9:55a	10:08a
10:56a	11:09a	11:25a	10:09a	10:25a	10:38a
11:25a	11:38a	11:54a	10:39a	10:56a	11:10a
11:55a	12:08p	12:24p	11:09a	11:26a	11:40a
12:25p	12:38p	12:54p	11:39a	11:56a	12:10p
12:55p	1:08p	1:24p	12:09p	12:26p	12:40p
1:25p	1:38p	1:54p	12:39p	12:56p	1:10p
1:55p	2:08p	2:24p	1:09p	1:26p	1:40p
2:25p	2:38p	2:54p	1:39p	1:56p	2:10p
2:40p	2:53p	3:09p	2:09p	2:26p	2:40p
2:55p	3:08p	3:24p	2:39p	2:56p	3:10p
3:10p	3:23p	3:39p	3:09p	3:27p	3:41p
3:25p	3:38p	3:54p	3:39p	3:57p	4:11p
3:40p	3:53p	4:09p	4:09p	4:27p	4:41p
3:55p	4:08p	4:24p	4:25p	4:43p	4:57p
4:10p	4:23p	4:39p	4:39p	4:57p	5:11p
4:25p	4:38p	4:54p	4:55p	5:12p	5:27p
4:40p	4:53p	5:09p	5:09p	5:26p	5:41p
4:56p	5:09p	5:22p	5:25p	5:41p	5:53p
5:26p	5:37p	5:52p	5:39p	5:55p	6:07p
5:56p	6:07p	6:22p	6:09p	6:25p	6:37p
6:26p	6:37p	6:52p	6:39p	6:53p	7:03p
6:57p	7:06p	7:18p	7:09p	7:23p	7:33p
7:27p	7:36p	7:48p	7:39p	7:53p	8:03p
7:57p	8:06p	8:18p	8:09p	8:23p	8:33p
8:27p	8:36p	8:48p	8:39p	8:53p	9:03p
9:27p	9:36p	9:48p	9:09p	9:23p	9:33p

New trips (shown in blue) from CSUS at 5:31 am, 6:57 pm, and 7:57 pm
 New trips (shown in blue) from Sacramento Valley Station at 7:39 pm and 8:39 pm
 Draft schedule subject to change

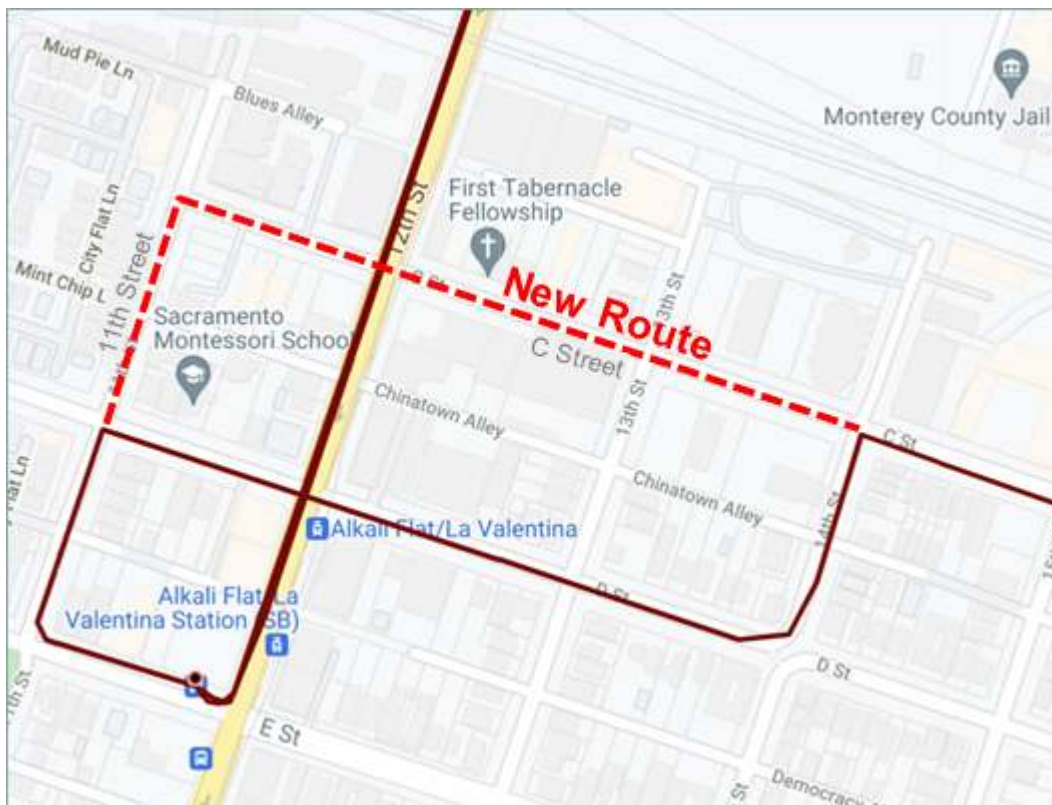
#33 Dos Rios

Description – Realign the route from D Street to C Street, via 11th Street.

Background – This routing reduces two turns from the existing route and moves Route 33 from a residential street (i.e., D Street) to a more commercial corridor (i.e., C Street) partly in response to noise complaints from residents of C Street. This does not affect any bus stops and should have no effect on ridership.

Fiscal Impact – None. This is a cost-neutral change.

#33 Dos Rios Changes to Route Map



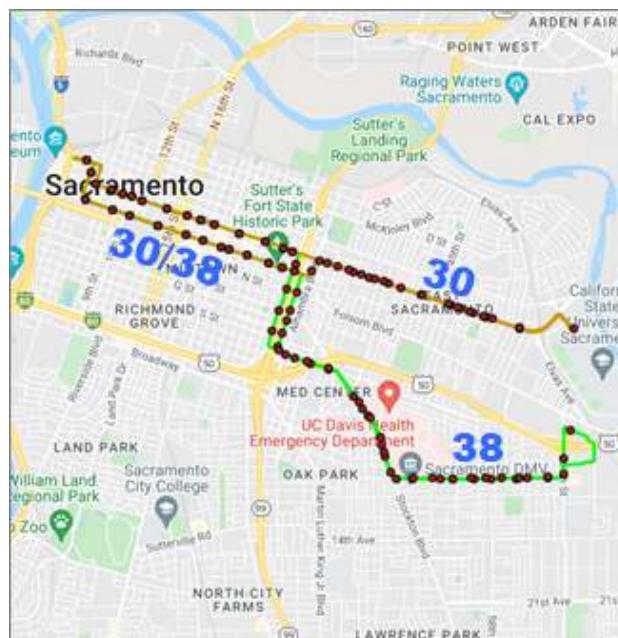
#38 Tahoe Park

Description - Adjust departure times from Sacramento Valley Station to improve spacing with Route 30 and improve transfers to Route 68.

Background – During the midday period, Route 30 and 38 both have 30-minute frequency and are scheduled 15 minutes apart on the shared J/L Street corridor. However, during peak hours, when Route 30 has 15-minute frequency, Route 38 trips are scheduled at the same time, or just a minute or two apart. This proposal would shift Route 38 times ahead by a few minutes, during times when its schedule is to close to that of Route 30.

Objectives – This change will reduce incidents of Route 30 and 38 buses arriving at J Street stops at the same time and queuing into the street. It will also reduce incidents of Route 38 arriving at the same time as Route 68 on 29th Street, where the two routes coincidentally have similar arrival times. By shifting Route 38 earlier, it may take pressure off Route 30, which tends to have more riders, and add riders to Route 38, which tends to have fewer riders. It will also tend to provide more schedule cushion for riders making the transfer from Route 38 outbound from downtown to Route 68, which continues to Oak Park, South Sacramento, and ultimately Cosumnes River College.

Schedule Constraints – Due to connections with light rail at Sacramento Valley Station, 29th Street, and University/65th Street, the Route 38 schedule should not be shifted excessively. Likewise, a major shift in the Route 38 schedule during peak hours (when Route 30 has 15-minute frequency) would create an irregular gap in trips at the time of the transition to midday hours.



#51 Stockton/Broadway

Description – Add four evening trips on Saturdays including trips from downtown Sacramento at 7:38, 8:38, and 9:38 pm and from Florin Towne Centre at 8:44 pm.

Add six evening trips on Sundays and Holidays and shift trip start times so that buses leave downtown Sacramento at approximately 7:12, 7:42, 8:12, 8:42, 9:12, and 9:42 pm and so that buses leave Florin Towne Centre at approximately 6:54, 7:24, 7:54, 8:24, and 8:54 pm.

Discussion – Addition of these trips would close several gaps in service of 45 to 60 minutes and lengthen the service day so the last bus from downtown would change from an 8:30 pm departure to a 9:42 pm departure. These changes were identified in SacRT's Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 51 is a major route with connections to the Routes 38, 61, 67, 68, and 81, as well as numerous bus routes and light rail in downtown Sacramento.

Evening service improvements are also being prioritized at this time (e.g., over peak-hour improvements) to avoid incrementing SacRT's daily vehicle requirement.

Fiscal Impact - Operating cost for the new trips is estimated at **\$66,538** per year, before fare revenue.

#81 Florin

Description - Restore all trips that were temporarily suspended in April 2022, restoring frequency to 15 minutes throughout the day on weekdays.

Add two evening trips on Saturdays beginning at University/65th Street light rail station at 9:13 pm and at Florin Road and Riverside Blvd at 9:18 pm.

Add six evening trips on Sundays and Holidays beginning at University/65th Street at 7:43, 8:43, and 9:13 pm and from Florin Road and Riverside Blvd at 6:48, 7:48, and 8:48 pm.

