

STAFF REPORT

DATE: January 23, 2023
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 APRIL 2023

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The recommended action would continue existing service reductions beyond April 2, 2023. No changes will be made to current service as a result of the recommended action; however, under SacRT's service change policy, Board action is needed for existing service levels to remain at current levels.

FISCAL IMPACT

There is no fiscal impact from the recommended action.

DISCUSSION

Background

In April 2022, SacRT temporarily suspended all or part of Routes 23, 81, 82, 86, 107, 134, 142, and 193 to address a shortage in bus operators, which resulted in systemwide reliability problems. By suspending approximately three percent of bus service, SacRT sought to better allow customers to plan around reduced service levels, rather than be subject to unplanned trip cancellations.

The April 2022 suspensions were approved without a 30-day public review, on the basis that they were considered temporary, lasting no more than twelve months, and, therefore, did not constitute major service changes under SacRT's service change policy, which was adopted in compliance with the federal Title VI statute and guidance. On May 9, 2022, after the changes had taken effect, SacRT Staff presented, and the SacRT Board of Directors approved, a restoration plan to take effect in September 2022. The restoration plan included a Title VI service equity analysis, which had been subject to a 30-day public review.

Among other things, the approved restoration plan called for full restoration of service on Routes 81, 107, 134, 142, and 193. While this plan was approved by the SacRT Board,

the service restoration was never implemented, because hiring and training of new bus operators over Summer 2022 was not sufficient to alleviate the operator shortage.

Under SacRT and federal policy, the suspensions in effect on Routes 81, 107, 134, 142, and 193 are considered major service changes and must end in April 2022, at the end of their 12-month temporary period, unless the Board takes action to continue suspension. In other words, service must be restored on those five routes, unless the Board first prepares and considers a service equity analysis, provides the service equity analysis for public comment, and approves continuation of the changes.

Recommendations

Staff is proposing that the Board act to continue these suspensions indefinitely. This would not alter today's service levels, but Board approval is necessary to extend existing conditions beyond the 12-month expiration date of the temporary suspensions. Details on each route can be found in Exhibit A to the resolution.

Justification

Although SacRT's financial position has been much improved over the past years, without the passage of a new local measure, with significant Smart Ride funding ending on June 30, 2023, with one-time stimulus funding coming to an end over the next two years, and with operator availability continuing to be insufficient for expansion, Staff believes that service should remain at current levels.

Alternatives

To restore all five routes to full service would increase annual operating cost by approximately \$2.0 million. Staff also evaluated an alternative plan where service would be fully restored on Routes 81 and 142, partly restored on Route 193, and kept as-is on Routes 107 and 134. That plan would have increased annual operating cost by approximately \$1.67 million. Staff does not recommend that the alternative plan be implemented at this time for the reasons stated in the justification section above; the cost of the alternative plan is nearly equivalent to the cost of restoration of all routes. An alternative plan may be recommended in the future.

Equity

As shown in the Title VI service equity analysis (see Exhibit A) there are no likely disparate impacts to minority populations nor disproportionate burdens to low-income populations from making these suspensions permanent. Route 81 is the only of the five routes with above average minority and low-income ridership. The adverse effects of keeping Route 81 partially suspended are offset by keeping Route 142 partially suspended. Route 142 has a very low fraction of minority and low-income riders, so keeping it partially suspended offsets what would otherwise be adverse effects from keeping Route 81 suspended.

Public Review


SacRT policy requires a Title VI service equity analysis, 30-day public review, and Board approval for a change such as this. The draft plan was made available to the public via sacrt.com on Friday, December 16, 2022. Comments taken through Monday, January 16, 2023, are included in Attachment 1 to this Staff Report. Members of the public are also welcome to comment on this item before the Board.

Public Engagement

SacRT Service Changes Public Engagement


E-Mail Announcement December 16, 2022

Sacramento




Regional
Transit

**SacRT Service Plan and Title VI Analysis
Available for Public Comment**



**SacRT service plan and Title VI analysis
available for public comment**

Submit comments through January 16, 2023
sacrt.com/titlevi


Sacramento  Regional Transit

SacRT is currently seeking public comments on a proposal to continue service reductions currently in place on Routes 81, 107, 134, and 142. Service on these routes is NOT proposed to change from today's levels, but SacRT is taking public comments on these five routes, because they are not currently running their full level of normal service. The detailed service plan and a Title VI service equity analysis is available for public review at sacrt.com/titlevi.

Please direct comments to:
SacRT Customer Advocacy
<http://sacrt.com/Customerfeedback/>
customeradvocacy@sacrt.com
916-557-4545
Attn: James Drake


Comments must be received by **Monday, January 16, 2023** to be included in the public record.

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SacRT Service Changes Public Engagement

Web Page
December 16, 2022

The screenshot shows a web browser window with the address bar displaying <https://sacrt.com/aboutrt/rttitlevi.aspx>. The page content includes:

Sacramento Regional Transit District Title VI Program

Proposed Service Changes

December 16, 2022

SacRT is currently seeking public comments on a proposal to continue service reductions currently in place on Routes 81, 107, 134, and 142. Service on these routes is NOT proposed to change from today's levels, but SacRT is taking public comments on these five routes, because they are not currently running their full level of normal service. The detailed service plan and a Title VI service equity analysis is available for public review below and at sacrt.com/titlevi.

Review the Plan and Title VI Analysis

Please direct comments to:

SacRT Customer Advocacy
<http://sacrt.com/Customerfeedback/>
customeradvocacy@sacrt.com
916-557-4545
Attn: James Drake

Comments must be received by **Monday, January 16, 2023** to be included in the public record.

[Learn More](#)

More information is available at the following public events:

SacRT Mobility Advisory Council (via Zoom)
Thursday, January 5, 2023
2:30 to 4:30 pm
sacrt.com/mac
Brief presentation (15 minutes) with 10 to 15 minutes for questions

Transit Talk with General Manager/CEO
Friday, January 6, 2023
12:00 to 1:00 pm
sacrt.com/onlinechat
Type all your questions about SacRT in a live online chat

SacRT Board of Directors Meeting (via Zoom)
Monday, January 23, 2023 at 5:30 pm
All public comments will be provided to the SacRT Board
Final plan will be considered for approval
sacrt.com/board

**SacRT Service Changes
Public Engagement**

**Translated Web Content
December 16, 2022**

Cambios en el servicio propuestos

Pedido de comentario público de SacRT

16 de diciembre de 2022

SacRT actualmente está solicitando comentarios públicos sobre una propuesta para continuar con las reducciones en el servicio actual en las rutas 81, 107, 134 y 142. NO se propone cambiar el servicio en estas rutas de los niveles de hoy, pero SacRT está recibiendo comentarios públicos sobre estas 5 rutas, porque actualmente no están operando a su nivel completo de servicio normal. El plan de servicio detallado y un análisis de capital de Título VI está disponible para revisión del público en sacrt.com/titlevi.

Envíe sus comentarios a:

SacRT Customer Advocacy
[http://sacrt.com/Customfeedback/
customeradvocacy@sacrt.com](http://sacrt.com/Customfeedback/customeradvocacy@sacrt.com)
916-557-4545
At: James Drake

Los comentarios se deben recibir a más tardar **el lunes 16 de enero de 2023** para ser incluidos en los registros públicos.