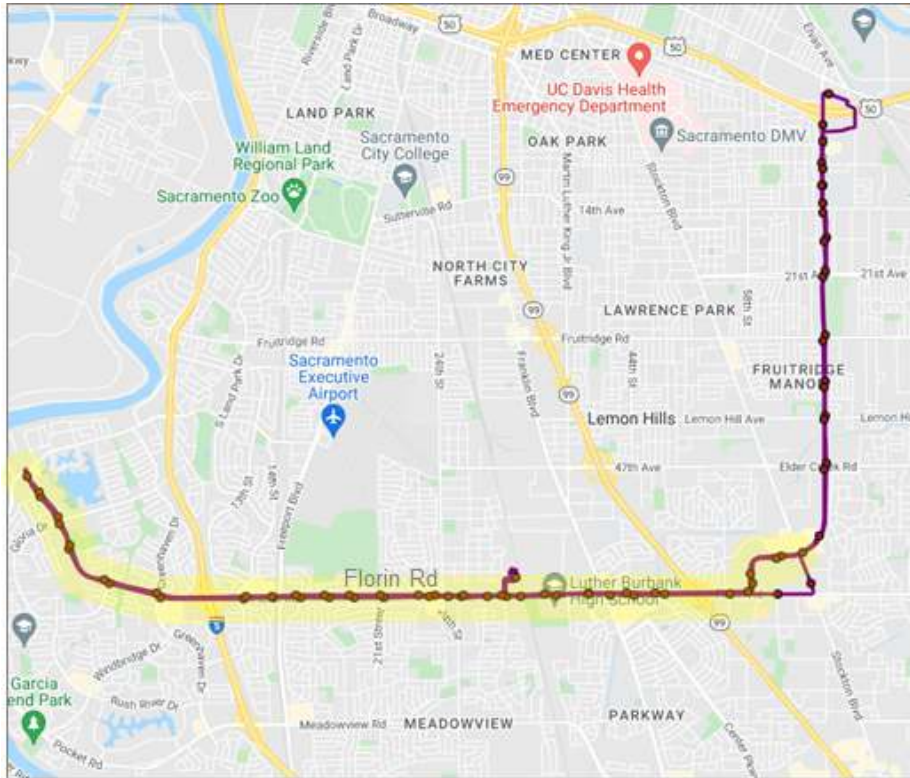
Background – Route 81 weekday service runs every 15 minutes on Florin Road during the day and every 30 minutes on 65th Street and through the evening on the entire route. In response to a major shortage in bus operators, service on Florin Road was reduced to every 30 minutes in April 2022, from approximately 5:34 am to 2:31 pm. This change would reverse that temporary measure.

Weekend trips would then be added to close several gaps in service of 60 minutes and lengthen the Sunday/Holiday service day by one hour. These changes were identified in SacRT's Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 81 is a major route with connections to the Blue Line and Gold Line and Routes 26, 38, 51, 61, 62, 67, 68, 82, and 87.

Equity – Route 81 serves disproportionately high minority and low-income populations, so if the April 2022 suspensions were made permanent (i.e., not reversed) it could contribute to the overall package of changes having a disparate impact on disadvantaged populations.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction. Operating cost for the new trips is estimated at **\$59,958** per year, before fare revenue.

#81 Florin Route Map With Florin Road Segment Highlighted



#82 Northrop/Morse

Description - Make permanent the April 2022 suspension of one morning trip beginning at 7:32 am due to low ridership and to conserve resources.

Background – The 7:02 and 7:32 am trips were added several years ago to augment the ordinary 30-minute headway schedule during busy peak hours. Neither trip is well-used, but the 7:02 am trip backs up a heavily used 6:43 am trip. The 7:32 am trip has fairly low ridership, and its elimination would free an entire bus for redeployment elsewhere.

Fiscal Impact - Operating savings for this improvement are estimated at **\$32,281** per year, excluding fare revenue. Because of how this trip is scheduled, as a special trip, augmenting the baseline 30-minute headways on the route, elimination of this single trip would free an entire morning bus.

**#82 Northrop/Morse
Average Daily Ridership
on Outbound Morning Trips**

Departure	Ridership
6:13a	7
6:43a	34
7:02a	12
7:16a	10
7:32a	8
7:43a	14
8:13a	13
8:43a	11
9:13a	10
9:43a	11
6:13p	8
6:43p	6

The 7:32 am trip would be eliminated.

#86 Grand

Description - Make permanent the April 2022 suspension of two morning trips beginning at 6:47 and 7:17 am due to low ridership and to conserve resources.

Background - These trips were added several years ago to augment the normal 30-minute frequency into downtown on Route 86, due to full buses at that time. Since the COVID-19 pandemic, commuter hour ridership has been slow to recover. If/when ridership rebounds on the normal 30-minute headway trips, these trips could and should be restored.

Fiscal Impact - Operating savings for this improvement are estimated at **\$66,645** per year, excluding fare revenue.

**#86 Grand
Average Daily Ridership
on Inbound Morning Trips**

Departure	Ridership
5:32a	5
6:02a	7
6:32a	11
6:47a	7
7:02a	8
7:17a	8
7:32a	8
8:02a	10
8:32a	9

The 6:47 and 7:17 am trips would be eliminated.

#93 Hillsdale

Description - Add one morning trip beginning at 7:04 am and arriving Watt/I-80 light rail at 7:37 am to close a 60-minute gap in inbound morning trips.

Discussion – The new trip would connects with a Blue Line train departing at 7:48 am and arriving downtown at 8:16 am (at 7th & Capitol). This would fill an irregular gap of approximately 60 minutes during the morning peak (the rest of the route has 30-minute headways during the day).

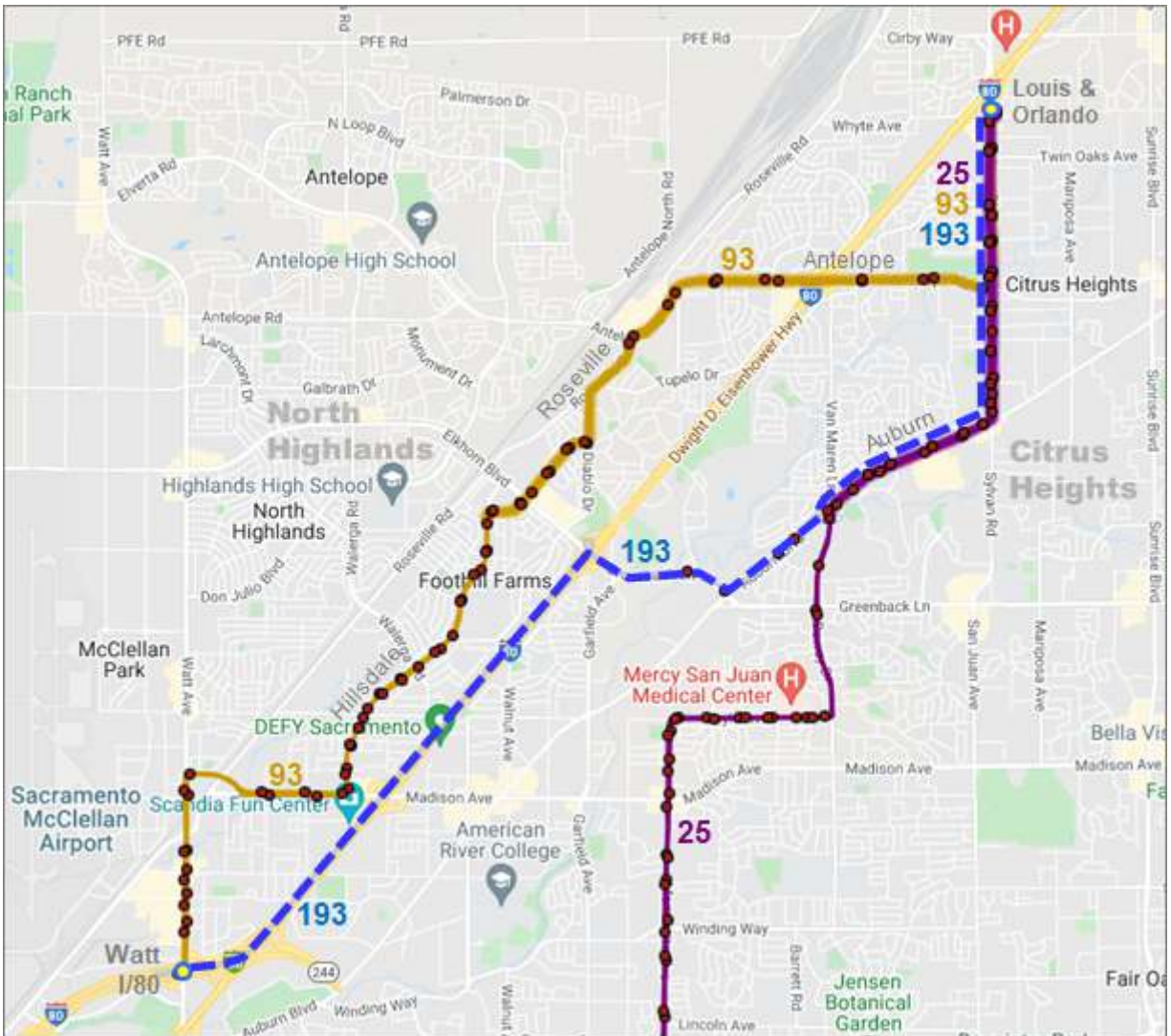
Background – Before 2019, Route 93 operated in a shared corridor with Route 193 on Auburn Blvd., in Citrus Heights. The SacRT Forward new bus network realigned Route 93 from Auburn Blvd. to the west side of Interstate 80, to provide new coverage to previously unserved parts of North Highlands. The former Route 93 service on Auburn Blvd. was covered by Route 25, which was itself realigned. Route 93 may have been missing a peak-hour trip from the pre-SacRT Forward days, when riders destined for Watt/I-80 station would have had peak-hour options on Route 193. The absence of a 7:04 am inbound trip on Route 93 post-SacRT Forward may have been an oversight.

**#93 Hillsdale
Average Daily Ridership
on Inbound Morning Trips**

Departure	Ridership
5:43a	8
6:38a	12
7:04a	new trip
7:32a	7
8:04a	6
8:34a	6
9:04a	5
9:34a	6

A 7:04 am trip would be created, filling an approximate 60-minute gap in service

Routes 25, 93, and 193



#107 Land Park Express

Description - Restore all trips that were temporarily suspended in April 2022.

Background - Route 107 provides peak-hour commuter service from the South Land Park area to Downtown Sacramento consisting of three morning and three evening trips. In response to a major shortage in bus operators, this service was entirely suspended in April 2022. This proposal would reverse that suspension.

The COVID-19 pandemic reduced ridership on SacRT commuter bus routes by an average of 90 percent, compared to 70 percent for the overall system. Route 107 was selected as a route for April suspension due partly to low ridership and partly due to availability of reasonable alternatives, such as Routes 62 or 106. Route 107 notably picks up only in South Land Park and Pocket/Greenhaven, getting on Interstate 5 at 43rd Avenue.