[Obtenga más información](#)

Habrará más información disponible en los siguientes eventos públicos:

Concejo de asesoramiento sobre movilidad de SacRT (por Zoom)
Jueves 5 de enero de 2023
2:30 a 4:30 pm
sacrt.com/mac
Presentación breve (15 minutos) y 10 a 15 minutos para preguntas

Charla de tránsito con el Gerente General /CEO
Viernes 6 de enero de 2023
12:00 a 1:00 pm
sacrt.com/onlinechat
Escriba todas sus preguntas sobre SacRT en un chat en vivo en línea

Reunión de directorio de SacRT (por Zoom)
Lunes 23 de enero de 2023 a las 5:30 pm
Todos los comentarios públicos serán proporcionados al directorio de SacRT
El plan final se considerará para aprobación
sacrt.com/board

[Repase el plan y el análisis de Título VI](#)

**SacRT Service Changes
Public Engagement**

**Translated Web Content
December 16, 2022**

薩克拉曼多區域性中轉區

提議的服務變化

2022 年 12 月 16 日

SacRT 目前正在就一項提案徵求公眾意見，該提案旨在繼續減少目前在 81 號、107 號、134 號和 142 號路線上所提供的服務。提案並未要求改變這些路線目前的服務水準，但 SacRT 正在就這五條路線徵求公眾意見，因為它們目前沒有發揮正常服務的完整水準。詳細的服務計畫和第六章服務公平性分析可在 sacrt.com/titlevi 上公開查看。

請將意見發送至：

SacRT 客戶宣傳

[http://sacrt.com/Customfeedback/
customeradvocacy@sacrt.com](http://sacrt.com/Customfeedback/customeradvocacy@sacrt.com)

916-557-4545

收件人：James Drake

意見必須在 2023 年 1 月 16 日星期一之前收到，以便列入公共記錄。

瞭解更多資訊

更多資訊可以在以下公開活動中獲得：

SacRT 出行諮詢委員會（通過 Zoom）

2023 年 1 月 5 日，星期四

下午 2:30 至 4:30

sacrt.com/mac

簡要介紹（15 分鐘），10 到 15 分鐘回答問題

與總經理/首席執行官進行交通對話

2023 年 1 月 6 日，星期五

中午 12:00 至下午 1:00

sacrt.com/onlinechat

在即時線上聊天中輸入所有關於 SacRT 的問題

SacRT 董事會會議（通過 Zoom）。

2023 年 1 月 23 日星期一下午 5:30

所有公眾意見都將提交 SacRT 董事會

將考慮批准最終計畫

sacrt.com/board

審查計畫和第六章分析

**SacRT Service Changes
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Giao thông khu vực quận Sacramento

Thay đổi dịch vụ được đề xuất

Ngày 16/12/2022

SacRT hiện đang lấy ý kiến công chúng về đề xuất tiếp tục cắt giảm dịch vụ hiện đang áp dụng trên các Tuyến đường 81, 107, 134 và 142. Dịch vụ trên các tuyến đường này KHÔNG được đề xuất thay đổi so với mức hiện nay, nhưng SacRT đang lấy ý kiến của công chúng về năm tuyến đường này, bởi vì chúng hiện không chạy hết mức dịch vụ thông thường. Kế hoạch dịch vụ chi tiết và phân tích công bằng dịch vụ Tiêu đề VI có sẵn để công chúng xem xét tại sacrt.com/titlevi.

Vui lòng gửi ý kiến trực tiếp đến:

SacRT Customer Advocacy
[http://sacrt.com/Customfeedback/
customeradvocacy@sacrt.com](http://sacrt.com/Customfeedback/customeradvocacy@sacrt.com)
916-557-4545
Attn: James Drake

Nhận xét phải được nhận muộn nhất là vào ngày Thứ Hai, ngày 16 tháng 1 năm 2023 để được đưa vào hồ sơ công khai.

Tìm hiểu thêm

Thông tin thêm có sẵn tại các sự kiện công cộng sau đây:

SacRT Mobility Advisory Council (qua Zoom)
Thứ năm, ngày 5/1/2023
2h30 đến 4h30 chiều
sacrt.com/mac
Trình bày ngắn gọn (15 phút) với 10 đến 15 phút cho câu hỏi

Thảo luận về giao thông với Tổng giám đốc/CEO
Thứ sáu, ngày 6/1/2023
12h00 giờ đến 1h00 giờ chiều
sacrt.com/onlinechat
Nhập tất cả các câu hỏi của bạn về SacRT trong một cuộc trò chuyện trực tuyến trực tiếp

Cuộc họp Ban Giám đốc SacRT (qua Zoom)
Thứ hai, ngày 23/1/2023 lúc 5h30 chiều
Tất cả các ý kiến công khai sẽ được cung cấp cho Hội đồng SacRT
Kế hoạch cuối cùng sẽ được xem xét để phê duyệt
sacrt.com/board

Đánh giá kế hoạch và phân tích tiêu đề VI

**SacRT Service Changes
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Sacramento Regional Transit District

Cov Kev Hloov Pauv Qhov Kev Pab Cuam Uas Tau Thov

Lub Kaum Ob Hlis Ntuj Tim 16, 2022

Tam sim no SacRT tab tom tshawb nrhiav qhov lus xam pom ntawm zej tsoom hais txog kev thov txhawm rau ua txuas ntxiv cov kev txo qhov kev pab cuam tam sim no nyob rau hauv Cov Kev Tsheb 81, 107, 134, thiab 142. Qhov kev pab cuam nyob rau hauv txoj kev tsheb no TSIS thov kom hloov pauv los ntawm cov qib ntawm hnuv, tab sis SacRT tab tom txais cov lus xam pom ntawm zej tsoom hais txog tsib txoj cov kev tsheb no, vim tias tam sim no lawv tsis tau muab lawv qhov kev pab cuam qib li ib txwm yam txwv nkaus. Lub phiaj xwm qhov kev pab cuam uas tau qhia meej tseeb thiab qhov kev pab cuam kev ntaus nqi kev muaj vaj huam sib luag ntawm Lub Ncauj Lus VI yog muaj rau qhov kev tshab xyuas ntawm zej tsoom ntawm sacrt.com/titlevi.

Thov cov lus xam pom ncaj nraim rau:

SacRT Kev Pab Txhawb Tub Lag Luam
[http://sacrt.com/Customfeedback/
customeradvocacy@sacrt.com](http://sacrt.com/Customfeedback/customeradvocacy@sacrt.com)
916-557-4545
Attn: James Drake

Yuav tsum tau txais cov lus xam pom tsis pub dhau hnuv **Monday, Lub Ib Hlis Ntuj Tim 16, 2023** yuav raug suav nrog ntaub ntawv kaw tseg ntawm zej tsoom.