Before the pandemic, there was enough demand for commuter service to downtown to justify a bus picking up only in these specific areas. In other words, a bus could be filled from these areas alone, so it was justifiable to run Route 107 non-stop from there to downtown, without any stops north of 43rd Avenue. Post-pandemic, with commuter ridership struggling, it was felt that Routes 102 and 106 made more sense to retain than Route 107. Although Routes 102 and 106 also run only during peak hours (i.e., commuter service) they use local streets all the way to downtown, serving approximately 60 percent more potential riders than their freeway express counterparts. Staff felt that if some service had to be suspended that coverage should be prioritized. With the pandemic hopefully subsiding and operator availability hopefully returning to normal, Staff believes these trips should be restored in September 2022, to provide attractive options to a re-emerging commuter market.

Equity – Route 107 and most of SacRT's commuter routes have very low rates of low-income ridership. For this reason, these routes should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction.

#134 McKinley Commuter

Description - Restore all trips temporarily suspended in April 2022. Also, realign the route to 53rd Street (Sutter Village) from Pala Way, Coloma Way, and part of F Street and realign the route to McKinley Blvd., Elvas Ave., and 45th Street from Meister Way, Aiken Way, and Brand Way.

Background - Route 134 provides peak-hour commuter service from the East Sacramento to downtown. In response to a major shortage in bus operators, this service was entirely suspended in April 2022, except for two trips heavily used by students, many coming from River Park, who would have no feasible alternative route. This proposal would reverse that suspension.

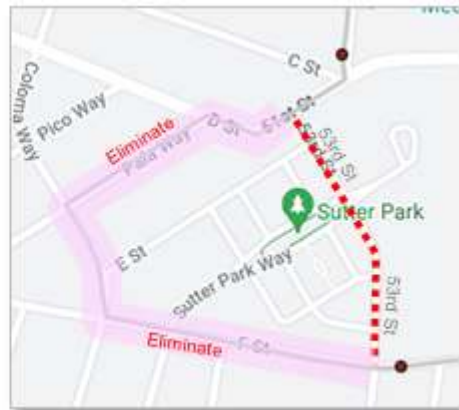
The COVID-19 pandemic reduced ridership on SacRT commuter bus routes by an average of 90 percent, compared to 70 percent for the overall system. Route 134 was selected as a route for April suspension due partly to low ridership and partly due to availability of reasonable alternatives, such as Route 30.

Timing – The route changes to Elvas Avenue, from Meister Way, is contingent on and will not take effect until construction of a new bus stop on eastbound McKinley Boulevard near Meister Way (across from Compton’s Market) which itself depends on securing space on private property to build an ADA-compliant bus stop pad.

Equity – Route 134 and most of SacRT’s commuter routes have very low rates of low-income ridership. For this reason, these routes should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction.

#134 McKinley Commuter



Route 134 would be realigned in East Sacramento to have fewer turns and operate on fewer narrow streets

#138 Causeway Connection

Description – Add one morning round trip and one afternoon round trip. One of the round trips would be operated by SacRT. The other round trip would be operated by Yolobus. Other adjustments may be made to running times, to account for increased traffic on Interstate 80 between Sacramento and Davis.

Background – The Causeway Connection is jointly operated by SacRT and Yolobus according to an agreement that also includes the provision of operating subsidy from the University of California, Davis. The service is also supported by a Congestion Mitigation and Air Quality (CMAQ) grant, which provides an approximate 1-to-1 match with the UC Davis contribution to fully fund operations and maintenance. Although an amendment is not needed to alter service levels, these changes would be contingent upon written concurrence from both Yolobus and UC Davis, which is anticipated.

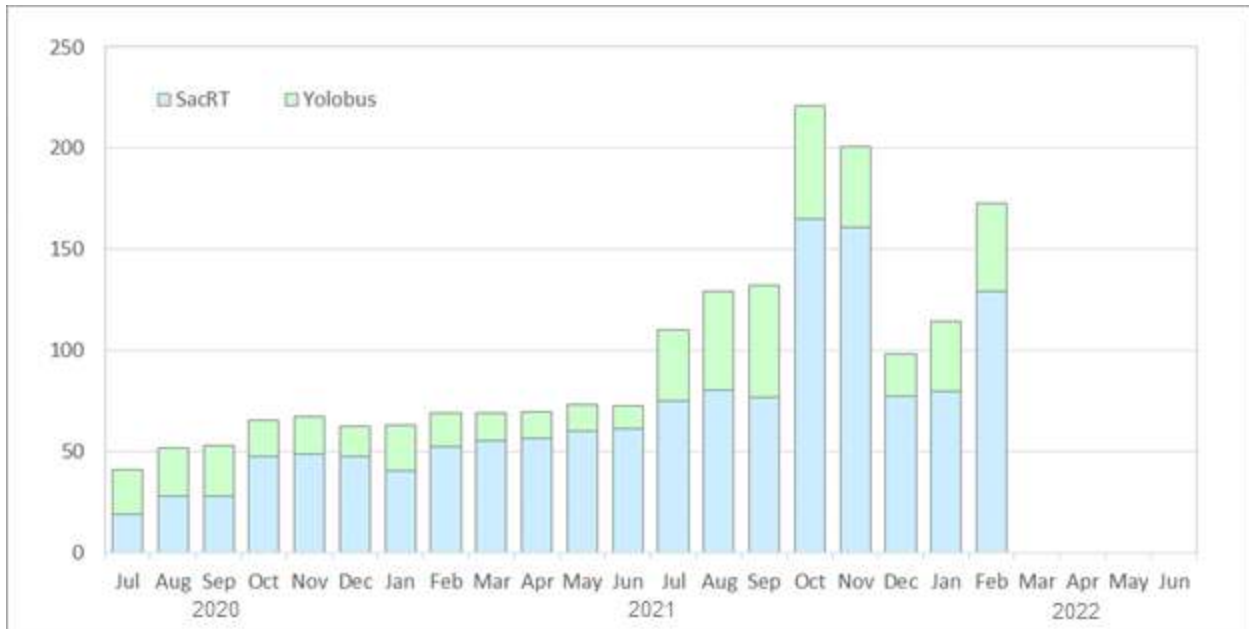
Justification - The three-party agreement for the Causeway Connection funded and obligated SacRT and Yolobus to operate 22 round trips per weekday. Due to the COVID-19 pandemic, the parties agreed to reduce service levels. The route was introduced with just peak-hour service, which was later increased to the current basic hourly all-day service levels with a total of 15 round trips. This proposal would increase service levels to 17 round trips of the originally planned 22 round trips.

Ridership – Ridership on the Causeway Connection began growing significantly in Fall 2021. Prior to that, ridership was primarily from commuters to Sacramento. With on-campus activities returning to normal in Davis, ridership to Davis has grown. Total ridership in February 2022 averaged 175 boardings per day.

Productivity - Because it is a relatively long route without seat turnover, productivity is still less than 6 boardings per revenue hour, which is very low compared to other SacRT fixed-route service; however, operating subsidy from UC Davis and the CMAQ grant make productivity less important. Although the lack of seat turnover prevents boardings from being very high, capacity utilization is relatively strong, with many trips approaching or exceeding 20 passengers.

Bicycle Capacity – One of the most common complaints on the Causeway Connection has been lack of bicycle capacity. Bicycle capacity on the electric bus fleet, which was paid for by Electrify America as part of the Volkswagen emissions scandal settlement, is limited to a standard front-mounted triple bike rack. SacRT and Yolobus have explored other options for increasing bicycle capacity per bus, but do not believe there are any feasible options. Adding peak-hour trips is one of the only ways to increase bicycle capacity per hour and reduce pass-ups due to full bike racks.

#138 Causeway Connection Average Daily Boardings by Month



Stakeholder Workshop – Under the three-party agreement for the Causeway Connection, the parties must periodically host workshops with the riders to discuss the service. The next of these workshops was held on April 27, and provided an opportunity to share ridership data and take input from customers on the ideal times for new trips to be added.

Equity – The Causeway Connection is 45 percent below average for minority ridership and 17 percent below average for low-income ridership; however, operating and maintenance costs are fully subsidized, so new service on the Causeway Connection would not actually deprive disadvantaged groups of benefits they might otherwise receive.

Fiscal Impact – There is no fiscal impact to this change because additional costs will be paid for by UC Davis and by increased claims of supporting CMAQ funds. It would require an additional peak vehicle in operation; however, the Causeway Connection has its own branded fleet, which is sufficient to meet this need.

Contingency – For this route, the SacRT Board is being asked merely to authorize the change. Yolobus and UC Davis must both agree before the change could be made.

#138 Causeway Connection Average Daily Boardings by Trip

Eastbound to Sacramento

Begin	Sep 21	Oct 21	Nov 21	Dec 21	Jan 22	Feb 22
6:07a	4	1	1	0	2	1
7:07a	12	15	16	11	9	11
8:07a	5	0	1	0	1	2
9:10a	5	10	10	6	7	8
10:10a	3	4	5	2	6	10
11:10a	6	0	0	0	3	2
12:10p	3	8	8	2	3	8
1:10p	4	10	4	2	2	3
2:10p	4	11	9	3	3	7
3:10p	4	7	4	3	3	4
4:10p	5	19	16	7	6	13
5:10p	3	6	4	2	3	5
6:10p	4	12	11	4	5	8
7:10p	3	0	1	0	3	1
8:10p	1	3	3	3	2	2

Westbound to Davis

6:20a	6	8	7	5	3	5
7:10a	3	0	0	0	2	0
8:10a	13	20	19	5	8	15
9:10a	4	13	13	4	4	9
10:10a	7	2	1	0	4	2
11:10a	3	9	9	3	3	6
12:10p	3	2	0	1	5	3
1:10p	3	5	5	2	3	5
2:10p	9	19	15	7	6	18
3:10p	2	8	9	6	5	7
4:10p	2	5	4	3	2	1
5:20p	8	19	18	13	12	13
6:20p	2	3	3	1	1	0
7:20p	1	2	2	1	2	3
8:20p	1	1	3	1	0	0

#142 Airport

Description - Restore all trips temporarily suspended in April 2022.

Background – Route 142 provides seven day a week service between downtown Sacramento and Sacramento International Airport, running every 30 minutes. In response to a major shortage in bus operators, frequency was temporarily reduced to every 60 minutes, effective in April 2022. This proposal would reverse that action, effective August 28, 2022.

Yolobus – Service to the airport is also provided once an hour by Yolobus Route 42. At times, SacRT has shifted its schedule to come in between Yolobus trips. This remains SacRT’s preferred scheduling policy and it is especially important when frequency on Route 142 is longer (e.g., 60 minutes) however, it is not always possible. The April 2022 suspensions of service were made on an emergency basis, bypassing several steps in the ordinary process of preparing and bidding work shifts for operators. Consequently, SacRT was unable to make adjustments to trip times. SacRT was merely able to choose certain trips to suspend.

With the proposed restoration of 30-minute frequency on Route 142 in September, the ability to integrate schedules with Yolobus would be reduced: A route with 30-minute frequency cannot be timed with a route with 60-minute frequency to achieve even spacing both with itself and with the other route. At 30-minute frequency, the need for even spacing between the two routes is also somewhat reduced.

Yolobus has for several months been planning revisions to the schedule for Route 42 that would vary the arrival times in Downtown Sacramento and vary the frequency between trips. While these changes may make sense overall for Route 42, they will increase the difficulty of SacRT Route 42 having even spacing between Route 42 trips, or for such a solution to be coherent or desirable. SacRT will however continue to coordinate with Yolobus to achieve an optimal—if not ideal—solution to schedule integration.

Equity – Route 142 has very low rates of low-income ridership. For this reason, it should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service, the original suspensions were themselves not treated as budget reductions.

#177 Rancho CordoVan Villages

Description – Make permanent the September 2021 addition of midday service on Route 177, including new trips approximately every 15 minutes from 9:24 am to 3:21 pm.

Background – Prior to the 2019 SacRT Forward project, fixed-route bus service was provided to the Zinfandel/Data Drive area of Rancho Cordova by both Route 74 and the Route 177. Route 74 provided hourly service on an east/west alignment, from Sunrise light rail station to Mather Field/Mills station. Route 177, which is funded by the City of Rancho Cordova, provided north/south service shuttling between the City Hall area and the Zinfandel light rail station.

These two routes were partly redundant during peak hours when Route 177 operated. Since Route 177 had stronger ridership per day and per vehicle hour, with the SacRT Forward project, Route 74 was eliminated, with its resources reallocated partly to improve weekend service on other Rancho Cordova routes. Elimination of Route 74, however, left a gap in transit service during the midday, when Route 177 did not operate.

In 2021, SacRT and City of Rancho Cordova staff collaborated to amend the agreement for Rancho CordoVan service adding midday service on Route 177, to fill this gap. The new midday service took effect on August 30, 2021. Like the rest of the CordoVan service, the new midday service was paid for by the City of Rancho Cordova, form a growing property-based revenue stream.

Demonstration Period – Under the amendment, the Route 177 midday service was approved temporarily for a maximum of twelve months. To be made permanent, SacRT must approve a Title VI service equity analysis for the new service (see the Title VI section of this report) and the City of Rancho Cordova must notify SacRT of its intent to make permanent the midday service prior to May 31, 2022. Unless both of these conditions occur, the midday service would be discontinued, effective July 1, 2022.

Ridership – Prior to the pandemic, average daily ridership on Route 177 was 140 boardings. Ridership dropped to approximately 44 daily boardings with the pandemic. The 18 new midday round trips began in September 2022. Ridership has since grown modestly to approximately 65 boardings per day. Approximately 9 boardings per day are being made on the midday service. The remainder of the growth is from existing trips. Some of that growth may have been enabled by the presence of midday trips. But it may also have arisen because of other factors, such as commuters returning to work in person. At 65 boardings per day, Route 177 is currently averaging 4.9 boardings per revenue vehicle hour.

Alternatives – For the sake of comparison SmaRT Ride service in Rancho Cordova currently averages 116 boardings per day over 24 revenue vehicle hours for productivity of 4.8 boardings per revenue hour. This is notable for being not only one of the most productive SmaRT Ride zones, but for being remarkably high productivity figures for demand response service as a mode, industry-wide. If the parties are dissatisfied with the performance of Route 177, the route could conceivably be eliminated and the funds reallocated to expand SmaRT Ride to the Zinfandel/Data Drive area. The pros and cons of such a change are discussed more below.

**#177 Rancho CordoVan Villages
Average Daily Boardings**

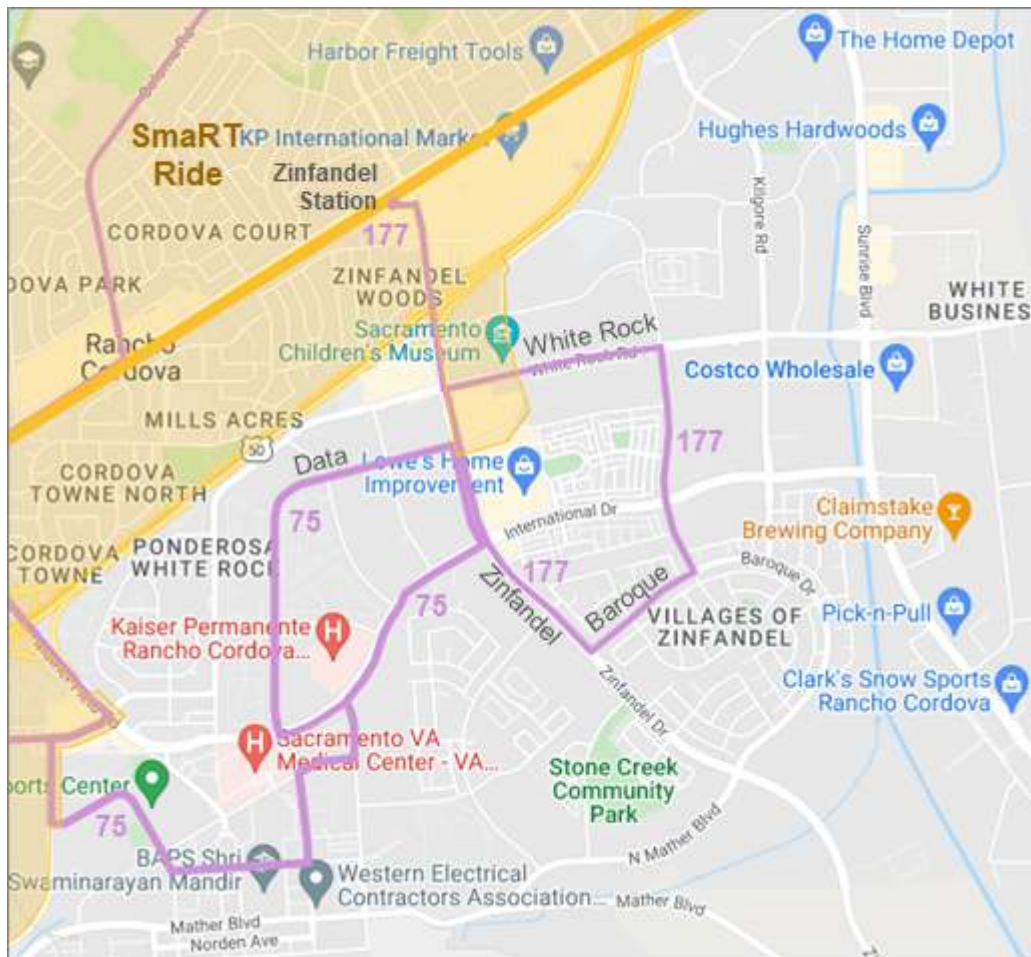
	2019	2020	2021	2022
Jan	105	139	37	65
Feb	106	144	40	65
Mar	117	99	42	
Apr	112	47	38	
May	140	39	35	
Jun	126	42	48	
Jul	126	56	45	
Aug	133	42	46	
Sep	142	51	51	
Oct	146	48	40	
Nov	150	52	60	
Dec	139	37	57	

Capacity – As noted above, boardings per hour for SmaRT Ride are very similar to Route 177 at approximately 4.8. However, as also noted above, Route 177 averaged 140 boardings before the pandemic on only approximately 7.3 revenue hours per day, for productivity of 19.2 boardings per revenue hour. Fixed-route as a mode has much greater capacity than demand response service such as SmaRT Ride, where 4.8 boardings per hour may approach capacity.

Budgetary Control – With demand response service such as SmaRT Ride, costs can be more difficult to control than on fixed-route service. On SmaRT Ride, increasing ridership tends to impact wait times much more than on fixed-route service. Wait times on SmaRT Ride can typically only be reduced by increasing expenditures.

Connection Timing – SmarT Ride would likely be a more flexible and effective way to serve the Zinfandel/Data Drive area for *intracity* transportation (i.e., movement to and from a large variety of points *within* Rancho Cordova). However, as a replacement for Route 177 (i.e., as a first/last mile shuttle to and from light rail) it might not function as satisfactorily, because of its greater variability in arrival and travel times.

#177 Rancho CordoVan Villages Plus Nearby Routes and SmarT Ride



Example:

An everyday commuter to or from light rail can typically count on Route 177 being timed with every train, on the same schedule every day without the need to make reservations. The same traveler, using SmarT Ride, would have to book a trip every day in both directions and be subject to the availability of a SmarT Ride bus at that time. For persons making work trips, this level of variability may not be acceptable.

Zone Hours – If only the midday service on Route 177 was replaced with SmaRT Ride, that would provide only a single bus available for 6 hours to serve the Zinfandel area south of US-50. This might be difficult to present to a customer in the app and difficult to administer.

Example 1:

A user of the app is accustomed to seeing a polygon on a map, indicating the boundaries of the SmaRT Ride zone. If travel to or from certain parts of the zone are allowed only during certain hours (i.e., the midday) then the zone boundaries would effectively change throughout the day. This could be confusing to many users.

Example 2:

Marketing materials for SmaRT Ride typically portray a simple map with the zone boundaries and key points. Addition of smaller sub-zones with limited hours increases the complexity of the materials and difficulty of understanding.

Example 3:

Zones that vary in size by time of day have not been implemented by SacRT and its microtransit software provider. Technical issues could arise complicating implementation, troubleshooting, training, etc.

For the reasons above, it might be advisable to replace Route 177 with SmaRT Ride only as an entire all-day replacement. However, that would be subject to the concerns above (i.e., that existing Route 177 riders may be displeased with SmaRT Ride as a way to quickly and reliably shuttle to and from light rail).

Pilot Status – SmaRT Ride is currently funded by a grant from the Sacramento Transportation Authority, which expires on June 30, 2023. Permanent funding has been pursued, but not yet secured. It may be better to wait for permanent funding before any move to convert Rancho CordoVan service into SmaRT Ride service.