Kawm paub ntxiv

Cov ntaub ntawv kev paub ntxiv muaj ntawm cov xwm txheej ntawm zej tsoom txuas mus no:

SacRT Pab Pawg Muab Lus Pab Tswv Yim Txog Kev Hloov Tau Mus Los (los ntawm Zoom)
Hnuv Thursday, Lub Ib Hlis Ntuj Tim 5, 2023
2:30 teev txog 4:30 teev tsaus ntuj
sacrt.com/mac
Qhov kev nthuav tawm luv – luv (15 feeb) nrog rau 10 txog 15 feeb rau cov lus nug

Kev Sib Tham Txog Kev thauj Mus Los Nrog Tus Thawj Coj Saib Xyuas Thoob Plaws/CEO
Hnuv Friday, Lub Ib Hlis Ntuj Tim 6, 2023
12:00 teev txog 1:00 tsaus ntuj
sacrt.com/onlinechat
Sau koj txhua cov lus nug txog SacRT nyob rau hauv qhov kev sib tham hauv oos lais

SacRT Lub Rooj Sab Laj Ntawm Pab Pawg Thawj Coj Saib Xyuas (los ntawm Zoom)
Hnuv Monday, Lub Ib Hlis Ntuj Tim 23, 2023 thaum 5:30 teev tsaus ntuj
Yuav tau muab txhua cov lus xam pom ntawm zej tsoom rau SacRT Pab Pawg Thawj Coj
Yuav tau ua zoo saib rau lub phiaj xwm zaum kawg rau qhov kev pom zoo
sacrt.com/board

[Tshab Xyuas Lub Phiaj Xwm thiab Cov Kev Ntaus Nqi Ntawm Lub Ncauj Lus VI](#)

**SacRT Service Changes
Public Engagement**

**Translated Web Content
December 16, 2022**

Региональный общественный транспорт Сакраменто

Предлагаемые изменения в обслуживании

16 декабря 2022 года

В настоящее время SacRT просит представителей общественности прокомментировать предложение о дальнейшем сокращении обслуживания на маршрутах 81, 107, 134 и 142. НЕТ предложений об изменении обслуживания на этих маршрутах по сравнению с текущим уровнем, но SacRT собирает комментарии по этим пяти маршрутам, поскольку в настоящее время они работают с загрузкой меньше обычной. С подробным планом обслуживания и анализом справедливости обслуживания в соответствии с главой VI можно ознакомиться на сайте sacrt.com/titlevi.

Просим направлять комментарии по адресу:

Региональный общественный транспорт Сакраменто, Защита интересов клиентов
[http://sacrt.com/Customfeedback/
customeradvocacy@sacrt.com](http://sacrt.com/Customfeedback/customeradvocacy@sacrt.com)
916-557-4545
Внимание: Джеймса Дрейка

Для включения в публичный отчет комментарии должны быть получены до **понедельника, 16 января 2023 года**.

Подробнее

Дополнительная информация доступна на следующих публичных мероприятиях:

Консультативный совет по мобильности SacRT (в Zoom)
четверг, 5 января 2023 года
с 14:30 до 16:30
sacrt.com/mac
Краткая презентация (15 минут) и 10-15 минут для вопросов

Беседа об общественном транспорте с генеральным менеджером / главным исполнительным директором
пятница, 6 января 2023 года
с 12:00 до 13:00
sacrt.com/onlinechat
Печатайте все свои вопросы о SacRT в живом онлайн-чате

Заседание совета директоров SacRT (в Zoom)
понедельник, 23 января 2023 года, в 17:30
Все комментарии общественности будут представлены Совету директоров SacRT
Окончательный план будет рассмотрен с целью утверждения
sacrt.com/board

[Ознакомиться с планом и анализом согласно главе VI](#)

Public Engagement

Translated Web Content
December 16, 2022

هيئة النقل العام في ساكرامنتو
التغييرات المقترحة إدخالها على الخدمة
ديسمبر 16 2022

تسعى هيئة النقل العام في ساكرامنتو حاليًا إلى الحصول على تعليقات الجمهور بشأن مقترح مواصلة تقليصات الخدمة الجارية حاليًا على مسارات رقم 81 و 107 و 134 و 142. ليس من المقترح إدخال تغييرات على الخدمة في هذه المسارات عن المستويات الكائنة عليها الآن، إلا أن الهيئة تحصل على تعليقات الجمهور بشأن هذه المسارات الخمسة نظرًا لعدم تشغيلهم حاليًا بالمستوى الكامل للخدمة المععادة لهم. تُتاح الخطة المفصلة للخدمة وتحليل توزيع الخدمة sacrt.com/titlevi بالباب السادس للاطلاع عليها من جانب الجمهور على هذا الرابط.

برجاء ترك تعليقاتكم مباشرةً على

قسم تأييد العملاء بهيئة النقل العام في ساكرامنتو
[http://sacrt.com/Customfeedback/
customeradvocacy@sacrt.com](http://sacrt.com/Customfeedback/customeradvocacy@sacrt.com)
916-557-4545
لعناية: جيمس دريك

يجب تلقي التعليقات يوم الاثنين الموافق 16 يناير 2023 لإدراجها ضمن سجل الجمهور

لمعرفة المزيد

تتوافر المزيد من المعلومات على روابط فعاليات الجمهور التالية:

المجلس الاستشاري التنقلي بهيئة النقل العام في ساكرامنتو (عبر برنامج زووم)
الخميس، 5 يناير 2023
من الساعة 2:30 مساءً حتى الساعة 4:30 مساءً
sacrt.com/mac
عرض موجز (15 دقيقة) مع إتاحة من 10 إلى 15 دقيقة لطرح الأسئلة

محادثة بشأن النقل مع المدير العام/المدير التنفيذي
الجمعة، 6 يناير 2023
من الساعة 12:00 مساءً حتى الساعة 1:00 مساءً
sacrt.com/onlinechat

اكتب جميع الأسئلة التي تريد طرحها بشأن هيئة النقل العام في دردشة اونلاين مباشرة
اجتماع مجلس إدارة هيئة النقل العام في ساكرامنتو
الاثنين، 23 يناير 2023 في تمام الساعة 5:30 مساءً
سنُقدّم جميع تعليقات الجمهور لمجلس هيئة النقل العام في ساكرامنتو
سيُنظر في الخطة النهائية للموافقة عليها
sacrt.com/board

مراجعة الخطة وتحليل الباب السادس

12/18/22	Mike Barnbaum	Email	Feedback # 112511
<p>Greetings SacRT Team/Family Members:</p> <p>In preparation for both the January Mobility Advisory Council (MAC) Meeting along with the January 2023 Sacramento Regional Transit District (SacRT) Board of Directors Meeting, I wanted to provide an analysis of the 2023 draft service plan, and perhaps some alternative(s) to be good stewards of public dollars, while at the same time addressing the eventual need for service restoration for the transit customers of the Sacramento Region.</p> <p>From the report that is now available online, of which I have thoroughly read through, I come to the conclusion that continuation of the five suspended routes (81, 107, 134, 142, and 193) are absolutely necessary through the duration of the current 2022/2023 Fiscal Year. Beyond June 30, 2023, is where we need to “think outside the box” and get a bit creative on behalf of our customers.</p> <p><u>September 3, 2023: Implement full restoration of service on both Routes 81 and 142</u></p> <p>The September service change, on an annual basis, marks the last opportunity to make service changes prior to the start of a new calendar year. This is significant as it traditionally marks the beginning of “back to school” bell schedules for student riders, along with the annual college football season, NFL season, NBA season, and holiday travel season too. Restoring full service along Routes 81 and 142 on September 3, 2023, will both conserve dollars in the current 2022/2023 fiscal year while expanding service at the last opportune time for milestones like back to school, sports trips, and the annual holiday travel season while also providing additional time to hire and train additional vehicle operators over the first eight months of Calendar Year 2023. It should be noted that while Sacramento International Airport makes a great case for service for their own employees, airport travelers will be enjoying both increased service on YoloBus Routes 42 A/B beginning on Sunday, January 15, 2023, along with new nonstop service to Toronto, Ontario beginning in June 2023 via Air Canada out of Terminal A. The new international air service will operate four times a week, according to staff of the Sacramento County Airport System.</p> <p><u>Permanently Suspend Rte. 107, and perhaps Rte. 106. Convert Route 102 to be Rte. 02</u></p> <p>Route 107 has been a Pocket/Greenhaven Express Route and underwent restructuring during the “SacRT Forward” project. It served its purpose and focus on commuters traveling to and from Downtown Sacramento via Interstate Five following its “SacRT Forward” restructuring for approximately six months. Once the COVID-19 pandemic came, commuting into and out of Downtown Sacramento changed dramatically. As such, maintaining routes in the network like 107, along with 106 and 102 are no longer good uses of limited and precious public transit dollars. That specifically being addressed here, is something where using creativity comes in hand. By permanently suspending and even going as far to say, “permanently eliminating” Route 107, along with Route 106 and Route 102, converting Route 102 into an all-day “Route 2” as addressed in the revised 5-year SacRT short range transit plan, might now be the time to more seriously have a discussion about this, and implement effective Sunday, September 3, 2023. Suspending and permanently eliminating Routes 102, 106, and 107 immediately, while making Route 2 an all-day route effective on Sunday, September 3, 2023, would make better use of public transit dollars, while continuing to promote utilization and future expansion of existing Route 62. Route 62 is also addressed in the SacRT 5-year short range transit plan. Although there should not be any recommended service changes for Route 62 in 2023, the service expansion to every fifteen minutes along with service to both the ACE/San Joaquin Midtown Sacramento Station and downtown terminus at Sacramento Valley Station should be deferred to implementation on Sunday, September 1, 2024.</p> <p><u>#134 McKinley Commuter: Permanently suspend and/or permanently eliminate route</u></p> <p>As addressed in the online report, this route is currently being utilized mostly by Sutter Middle School students, and not commuters traveling to/from downtown Sacramento. The June service changes, annually show a drop and/or changes in student ridership patterns as this round of service changes on an annual</p>			

basis is typical for the end of the academic year and beginning of Summer Vacations. Historically speaking, most of, if not all the “200 series” school trippers are completely eliminated and not offered to operators bidding for work in the June operators sign-up. While Route 30 is not necessarily the best alternative regular route to go to, it is an alternative route that riders in the McKinley Boulevard area can utilize in traveling from Downtown Sacramento to East Sacramento via midtown, while simultaneously not walking too far out of the way to access the Gold Line off of R Street and/or Folsom Boulevard. Eliminating this route completely would help address the existing operator staffing shortage, while also reducing service cancellations on regular bus routes.

#193 Auburn Commuter: Permanently Suspend and/or Permanently Eliminate Route

This route offers two alternative options to weekday riders. Placer County Transit “Route 10” is an hourly freeway express that operates westbound weekday service from 5am to 7pm from the Auburn/Conheim Amtrak Station to the Watt/I-80 Light Rail Station, making intermediate stops at Sierra College in Rocklin, Westfield Galleria in Roseville, as well as the Louis/Orlando Transfer Point at the Sacramento/Placer County Line. Eastbound weekday service operates at the lower level of the Watt/I-80 Station from 6am to 8pm. In addition, Route 93 operates a route alignment along local streets and roads from the Watt/I-80 Station (upper level) to the Louis/Orlando Transfer Point primarily along Hillsdale Boulevard, Antelope Road, and a small portion of Auburn Boulevard north of Antelope Road. Weekday service is primarily every 30 minutes prior to 6pm, and hourly after 6pm.

Additional Service Change to Consider - Realignment of Route 19 in North Highlands

Upon the February 2019 adoption of and September 2019 implementation of “SacRT Forward,” Route 19 was realigned in which service in both Rio Linda and North Highlands saw dramatic changes. Specifically, in North Highlands, the route operates along Elkhorn Boulevard and Watt Avenue, rather than Elverta Road and Watt Avenue. Along Watt Avenue, service now operates only between Elverta Road and Elkhorn Boulevard. Service along Watt Avenue and McClellan Business Park, specifically, is now provided by Route 26 between Elverta Road and the Watt/I-80 Station, with the route continuing along its pre-SacRT Forward alignment between the Watt/I-80 Station and the University/65th Street Station. This section examines realignment of Route 19 from the intersection of Elkhorn Boulevard and Watt Avenue to continue eastbound and westbound along Elkhorn Boulevard and Greenback Lane to Auburn Boulevard in Citrus Heights. “SacRT Forward” dramatically changed and altered the bus network in September 2019. Among the most notable oversights of the project was the elimination of service along Elkhorn Boulevard and Greenback Lane when former Route 80 was eliminated completely from the transit network. This portion of this report does not recommend fully restoring Route 80, but instead recommends that Route 19 be realigned to correct the oversight caused in September 2019 when former Route 80 was permanently eliminated. The realignment of existing Route 19, as specifically examined in this portion of this report would require a minimum of one more bus, along with more operators. There would most definitely be an increase in operating costs and labor costs to correct this service coverage problem that is currently in place. The increased costs, however, could be offset, and/or be cost neutral if, in fact, enough other service listed/mentioned/analyzed earlier in this internal electronic communication becomes either permanently suspended and/or permanently eliminate based on this electronic internal communication/analysis, as well as any other/additional internal and external communications received in regards to the draft 2023 SacRT service plan.