Commuters – With the COVID-19 pandemic appearing to diminish, many office workers returning to work, and gas prices surging, it might make sense to maintain Route 177 as-is, as a service more geared toward commuters, at this time.

Equity – Separate from the debate between fixed-route CordoVan service and SmaRT Ride, Route 177 itself has a very low percent of low-income riders. Additional expenditures on the route could be construed as overserving non-disadvantaged areas; however, SacRT has historically contended that the City's operating subsidy mitigates any such concerns. In other words, since SacRT recovers its costs for the CordoVan, no disadvantaged populations would forego any benefits they would otherwise receive, from increasing service on Route 177.

#193 Auburn Commuter

Description - Restore all trips temporarily suspended in April 2022.

Background - Route 193 provides peak-hour commuter express service between the Louis & Orlando transfer point and the Watt/I-80 light rail station consisting of four morning and four evening trips. In response to a major shortage in bus operators, this service was entirely suspended in April 2022. This proposal would reverse that suspension.

The COVID-19 pandemic reduced ridership on SacRT commuter bus routes by an average of 90 percent, compared to 70 percent for the overall system. Route 193 was selected as a route for April suspension due partly to low ridership and partly due to availability of possible alternatives, such as Routes 25 or 93, or driving to the Watt/I-80 park-and-ride lot.

Equity – Route 193 and most of SacRT’s commuter routes have very low rates of low-income ridership. For this reason, these routes should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction.

#E37 UC Davis Health Elk Grove Express

Description - Introduce a new commuter express route from Elk Grove to UC Davis Health on Stockton Blvd, with six morning and six afternoon trips, with UC Davis Health providing operating funding.

Route - The new route would begin in the vicinity of Whitelock Road and Bruceville Road in Elk Grove, and pick up along Bruceville Road and Laguna Boulevard, before stopping at the Sheldon Road park-and-ride lot and then travelling non-stop via State Route 99 to UC Davis Health on Stockton Blvd, with a stop at Stockton Blvd. and Broadway to serve other nearby employers.

Schedule – The route would take approximately 25 minutes to get from Laguna Blvd. and Bruceville Road to UCDH, with morning arrivals every 30 minutes from 6:15 to 8:45 am and afternoon departures every 30 minutes from 4:15 to 6:45 pm.

Cost-Sharing - This potential new route is subject to completion of a cost-sharing agreement with UC Davis Health whereby UCDH would cover the direct cost of operations and maintenance as well as a new fleet of four shuttle buses.

Timing – Assuming an agreement finalized by July 2022 and eighteen months to select, procure, manufacture, and deliver four new buses, implementation is currently anticipated for January 2024.

Public Review - As a new service, this route requires a Title VI service equity analysis and 30-day public review and is being presented in this report to allow for the review to occur prior to finalization of a cost-sharing agreement, which would itself be contingent upon SacRT Board approval of the planned new service and its accompanying Title VI analysis. See the Title VI section of this report for more information.

Route Number – The route name and the number E37 are both subject to change. The letter “E” signifies that the route would be operated out of SacRT’s Elk Grove division (although with a SacRT branded bus). The number 37 was chosen because it does not duplicate any existing routes and because it matches a former route serving Tahoe Park, near UCDH.

Equity – Demographics of the UCDH Elk Grove Express are not known, but assumed to be similar to existing Elk Grove commuter express routes, which have a high percentage of minority riders but a very low percentage of low-income riders. Accordingly, addition of this new service might be a concern if it were being self-funded by SacRT out of ordinary operating revenues (and a Title VI analysis would facially show a potential disproportionate burden). However, a full operating subsidy for the service would be viewed by Staff and recommended to the SacRT Board as a

substantial, legitimate justification for introducing the service. See the Title VI section for more information.

Fiscal Impact – No net budget impact is expected from this service. Estimated direct operating costs of \$411,733 per year for the first year would be reimbursed by UC Davis Health. The capital cost for four new shuttle buses would also be covered by UC Davis Health at an estimated value of \$200,000 per bus or \$800,000 total. Fares would be retained by SacRT to help cover indirect/administrative costs.

**#E37 UCDH Elk Grove Express
Draft Timetable**

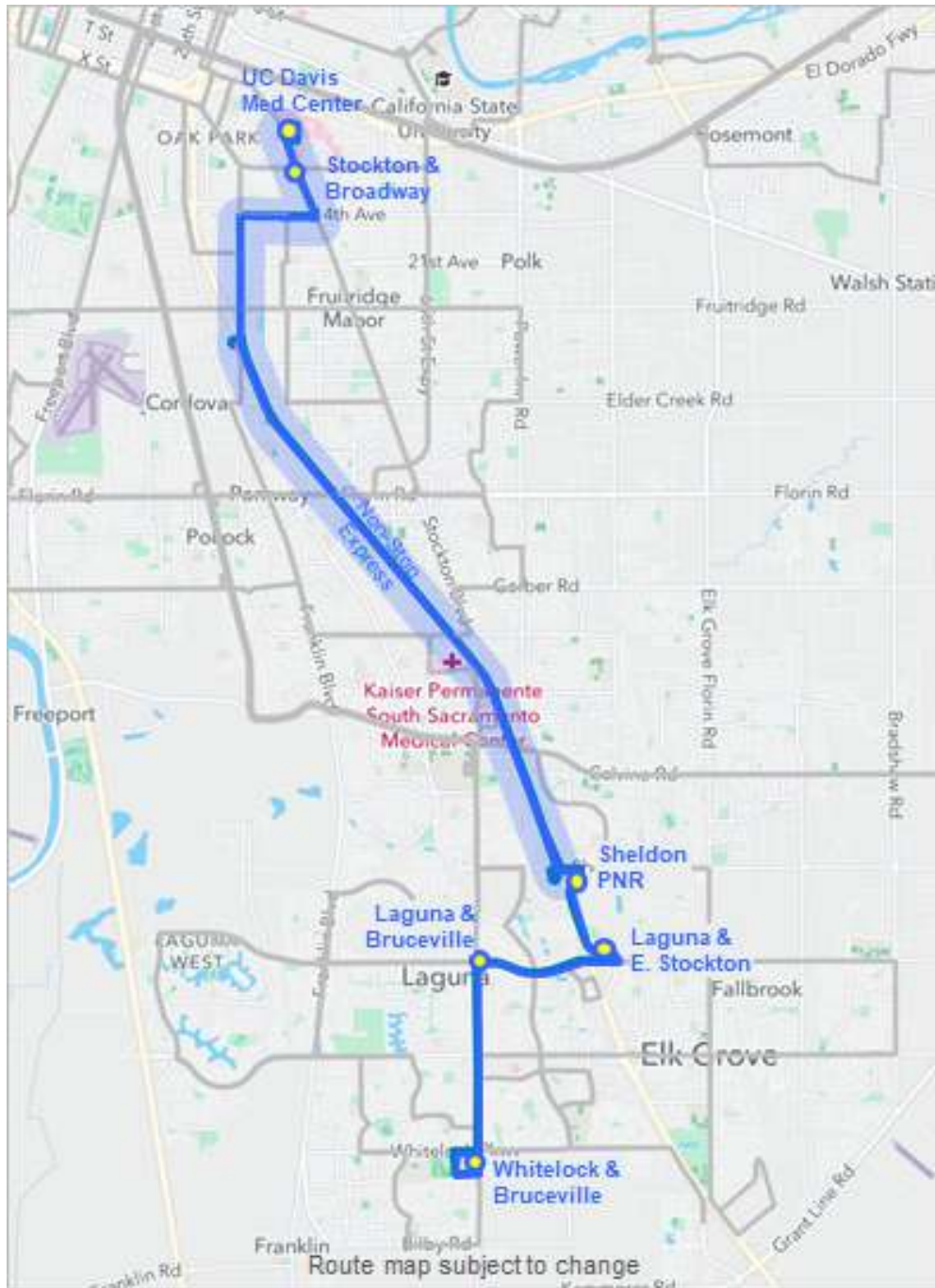
Subject to change

Whitelock Bruceville	Laguna Bruceville	E. Stockton Bond	Sheldon PNR Arrive	UCDMC Arrive
5:42a	5:48a	5:54a	5:55a	6:15a
6:12a	6:18a	6:24a	6:25a	6:45a
6:42a	6:48a	6:54a	6:55a	7:15a
7:06a	7:12a	7:18a	7:19a	7:45a
7:33a	7:39a	7:45a	7:46a	8:15a
8:08a	8:14a	8:20a	8:21a	8:45a
UCDMC Depart	Sheldon PNR Arrive	E. Stockton Bond	Bruceville Laguna	Bruceville Whitelock
4:15p	4:45p	4:47p	4:57p	5:07p
4:45p	5:14p	5:16p	5:26p	5:36p
5:15p	5:44p	5:46p	5:56p	6:06p
5:45p	6:09p	6:11p	6:21p	6:31p
6:15p	6:36p	6:38p	6:48p	6:58p
6:45p	7:05p	7:07p	7:17p	7:27p

Service to operate Monday to Friday except holidays

#E37 UCDH Elk Grove Express Conceptual Route Map

Subject to change



The new shuttle would connect residents of Elk Grove with UC Davis Health via a non-stop express along State Route 99.

#E110 Elk Grove Promenade

Description - Extend current route approximately 0.5 miles from Kaiser Medical Center to the planned Sky River Casino. Potentially also add Saturday trips and Sunday/Holiday service, pending completion of a cost-sharing agreement with the casino for service augmentation.

Casino Access – Sky River Casino is set to open this fall. To provide convenient access to the casino, SacRT Staff has been working with casino personnel to assure an operable route and curb space for full-size transit buses with convenient pedestrian access direct to a casino public entrance.

Service Augmentation – Currently Route E110 operates every 30 minutes on weekdays and every 60 minutes on Saturdays, with no service after 5:27 pm on Saturdays. These service levels pre-date SacRT’s assumption of Elk Grove transit service and reflect funding and service levels in Elk Grove in place at the time of Elk Grove’s annexation into SacRT on July 1, 2021.

These service levels are below-standard for SacRT, as established in the SacRT Forward project (where 7 days of service, service until at least 7:00 pm, and preferably better than 60-minute frequency were made a priority on all local routes). SacRT’s Short Range Transit Plan has also identified a need for improved weekend service in both Elk Grove and Folsom. However, funding for these improvements (totaling over \$1.6 million per year in operating cost) has not yet been secured, and due to the lower ridership potential for weekend service in suburban communities, may not be SacRT’s most urgent priority.