Concluding Analysis and Acknowledgments

Nobody likes to recommend permanently suspending service and/or permanently eliminating service, especially coming from a Transit Ambassador. A Transit Ambassador is a person most likely to recommend service expansion, especially when comments/suggestions are made from the riders themselves. To that point, customer comments and suggestions that have focused on later evening/night trip times for Routes 26, 67, 68, 81, 82, 84, and 87 have been included in the current round of unmet transit needs and were

<p>already submitted to SACOG staff for their review and analysis during an in-person unmet transit needs gathering back in October at the Historic Folsom Farmers Market. I want to acknowledge the Honorable James Drake for attending that event and then attending a “Civic Thread” event (formerly Walk Sacramento) later that day in South Sacramento. I also want to acknowledge the ability to get this report up and online when it did, especially considering the upcoming January 5th meeting of the Mobility Advisory Council. With the holiday travel season in full swing, and time being of the essence here, it is critically important that this online report be given high priority now, while we are still in 2022, and not wait until we change the calendar year on January 1st so as to allow all internal stakeholders the time to read through and dissect the comments/analysis early on, and not on the last date. For this reason, I professionally found it to be critical on myself to prepare this comment/analysis of the online report so that we “buy time” prior to a formal presentation and final decision at 5:30pm on January 23rd. Should you need to get in contact with me or want to discuss this report and analysis in more detail with me, please feel free to reach out at your convenience.</p>			
12/20/22	Gabriel Wiener-Brodkey	Email	Feedback # 112537
<p>134 is so unreliable anyway that it might as well be cut, period. It's currently only scheduled to run once a day in each direction, and it's often cancelled in the afternoon. So, are people that risk using that route in the morning to commute just supposed to Uber home? Seems like commuter routes with one trip in each direction should be close to the top (if not the top) of the priority list as far as what trips not to cancel if trip cancellations are needed any given day.</p> <p>107 has not been running since the last service reduction, so is the question just whether people want it to come back? Did the pre-cancellation ridership on that route indicate it would likely be back once people started retuning to offices downtown? Anyone that used that route before it was cancelled almost certainly had alternative transportation (a car) and chose to use the bus instead.</p> <p>142 could be made much more useful to a wider range of potential users if it made just one stop somewhere in Natomas. The reality is that anyone that lives within walking distance of a 142 stop downtown has money to spend on an Uber door to door. Any transfers from light rail to that bus route involve walking at least a block or two, which is less desirable when you have suitcases. The 142 also doesn't have luggage racks, which seems pretty standard for a route that serves the airport. I've used it myself multiple times traveling without a suitcase and while it is nice to save \$20 it is not exactly convenient for people that can't just walk to a 142 stop.</p> <p>Also, RT should seriously consider discontinuing service on the Green Line until there is funding to extend it farther because as of right now bus route #11 follows the same route with even greater frequency. Maybe increase service on route #11 with the savings from not running the Green Line.</p>			
1/5/23	Jeffrey Tardaguila	MAC meeting	Feedback # 113101
<p>Changes to Route 134 have impacted many seniors residing at senior centers near the line. Some have had to move to an area with better transit options. I would like to see more transit going east/west on the north portion of J Street.</p>			
1/6/23	Arden/Arcade, CA	Online	GM Chat
<p>I'm curious to know about any feedback Regional Transit has received to date on proposed service changes that will be presented later this month. From what I read on the website, there was also a presentation on</p>			

<p>this topic at the mobility advisory council this week. How is the feedback thus far, and are you anticipating any modifications to the original draft document that is now available for online reading?</p> <p><i>Reply:</i> So far, we have received two public comments, both of which have comments on multiple routes. All comment received will be included in the SacRT Board packet on January 23, 2023.</p>			
1/6/23	West Sacramento, CA	Online	GM Chat
<p>Happy New Year. As both a YoloBus and a Sacramento Regional Transit rider, I am curious to know what your service plans are for Route 142 while YoloBus adds more trips to its new daily Route 42 A/B schedule beginning on Sunday of the Martin Luther King Junior Weekend? Does Regional Transit either anticipate eliminating Route 142 or perhaps instead expanding frequency to two buses per hour with a joint marketing campaign in conjunction with YoloBus that would target airport travel for both airline passengers and airport employees?</p> <p><i>Reply:</i> At this time, we are planning to keep route 142 (Airport Express) on its existing hourly headways and current schedule. The new trips on Yolobus route 42 will be a welcome improvement for riders trying to get to or from the airport and will help address some of the gaps and bunching that currently exists in the combined schedules of routes 42 and 142.</p>			
1/6/23	Citrus Heights, CA	Online	GM Chat
<p>Route 103 became Route 193. Going to Roseville, it made sense to keep it. A year back or so, RT phased it out. (Great Recession fallout: June 2010 was when RT services took a bath.) Could you please give us a status update regarding this route?</p> <p><i>Reply:</i> Route 193 is one of five bus routes that’s currently entirely or partially suspended. It was suspended in April 2022 due to the prolonged operator shortage at SacRT. It was one of the routes chosen for suspension due to low ridership since the pandemic. SacRT is currently considering extending that suspension beyond April 2023. Details on that are available online at sacrt.com/TitleVI.</p>			
1/9/23	Kathy Norton	Email	Feedback # 113097
<p>I strongly support that service be maintained for Route 134. I have used this bus on many occasions to get to the UC Davis Clinic complex that's located at 33rd and C Street. I think part of Mercy Hospital clinics reside in that same complex. I offboard near the McKinley Tennis Court and walk over to C Street. This bus serves both the East Sac and Sac State areas, and it's been a longstanding route. Many people who live in the Midtown and Downtown areas, and may not have cars, rely on 134. Many elderly and disabled persons rely on this bus.</p> <p>I have mostly used it for mid-morning and late afternoon appointments. For state employees and others who work downtown and live in the Midtown or East Sac, this is a viable option for them to get to work, but it would need increased service times to better serve riders. The schedule looks radically reduced down from what it used to be. I can remember when 34 (now 134) used to run every 15 minutes when I lived in the Midtown. It was a heavily relied upon bus and very busy in the mornings for people trying to get to work in the Downtown Sacramento area. If anything, it needs to have more service times made available to make this a reliable option for riders.</p>			

1/15/23	John Galt	Email	Feedback #113298
<p>This is a comment on the proposal to continue service reductions on route 81 and others, per the email I just received from klichty@sacrt.com. As far as I'm concerned, eliminating the short trips (the ones that turn back at Florin Mall) on route 81 has had no effect, and you can cancel them permanently, because when I use the route it is to get between home and places along 65th St. I would be strongly affected if you cancelled any of the long trips that cover the full route. (And I hope you have a lot more success in recruiting new drivers.)</p>			

RESOLUTION NO. 2023-01-008

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

January 23, 2023

APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR APRIL 2023

WHEREAS, effective April 3, 2022, SacRT implemented temporary service changes, reducing service partially or entirely on five bus routes, in accordance with SacRT's service change policy, as defined in Resolution 15-12-0137; and

WHEREAS, consistent with federal Title VI guidance, SacRT's service change policy allows temporary service changes for no more than twelve months, after which, if the changes are major changes, the changes must be reversed unless the SacRT Board of Directors approves a Title VI service equity analysis of the temporary changes and adopts the temporary changes; and

WHEREAS, the temporary service changes meet the definition of major changes, under SacRT's service change policy; and

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

WHEREAS, the Title VI service equity analysis found that there were no likely disparate impacts to minority populations and no likely disproportionate burdens to low-income populations from adopting the proposed service changes;

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 approves the Title VI service equity analysis set forth in Exhibit A and has reviewed and taken into consideration all related public comments; and

THAT, the proposal to continue indefinitely the temporary service changes implemented on April 3, 2022, as described in Exhibit A, is hereby adopted.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Sacramento Regional Transit

Service Changes for 2023 Final Plan and Title VI Equity Analysis

January 23, 2023

Overview

SacRT is currently considering major service changes on several bus routes, as discussed in this Final Plan and Title VI Equity Analysis, which has been divided into two parts:

- *Part I: Fixed-Route Service Changes* discusses continuation of suspensions on five SacRT bus routes (Routes 81, 107, 134, 142, and 193).
- *Part II: Title VI Service Equity Analysis* analyzes the changes in Part I, in accordance with the Title VI provisions of SacRT's major service change policy.

Public Review

In accordance with SacRT's major service change policy, a draft version of this was made available to the public via sacrt.com on Friday, December 16, 2022. Comments were taken through Monday, January 16, 2023 and have been included in the agenda item that would review and approve this report and the proposed changes therein, which is to be presented to the SacRT Board of Directors on Monday, January 23, 2023, for approval.

Part I

Fixed-Route
Service Changes

Background

In April 2022, SacRT temporarily suspended all or part of Routes 23, 81, 82, 86, 107, 134, 142, and 193 to address a shortage in bus operators which had 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 unplanned trip cancellations.

The April suspensions were approved without a 30-day public review, on the basis that they were considered temporary, lasting no more than twelve months, and therefore did not constitute major service changes under SacRT policy. On May 9, 2022, after the changes had taken effect, SacRT presented and the SacRT Board of Directors approved a restoration plan to take effect in September 2022, including a Title VI service equity analysis and a 30-day public review.

The approved restoration plan called for:

- (1) Full restoration of service on Routes 81, 107, 134, 142, and 193.
- (2) Permanent elimination of a total of eight trips on Route 23, one trip on Route 82, two trips on Route 86 due to underutilization or redundancy with similarly timed trips.
- (3) Minor improvements to Routes 1, 26, 30, 51, 81, 93, and 138, mostly in the form of additional weekend or evening trips.
- (4) A minor adjustment to the routing of Route 33.
- (5) Finalization of required approvals to make permanent midday service on Route 177 (funded by the City of Rancho Cordova).
- (6) Authorization to proceed with plans for a new commuter express Route E37 from Elk Grove to the UC Davis Medical Center.
- (7) A minor extension to Route E110.

This plan was approved by the SacRT Board, but the service restoration and minor improvements (Items 1 and 3) were never implemented, because hiring and training of new bus operators over Summer 2022 was not sufficient to alleviate the operator shortage.

Under SacRT policy, the suspensions in effect on Routes 81, 107, 134, 142, and 193 must end in April 2022, at the end of their 12-month temporary period, unless the Board takes action to continue suspension. In other words, service must be restored on those five routes, unless there is Board action.

Proposed Changes

Proposal – SacRT is proposing to keep in place all suspensions currently in effect.

Fiscal Impact – There is no fiscal impact from the proposed action.

Justification – Although SacRT’s financial position has been much improved over the past years, without the passage of a new local measure, with significant Smart Ride funding ending on June 30, 2023, with one-time stimulus funding coming to an end over the next two years, and with operator availability continuing to be insufficient for expansion, Staff believes that service levels should remain at current levels.

Alternatives - To restore all five routes to full service would increase annual operating cost by approximately \$2.0 million. Staff also evaluated an alternative plan where service would be fully restored on Routes 81 and 142, partly restored on Route 193, and kept as-is on Routes 107 and 134. That plan would have increased annual operating cost by approximately \$1.67 million.

Equity – As shown in Part II, the Title VI service equity analysis, there are no likely disparate impacts to minority populations nor disproportionate burdens to low-income populations from making these suspensions permanent. Route 81 is the only of the five routes with above average minority and low-income ridership. The adverse effects of keeping Route 81 partially suspended are offset by Route 142. Route 142 has a very low fraction of minority and low-income riders, so keeping it partially suspended offsets what would otherwise be adverse effects from keeping Route 81 suspended.

Suspended Routes

#81 Florin

Proposal - Normal weekday service levels for Route 81 are every 30 minutes on 65th Street and every 15 minutes on Florin Road. Currently, frequency on Florin Road has been reduced to only every 30 minutes during the mid-morning period. Staff recommends keeping the current service level.

Fiscal Impact – Fully restoring service on Route 81 would add approximately 22.2 revenue hours of service per day, on weekdays only, at a cost of approximately \$700,000 per year. It does not require any additional peak buses, but would require approximately four additional operators (three in service each day, plus one spare operator to cover absences).

Equity – Route 81 is above average for both minority and low-income ridership and traverses several disadvantaged communities along Florin Road. Keeping Route 81 suspended is not favorable from a Title VI standpoint, but the effects are offset by keeping Route 142 partially suspended, as shown in Part II.

Justification – Although it serves a disadvantaged community, and although frequent service is desirable and valuable on a major corridor such as Florin Road, Staff believes the frequency reduction on Route 81 has been an effective and minimally impactful way to significantly reduce cost and operator requirement. Staff reviewed data on passenger loads and spoke with field supervisors and concluded that some buses have heavy loads around morning school trips, but there have been few if any cases of full buses. The times around which the passenger loads are heavy are also times when there happen to be 15-minute headways, so in the event of a full bus, the wait is not a full 30 minutes. Apart from school times, passenger loads have not approached capacity.

#107 South Land Park Express

Proposal – Staff recommends continued suspension of all three morning trips (6:09, 6:39, and 7:09 am) and all three afternoon trips (4:15, 4:45, and 5:15 pm) on Route 107.

Justification - Ridership recovery from the pandemic has been poorest on commuter routes such as Route 107. Prior to suspension in April 2022, the six trips on Route 107 were averaging just 3 boardings each.

Equity - Riders on Route 107 are disproportionately higher-income and are more likely to own a car, less likely to be reliant on transit, and possibly more likely to be able to work from home. While restoration of Route 107 might help achieve environmental benefits by reducing automobile commuting, it is less likely to achieve equity goals of prioritizing service to disadvantaged communities.