Accordingly, SacRT has sought to partner with Sky River Casino to subsidize the incremental increase in operating cost to provide more adequate weekend service on Route E110. Discussions are ongoing and have been constructive.

Schedule – Although the details are still under negotiation and subject to change, Staff is proposing to add trips on Saturday to achieve 30-minute frequency throughout the day and to extend evening hours to 9:51 pm. Sunday and holiday service would also be added on the same schedule, to achieve seven-day service with 30-minute frequency.

Cost-Sharing – As currently proposed by SacRT and being discussed, Sky River Casino would cover the incremental direct operating cost. There would be no need for new vehicles.

Timing – Both parties would ideally like any new augmented service to be ready when the casino opens this fall. In any event, the route extension will take effect this fall, to provide front-door access for transit riders.

Paratransit - SacRT already provides e-Van paratransit services on Sundays; however, the addition of Route E110 service on holidays would add a requirement to add e-Tran service on holidays, at least within 0.75 miles of Route E110. This cost would be covered by SacRT.

Fare Revenue – Increased fare revenue would help SacRT cover not only the ADA complementary paratransit requirements on holidays but also the overhead costs of adding dispatchers and supervisors on Sundays and holidays, which are currently unstaffed in Elk Grove.

Public Review – As an increase in service of more than 15 percent on Saturdays and an entirely new service day on Sundays and Holidays, under SacRT’s major service change policy, service augmentation requires a Title VI service equity analysis and 30-day public review and is being presented in this report to allow for such review to occur prior to finalization of a cost-sharing agreement, which would itself be contingent upon SacRT board approval of the planned new service and its accompanying Title VI analysis. See the Title VI section of this report for more information.

Fiscal Impact – No net budget impact is expected from extending the route or from augmenting service levels. The 0.5-mile extension can be operated without additional resources. The direct cost of augmented service levels (\$330,724 for the first year) would be reimbursed by Sky River Casino. Fares would help cover indirect/administrative costs and seven additional days per year of e-Van paratransit service.

#E110 Elk Grove Promenade Extension to Sky River Casino



Section II

Title VI Service Equity Analysis

Purpose of Title VI Analysis

Pursuant to SacRT's major service change policy and in accordance with federal Title VI civil rights requirements on non-discrimination, the purpose of this analysis is to quantitatively assess proposed service changes, identify and document whether the proposed changes would facially result in potential disparate impacts on minority populations or disproportionate burdens on low-income populations (DI/DB) and determine whether SacRT may proceed with the changes.¹

Project Description

SacRT is currently considering several service changes, including the following:

Service Restorations – Routes 81, 102, 107, 134, 142, and 193 all had partial or entire suspensions of service beginning in April 2022 and approved without a Title VI analysis as temporary changes lasting no more than twelve months. SacRT is proposing to restore these services in Fall 2022.

Permanent Elimination – Routes 23, 82, and 86 had partial service suspensions in April 2022. SacRT is proposing to make permanent these suspensions.

SRTP Implementation – Changes are proposed to Routes 1, 26, 30, 33, 51, 81, 93, and 134 either as prescribed in SacRT's Short Range Transit Plan, or as developed on a standalone basis as a matter of routine system adjustments.

Contract Service – SacRT is proposing new or increased service to four contract services.

The service changes being considered are described in more detail in Section I of this report, a draft version of which was made available online at sacrt.com during a 30-day public review period beginning March 30, 2022.

¹ 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.

Title VI Requirements

Under SacRT's major service change policy, creation of new routes and changes to more than 15 percent of a route are considered major service changes that require a Title VI service change equity analysis. Although not required, minor changes proposed to other routes have been included in this analysis as well.

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.

SacRT published a draft version of this plan for public review on March 30, 2022 and is now presenting a revised and final version of this report to the SacRT Board of Directors to seek approval for the service changes (contingent on completion of outside agreements, in the case of the contract service).

Definitions

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

Low-Income Definition - FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. SacRT surveys typically ask about household income as a multiple-choice question with several ranges. SacRT treats all responses of \$25,000 or less as low-income. This approximates HHS guidelines and is a reasonable way to compare poverty rates from one route to another. ²

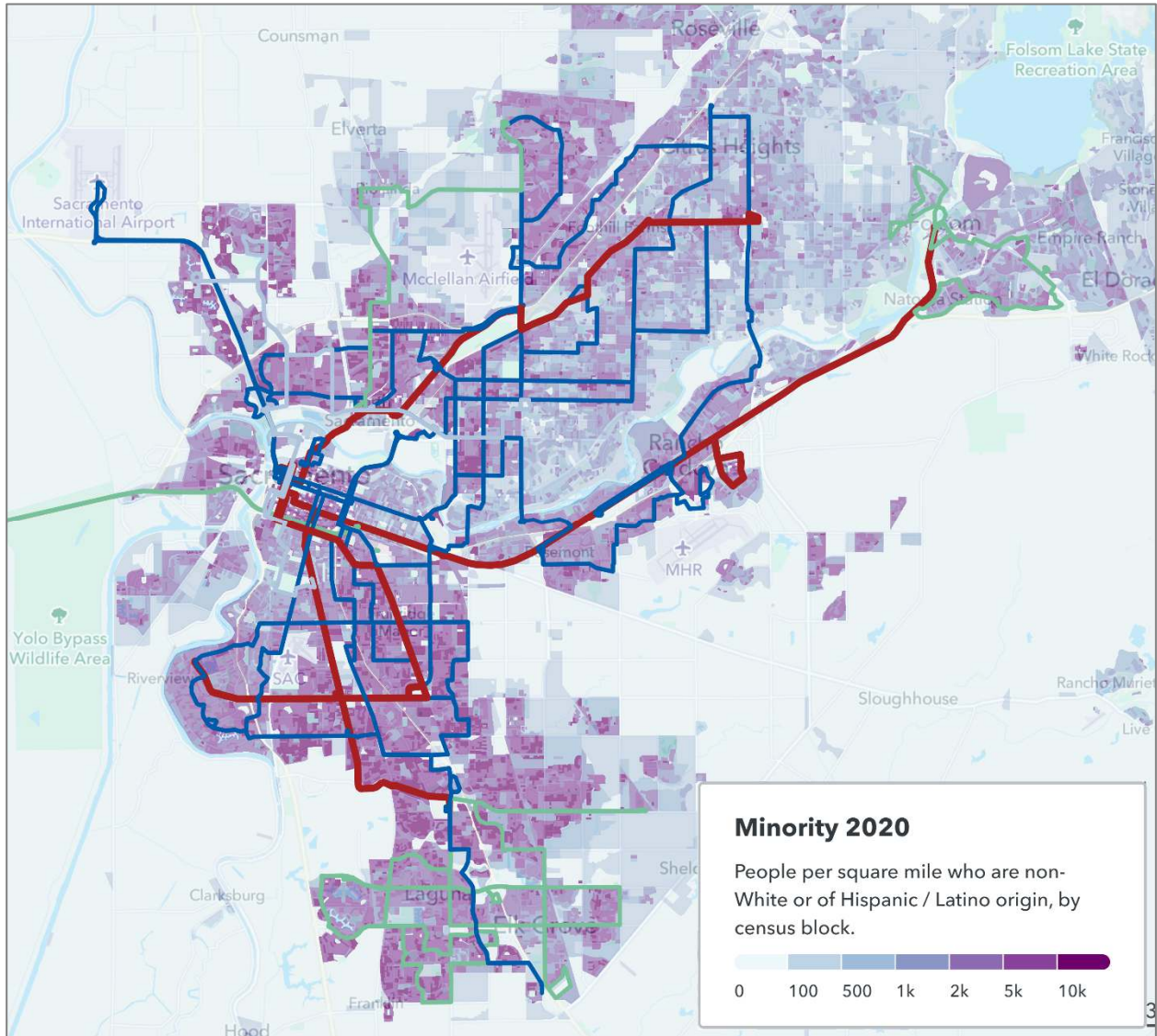
Baseline Data

Census Data – Based on Census data, the SacRT service area is 59 percent minority and 15 percent low-income.³ This data is presented for the sake of context; however, transit riders make up a small, non-representative fraction of the overall population, so service area statistics are not directly relevant to most Title VI service or fare equity analyses. Minority and low-income areas are shown on the maps on the following two pages.

² For 2022, the poverty threshold is \$27,750 for a family of four in the 48 contiguous states.

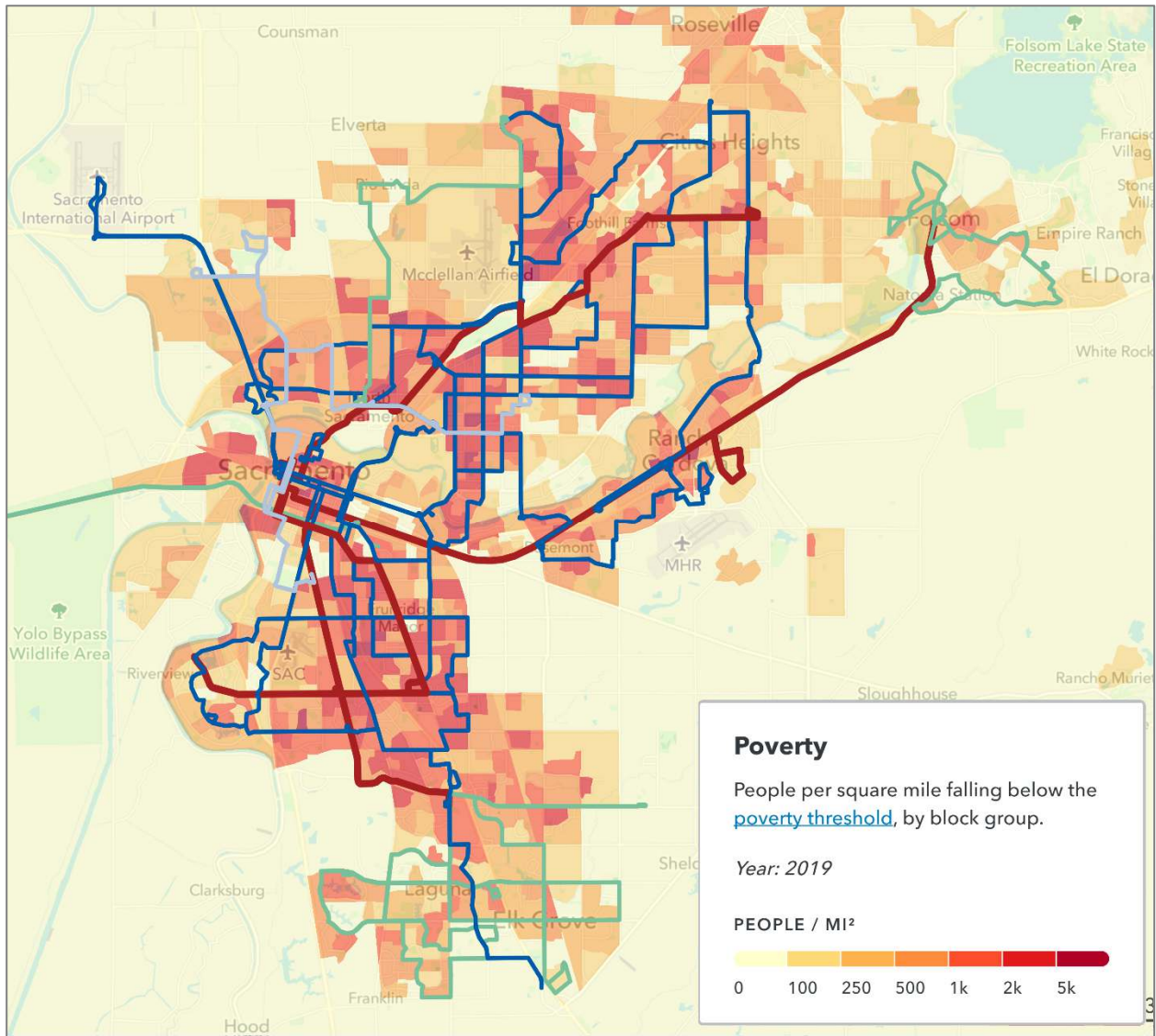
³ Computed in Remix software platform based on Census 2020 data and reflecting SacRT's annexed service area, effective July 1, 2022, following Elk Grove's annexation into the SacRT district.

Minority Population Density



Source: 2020 Census, prepared using Remix software

Low-Income Population Density



Source: 2019 American Community Survey, prepared using Remix software

Passenger Surveys – SacRT customers are estimated to be 69.0 percent minority and 53.0 percent low-income. Systemwide customer demographics are from a 2013 passenger survey, which was the most recent complete passenger demographic survey. An update was in progress in 2020 but was interrupted by the COVID-19 pandemic. For most individual bus routes, passenger survey data from 2015 and 2020 exists and was used to provide more up-to-date statistics, where possible. ⁴

Existing SacRT Demographics

	Service Area	Actual Customers
Minority	59%	69.0%
Low-Income	15%	53.0%
Source:	2020 Census	2013 Passenger Surveys

Minority/Low-Income Routes – Passenger surveys are also used to estimate the minority and low-income splits of ridership for each route. Routes serving more than 69.0 percent minority riders are considered minority routes. Routes that are notable for below average minority ridership include Routes 134, 138, and 193. Routes with a very high percentage of minority riders include Routes 82 and E110.

Routes serving more than 53.0 percent low-income riders are considered low-income routes. Routes that are notable for below average low-income ridership include Routes 30, 38, 107, 134, 138, 142, 177, 193, E110, and potential new Route E37. Routes with a very high percentage of low-income riders include Route 33, 82, and 93.

Revenue Miles – Level of service is measured in revenue miles throughout this analysis. In other words, if changes are proposed on two different routes, revenue miles are used to weigh the magnitude of the two changes. Revenue miles are preferred for this analysis over revenue hours, because they better account for quality of service (i.e., they give greater relative weight to higher-speed services such as freeway express routes). ⁵

⁴ The 2020 passenger survey was completed on the fixed-route bus system, but not on SacRT’s light rail system.

⁵ One revenue miles represents a bus in revenue service for one miles. Revenue hours represent a bus in revenue service for one hour. Revenue hours are a common transit industry proxy for operating cost.

Demographics of Affected Routes

Route	Name	Percent Minority	Percent Low Income	Minority	Low-Income
1	Greenback	60.7%	64.2%	No	Yes
23	El Camino	52.6%	56.5%	No	Yes
26	Fulton	71.0%	70.0%	Yes	Yes
30	J Street	67.7%	35.2%	No	No
33	Dos Rios	52.6%	94.7%	No	Yes
38	Tahoe Park	52.9%	41.2%	No	No
51	Stockton/Broadway	80.2%	57.3%	Yes	Yes
81	Florin	74.6%	62.9%	Yes	Yes
82	Northrop/Morse	84.1%	85.7%	Yes	Yes
86	Grand	79.2%	50.0%	Yes	No
93	Hillsdale	60.9%	70.0%	No	Yes
107	Land Park Express	62.5%	11.1%	No	No
134	McKinley Commuter	43.8%	0.0%	No	No
138	Causeway Connection	23.7%	36.4%	No	No
142	Airport	66.7%	21.1%	No	No
177	Rancho Cordovan	72.7%	21.9%	Yes	No
193	Auburn Commuter	25.0%	12.5%	No	No
E37	Elk Grove/UCDH Commuter	71.8%	5.3%	Yes	No
E110	Elk Grove Local	0.0%	0.0%	No	No
	SacRT System	69.0%	53.0%		

April 2022 Suspensions

Prior to analyzing new changes being considered, this report examines temporary suspensions made in April 2022. The April 2022 suspensions included entire or partial suspensions of service on Routes 23, 81, 82, 86, 107, 134, 142, and 193.

Under SacRT policy, a Title VI analysis was not required to make these suspensions; however, they may last no more than 12 months without undergoing a Title VI analysis. Although SacRT is proposing to undo most suspensions in September 2022, all suspensions have been analyzed, as a matter of due diligence, of transparency, and to maximize the SacRT Board’s freedom to act. Table 1 (see Appendix) illustrates that the April 2022 suspensions were made equitably.

Minority Impacts - SacRT’s ridership is 69.0 percent minority and minority populations constituted only 64.5 percent of the population on the suspended service.

Low-Income Impacts - SacRT's ridership is 53.0 percent low-income and low-income populations constituted only 30.4 percent of the population on the suspended service.

Inclusion of non-minority, non-low-income routes such as Routes 107, 134, 142, and 193 contributed to making this reduction equitable (i.e., assuring that the burden did not fall disproportionately on a route such as Route 81 which is a minority and low-income route).

Partial Permanent Eliminations

Effective in Fall 2022, SacRT is proposing to completely restore approximately 90 percent of the service suspended in April 2022 but make permanent the suspension of certain trips on Routes 23, 82, and 86. See Table 2 for details.

Minority Impacts – The service that would be eliminated would be 65.2 percent minority, which is less than the 69.0 percent minority share of systemwide ridership. This would therefore be favorable from a Title VI perspective.

Low-Income Impacts - The service that would be eliminated would be 59.5 percent low-income, which is more than the 53.0 percent low-income share of systemwide ridership. However, the difference does not exceed SacRT's 15 percent threshold of statistical significance.

The analysis above evaluates the April 2022 suspensions and proposed September 2022 permanent eliminations, for the sake of reference and transparency; however, what the SacRT Board of Directors must consider is the cumulative impact of all proposed changes.

All Proposed Changes

The entire package of proposed changes was evaluated in aggregate (see Table 3). In total, the proposed changes would result in a net increase in service.

Minority Impacts - Minority populations would receive 70.8 percent of the benefit, which is more than their 69.0 percent representation among SacRT ridership. This would be favorable from a Title VI perspective.

Low-Income Impacts - Low-income populations would receive 31.4 percent of the benefit, which is less than their 53.0 percent representation among SacRT ridership. This difference exceeds 15 percent, so it is considered both adverse and statistically significant.

This analysis shows that the entire package of changes might result in low-income populations not receiving an equitable share of the benefits; however, contract service weighs heavily in this analysis. There may be a substantial legitimate justification for the overall proposal if there is substantial legitimate justification for the contract service and if the non-contract service alone lacks any potential disparate impacts.

Contract Service

The proposed changes include four existing or potential contract services (i.e., with UC Davis, the City of Rancho Cordova, UC Davis Health, and Sky River Casino).

Demographics – Minority populations are significantly underrepresented on the Causeway Connection and low-income populations are (or would be) significantly underrepresented on the Causeway Connection, Rancho CordoVan, and UCDH Elk Grove Express.

Title VI Profile of Contract Service

Route	Partner	Percent Minority	Minority Route?	Statistically Significant	Percent Low-Income	Low-Income Route?	Statistically Significant
138 Causeway Connection	UC Davis	23.7%	No	Yes	36.4%	No	Yes
177 Rancho CordoVan	City of Rancho Cordova	66.7%	No	No	30.0%	No	Yes
E37 UCDH Elk Grove Express	UC Davis Health (potential)	71.8%	Yes	n/a	5.3%	No	Yes
E110 Elk Grove Promenade	Sky River Casino (potential)	82.0%	Yes	n/a	62.3%	Yes	n/a
Benchmark: SacRT Systemwide Ridership		69.0%			53.0%		

Impacts – Based on the underrepresentation of disadvantaged populations, there are potential disparate impacts from implementing improvements on: (1) the Causeway Connection, (2) the Rancho CordoVan, and (3) the proposed new UCDH Elk Grove Shuttle (i.e., because disadvantaged populations would not receive an equitable share of the benefits). However, there is a substantial legitimate justification for proceeding with each service change: These services would use funding that is available only for this specific purpose. Moreover, that funding would cover all SacRT’s costs for the improvements.

Non-Contract Service

The remaining non-contract service changes were analyzed in aggregate (see Table 4). Overall, these changes would increase SacRT service levels but only slightly, e.g. less than 0.1 percent.

Minority Impacts - Minority populations would receive 92.1 percent of the benefit, which is more than their 69.0 percent representation among SacRT ridership. This would be favorable from a Title VI perspective.

Low-Income Impacts – Low-income populations would receive 45.8 percent of the benefit, which is 7.2 percent less than their 53.0 percent representation among SacRT ridership; however, the difference does not exceed SacRT’s 15 percent threshold of statistical significance.