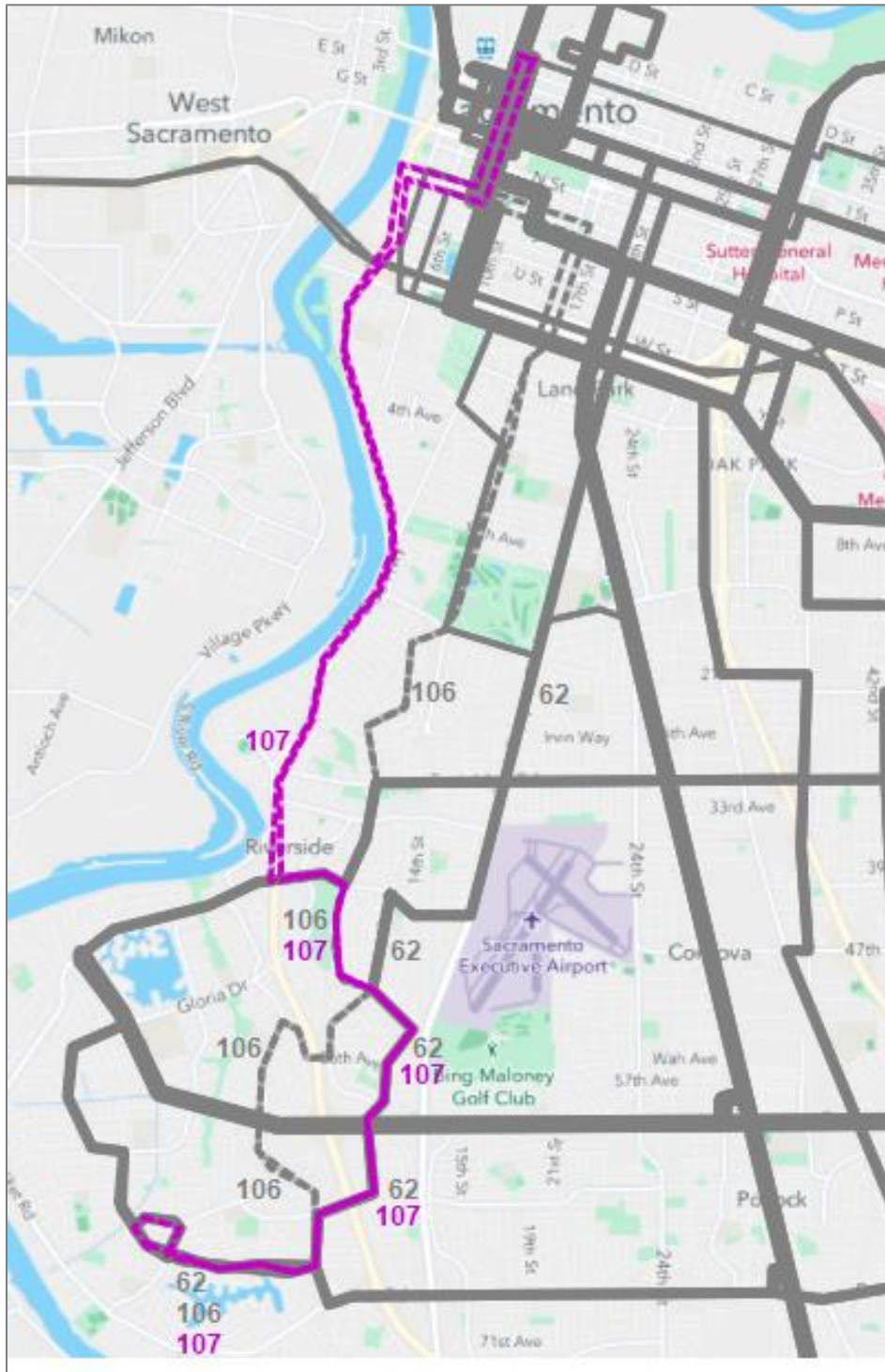
Alternatives - Route 62 already has departures from the same starting point (Pocket Transit Center) at 6:11, 6:41, and 7:11 am and from downtown at 4:10, 4:40, and 5:10 pm; the two routes serve almost the exact same bus stops. Route 106 also has departures from Pocket Transit Center at 7:13 am and from downtown at 4:07 and 5:07 pm and covers many of the same stops as Route 107, including the few stops on Route 107 that are not covered by Route 62.

The main purpose of Route 107 was to offer a faster, more direct non-stop express route to downtown than Route 62, by picking up riders only in Pocket/Greenhaven, then bypassing Land Park via Interstate 5. This was justified before the pandemic, when the Pocket/Greenhaven area alone generated enough commuters to fill a bus, and there was sufficient demand to fill an entire bus in Pocket/Greenhaven and then express it to downtown via the freeway. With COVID-related changes to commute patterns, that is no longer the case.

Ridership on the 6:11, 6:41, and 7:11 am Route 62 trips to downtown averages 4, 13, and 14. If or when ridership begins to exceed 20 to 25 passengers on these trips, then Staff recommends revisiting the restoration of Route 107 service, especially if those riders are largely from the Pocket/Greenhaven segment of the route.

Fiscal Impact – No changes are being proposed to Route 107 at this time. If it was fully restored, Route 107 would amount to only 3.1 revenue hours per day; however, restoring it could increase SacRT's vehicle requirement by up to three buses and require up to six additional operators.

#107 South Land Park Express



#134 McKinley Commuter

Proposal – Staff recommends continuing existing suspensions on Route 134. Full service for the route includes three morning trips (beginning at 6:03, 7:03, and 8:03 am) and four afternoon trips (beginning at 2:30, 3:20, 4:20, and 5:20 pm). Currently, only the 7:03 am and 2:30 pm trips are being operated.

Justification – The 7:03 am and 2:30 pm trips are averaging 25 and 18 boardings per day, respectively, and are used primarily by Sutter Middle School students. The remaining trips, which are currently suspended, serve downtown commuters and were averaging only 4 daily riders per trip before suspension in April 2022.

Equity - Route 134 has the lowest percent of low-income riders in the SacRT system. The route primarily serves East Sacramento, which is a higher-income community, so riders are more likely to own a car, less likely to rely on transit, and possibly more likely to be able to work from home. While restoration of Route 134 might help achieve environmental benefits by reducing automobile commuting, it is less likely to benefit disadvantaged communities.

Alternatives - Route 30 is not as convenient for Route 134 riders but may be a viable alternative for at least some Route 134 riders.

Fiscal Impact – No changes are being proposed to Route 134 at this time, but if it was fully restored, the five additional trips on Route 134 would add 4.0 revenue hours per day to the schedule. SacRT's vehicle requirement would likely increase by zero to two buses. SacRT's operator requirement would likely increase by three operators.

#134 McKinley Commuter



#142 Airport

Proposal – Currently, Route 142 is operating once an hour. Prior to April 2022, the service was operating at 30-minute frequency all day, from approximately 4:45 am to 11:29 pm. Staff recommends keeping the current service levels.

Fiscal Impact – Fully restoring service on Route 142 would add approximately 18.5 revenue hours of service per day, seven days a week, at a cost of approximately \$840,000 per year. It would increase the daily vehicle requirement by one bus and increase the operator requirement by an estimated five operators (four to cover the daily work, plus one spare operator to cover absences).

Equity – Ridership on Route 142 does not tend to be from disadvantaged populations. Keeping Route 142 partially suspended is important as long as Route 81 is also suspended, because it offsets would otherwise be potential disproportionate burdens on low-income populations, as shown in Part II.

Justification – Although Route 142 enjoys considerable public support and is the first or only interaction many Sacramento residents and visitors have with SacRT, Staff believes the frequency reduction on Route 142 has been an effective and minimally impactful way to significantly reduce cost and operator requirement. Although 30 minutes is a more useful frequency for an airport bus, airport travelers tend to be higher income, with other options for getting to/from the airport. An hourly airport bus, while not ideal, provides a basic link for persons for whom parking or taking a taxi or ride share to the airport is cost prohibitive. Route 142 is also not a strong performer financially for SacRT, with a cost per passenger of approximately \$21 (approximately double the average for SacRT Bus overall).

Schedule Adjustments – Earlier in 2022, Yolobus altered the schedule of its Route 42 (its bus to the airport) in a way that has been less useful in tandem with Route 142. Previously, Routes 42 and 142 were both on uniform hourly headways, and trips were slotted evenly between one another to achieve even 30-minute headways between the two routes. In Fall 2022, Yolobus redesigned Route 42 to run more frequently during busy times, and less frequently during off-hours. This has resulted in uneven spacing between Routes 42 and 142, with some buses often just a few minutes apart. With the Route 42 schedule no longer adhering to uniform frequency, it is not possible for an hourly Route 142 to slot evenly between the Route 42; however, Staff will work with Yolobus, and if any revisions to its schedule for Route 42 are considered, Staff will endeavor to coordinate schedules as best as possible.