Excluding the four contract services, the proposed changes would be slightly less favorable to low-income populations, but not statistically significant. This slightly adverse outcome might be partially mitigated as well by the fact that minority populations would disproportionately benefit from the changes.

Summary of Title VI Effects

Analysis	Benefit or Reduction?	Magnitude (Revenue Miles)	Percent Minority	Title VI Favorable	Statistically Significant	Percent Low-Income	Title VI Favorable	Statistically Significant
April 2022 Suspensions	Reduction	-291,121	64.5%	Favorable	n/a	30.4%	Favorable	n/a
Permanent Eliminations	Reduction	-19,864	65.2%	Favorable	n/a	59.5%	Not Favorable	No
All Proposed Changes	Net Benefit	+117,326	70.8%	Favorable	n/a	31.4%	Not Favorable	Yes
Non-Contract Service Changes	Net Benefit	+6,037	92.1%	Favorable	n/a	45.8%	Not Favorable	No
Benchmark: SacRT Systemwide Ridership			69.0%			53.0%		

Summary

The temporary service suspensions implemented in April 2022 were made equitably, i.e., although they were adverse to all groups, they did not result in any disparate impacts or disproportionate burdens. On a standalone basis, permanently eliminating approximately 10 percent of the service suspended in April 2022, as proposed, would have an above average impact on low-income populations, but it would not be statistically significant. These two analyses are not essential to the proposed action, however. The controlling analysis, with respect to SacRT's ability to proceed, is the cumulative effects of all proposed changes.

Cumulative Effects – Cumulatively, all proposed changes would result in a potential disproportionate burden on low-income populations (i.e., because they would not receive an equitable share of the benefits); however, this result is heavily influenced by three contract services with below-average low-income ridership. On a standalone basis, each of those three contract services appear to have a substantial legitimate justification, because their costs are covered by funds that are available only for those specific purposes. Collectively, the non-contract services would not have any potential disparate impacts or disproportionate burdens.

Justification - Since the cumulative analysis of all proposed changes shows a potential disproportionate burden on low-income populations, before SacRT may proceed, the SacRT Board must find that there is a substantial legitimate justification.

Staff believes a substantial legitimate justification exists for the overall package, because (1) the contract services that are unfavorable from a Title VI perspective have substantial legitimate justifications and (2) the remaining non-contract service changes would not have any potential disparate impacts or disproportionate burdens.

Next Steps – This draft Title VI service equity analysis is being made available for a 30-day public review and comment period beginning on March 30, 2022. SacRT intends to present to the SacRT Board of Directors a revised and final equity analysis as well as all public comments received on May 9, 2022. Staff anticipates then providing a recommendation to the SacRT Board to review and consider the comments, to accept and approve the final service equity analysis, and to approve the service changes themselves.⁶

⁶ The proposed changes to contract service would still depend on partner agreements.

Appendix

Title VI Data Tables

Table 1
Impact of April 2022 Changes

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
23	El Camino	Suspend 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
81	Florin	Reduce frequency	-60,147	74.6%	-44,886	-15,261	62.9%	-37,835	-22,313
82	Northrop/Morse	Suspend 1 trip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Suspend 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
107	Land Park Express	Suspend all trips	-15,850	62.5%	-9,906	-5,944	11.1%	-1,761	-14,089
134	McKinley Commuter	Suspend all trips, except two	-11,441	43.8%	-5,005	-6,435	0.0%	0	-11,441
142	Airport	Reduce frequency	-165,816	66.7%	-110,544	-55,272	21.1%	-34,909	-130,907
193	Auburn Commuter	Suspend all trips	-18,004	25.0%	-4,501	-13,503	12.5%	-2,250	-15,753
Total Changes			-291,121	64.5%	-187,798	-103,323	30.4%	-88,575	-202,546
Benchmark: SacRT System				69.0%			53.0%		
Difference				-4.5%			-22.6%		
Title VI Favorable?				Yes			Yes		
Statistically Significant?				n/a			No		
Disparate Impact/Disproportionate Burden?				No			No		

Assumes all changes made permanent

Note: SacRT is proposing to undo most (not all) of these changes, effective on or around September 2022

This analysis has been prepared for reference, or in event that the SacRT board elects not to undo these changes as proposed

Table 2
Impact of Partial Permanent Eliminations

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
23	El Camino	Permanently eliminate 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
81	Florin	Restore all trips suspended April 2022	0	74.6%	0	0	62.9%	0	0
82	Northrop/Morse	Permanently eliminate 1 tip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Permanently eliminate 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
107	Land Park Express	Restore all trips suspended April 2022	0	62.5%	0	0	11.1%	0	0
134	McKinley Commuter	Restore all trips suspended April 2022	0	43.8%	0	0	0.0%	0	0
142	Airport	Restore all trips suspended April 2022	0	66.7%	0	0	21.1%	0	0
193	Auburn Commuter	Restore all trips suspended April 2022	0	25.0%	0	0	12.5%	0	0
Total Changes			-19,864	65.2%	-12,956	-6,908	59.5%	-11,820	-8,044
Benchmark: SacRT System				69.0%			53.0%		
Difference				-3.8%			6.5%		
Title VI Favorable?				Yes			No		
Statistically Significant?				n/a			No		
Disparate Impact/Disproportionate Burden?				No			No		

Effective in Fall 2022, SacRT is proposing to restore 90 percent of service suspended in April 2022
 Suspensions of specific trips on Routes 23, 82, and 86 would be made permanent
 Restored service is represented a zero change in service levels

Table 3
Impact of All Proposed Service Changes

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
1	Greenback	Add 1 trip on Saturday evening	433	60.7%	263	170	64.2%	278	155
23	El Camino	Permanently eliminate 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
26	Fulton	Add 3 weekday evening trips	5,436	71.0%	3,860	1,576	70.0%	3,805	1,631
30	J Street	Add 5 weekday trips	7,198	67.7%	4,873	2,326	35.2%	2,533	4,666
33	Dos Rios	Minor route adjustmnet	0	n/a	n/a	n/a	n/a	n/a	n/a
38	Tahoe Park	Schedule adjustments	0	n/a	n/a	n/a	n/a	n/a	n/a
51	Stockton/Broadway	Add 4 trips Saturday evenings	1,835	80.2%	1,471	363	57.3%	1,051	783
51	Stockton/Broadway	Add 6 trips on Sunday/Holiday evenings	3,121	80.2%	2,503	618	57.3%	1,789	1,333
81	Florin	Add 2 trips on Saturday evenings	1,165	74.6%	869	296	62.9%	733	432
81	Florin	Add 6 trips on Sunday/Holiday evenings	4,295	74.6%	3,205	1,090	62.9%	2,702	1,593
81	Florin	Restore all trips suspended April 2022	0	74.6%	0	0	62.9%	0	0
82	Northrop/Morse	Permanently eliminate 1 trip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Permanently eliminate 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
93	Hillsdale	Add 1 trip	2,418	60.9%	1,472	946	70.0%	1,693	725
107	Land Park Express	Restore all trips suspended April 2022	0	62.5%	0	0	11.1%	0	0
134	McKinley Commuter	Restore all trips suspended April 2022	0	43.8%	0	0	0.0%	0	0
138	Causeway Connection	Add 2 trips	10,922	23.7%	2,589	8,333	36.4%	3,976	6,946
142	Airport	Restore all trips suspended April 2022	0	66.7%	0	0	21.1%	0	0
177	Rancho Cordovan	Permanently approve midday service	16,527	66.7%	11,018	5,509	30.0%	4,958	11,569
193	Auburn Commuter	Restore all trips suspended April 2022	0	25.0%	0	0	12.5%	0	0
E37	Elk Grove/UCDH Shuttle	New commuter route	47,549	71.8%	34,138	13,411	5.3%	2,524	45,025
E110	Elk Grove Promenade	Additional weekend service	36,291	82.0%	29,768	6,523	62.3%	22,602	13,689
Total Changes			117,326	70.8%	83,072	34,254	31.4%	36,822	80,504
Benchmark: SacRT System				69.0%			53.0%		
Difference				1.8%			-21.6%		
Favorable?				Yes			No		
Statistically Significant?				n/a			Yes		
Disparate Impact/Disproportionate Burden?				No			Yes		

Restored service is represented a zero change in service levels

Table 4
Impact of Non-Contract Service Changes

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
1	Greenback	Add 1 trip on Saturday evening	433	60.7%	263	170	64.2%	278	155
23	El Camino	Permanently eliminate 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
26	Fulton	Add 3 weekday evening trips	5,436	71.0%	3,860	1,576	70.0%	3,805	1,631
30	J Street	Add 5 trips	7,198	67.7%	4,873	2,326	35.2%	2,533	4,666
33	Dos Rios	Minor route adjustmnet	0	n/a	n/a	n/a	n/a	n/a	n/a
38	Tahoe Park	Schedule adjustments	0	n/a	n/a	n/a	n/a	n/a	n/a
51	Stockton/Broadway	Add 4 trips on Saturday evenings	1,835	80.2%	1,471	363	57.3%	1,051	783
51	Stockton/Broadway	Add 6 trips on Sunday/Holiday evenings	3,121	80.2%	2,503	618	57.3%	1,789	1,333
81	Florin	Add 2 trips on Saturday evenings	1,165	74.6%	869	296	62.9%	733	432
81	Florin	Add 6 trips on Sunday/Holiday evenings	4,295	74.6%	3,205	1,090	62.9%	2,702	1,593
81	Florin	Restore all trips suspended April 2022	0	74.6%	0	0	62.9%	0	0
82	Northrop/Morse	Permanently eliminate 1 trip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Permanently eliminate 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
93	Hillsdale	Add 1 trip	2,418	60.9%	1,472	946	70.0%	1,693	725
107	Land Park Express	Restore all trips suspended April 2022	0	62.5%	0	0	11.1%	0	0
134	McKinley Commuter	Restore all trips suspended April 2022	0	43.8%	0	0	0.0%	0	0
142	Airport	Restore all trips suspended April 2022	0	66.7%	0	0	21.1%	0	0
193	Auburn Commuter	Restore all trips suspended April 2022	0	25.0%	0	0	12.5%	0	0
Total Changes			6,037	92.1%	5,560	477	45.8%	2,763	3,274
Benchmark: SacRT System				69.0%			53.0%		
Difference				23.1%			-7.2%		
Favorable?				Yes			No		
Statistically Significant?				n/a			No		
Disparate Impact/Disproportionate Burden?				No			No		

Restored service is represented a zero change in service levels