#193 Auburn Commuter

Proposal – Normal service levels on Route 193 are four morning trips and four afternoon trips between Citrus Heights and the Watt/I-80 light rail station, running non-stop on the freeway from Greenback Lane. Currently, all eight trips are suspended. Staff recommends keeping existing service levels in place as-is.

Fiscal Impact – Restoring all eight trips on Route 193 would add approximately 2.9 revenue hours of service per day, on weekdays, at a cost of approximately \$180,000 per year. It would increase the daily vehicle requirement by at least two buses and increase the operator requirement by an estimated four operators.

Justification – Prior to suspension, ridership on the suspended trips averaged only 3 daily boardings each.

Equity – Ridership on Route 193 is only 25.0 percent minority and only 12.5 percent low-income, both of which are well below SacRT's systemwide average. The low fraction of low-income riders suggests that Route 193 riders are more likely to own a car, less likely to rely on transit, and possibly more able to work from home.

Summary

SacRT is proposing to keep in place all suspensions currently in effect. To restore all five routes to full service would increase annual operating cost by approximately \$2.0 million. An affirmative action of the Board is required to continue these suspensions beyond April 2, 2023, as recommended in this plan. Prior to taking such an action, SacRT must prepare a Title VI analysis (Part II of this report), make it available for 30-day public review, and collect and consider public comments on the plan and the analysis. This report is planned for public release on December 16, 2022. Staff intends to present a revised final version of this plan to the SacRT Board at its regular meeting of January 23, 2023.

Part 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

Proposed Changes

Continuation of Suspensions – Routes 81, 107, 134, 142, and 193 had partial or entire suspensions of service beginning on April 3, 2022. Several other routes also had partial suspensions at that time, which were made permanent by the SacRT Board on May 9, 2022; however, the service reductions implemented on these five routes were never approved, other than on a temporary twelve-month basis, beginning April 3, 2022.² SacRT is proposing to continue these suspensions indefinitely, beyond April 2, 2023, in the hopes of restoring them at a future date. To continue the service reductions beyond April 2, 2023, as proposed, this Title VI analysis is required.

Public Review

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.

A draft analysis was made available on sacrt.com for public comment from December 16, 2022 through January 16, 2023. All comments have been included in the agenda item for this final report, for presentation to the SacRT Board on January 23, 2023.

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.

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.

² On May 9, 2022, the SacRT Board approved a plan to fully restore service on those routes, effective September 2022; however, that plan was not implemented, due to SacRT's operator shortage unexpectedly remaining severe into Fall 2022.

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. ³

Baseline Data

Census Data – Based on Census data, the SacRT service area is 59 percent minority and 15 percent low-income.⁴ 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.

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, was interrupted by the COVID-19 pandemic, and was recently resumed; however, completion is not expected until January 2023. 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.

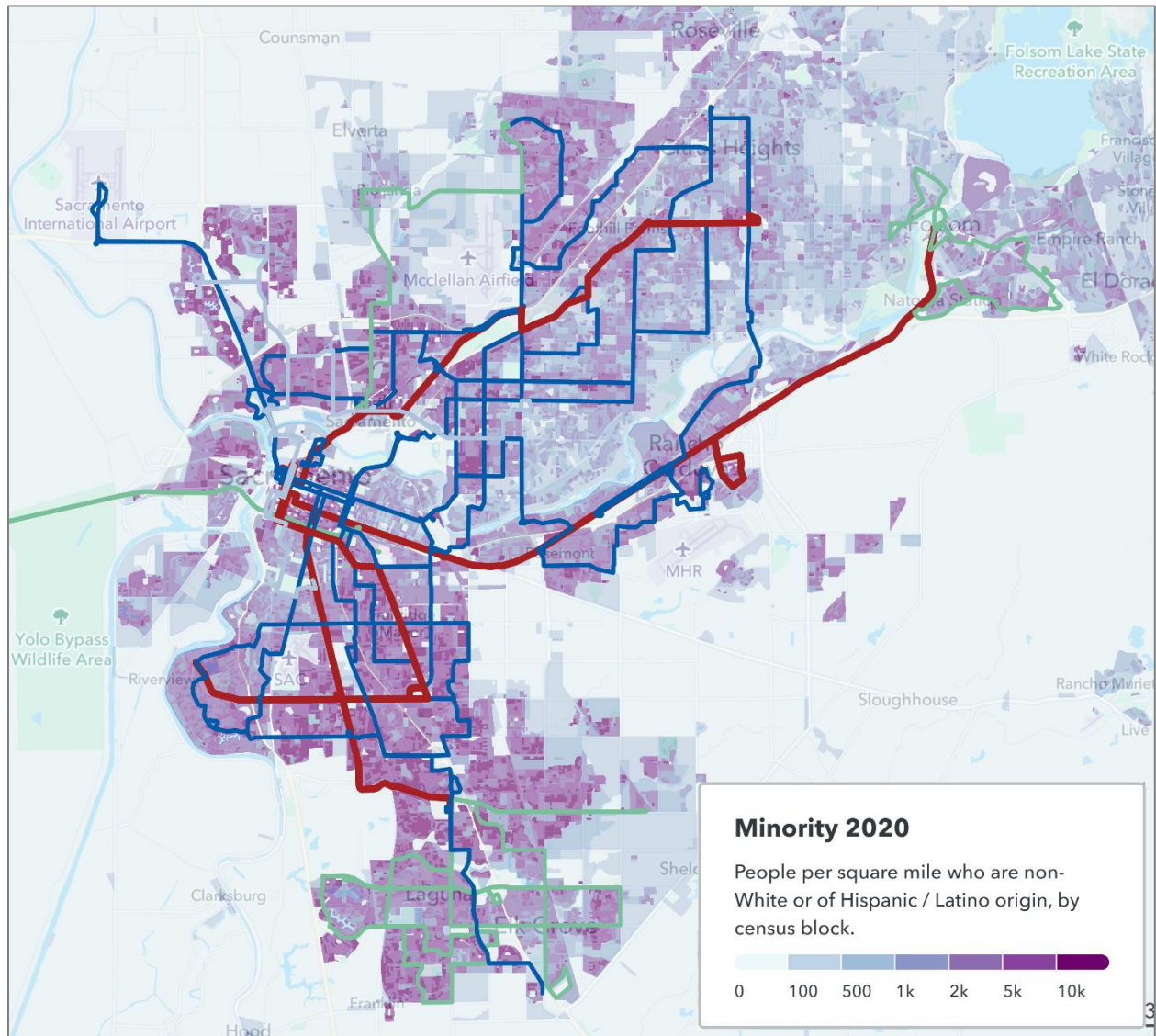
Existing SacRT Demographics

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

³ For 2022, the poverty threshold is \$27,750 for a family of four in the 48 contiguous states.

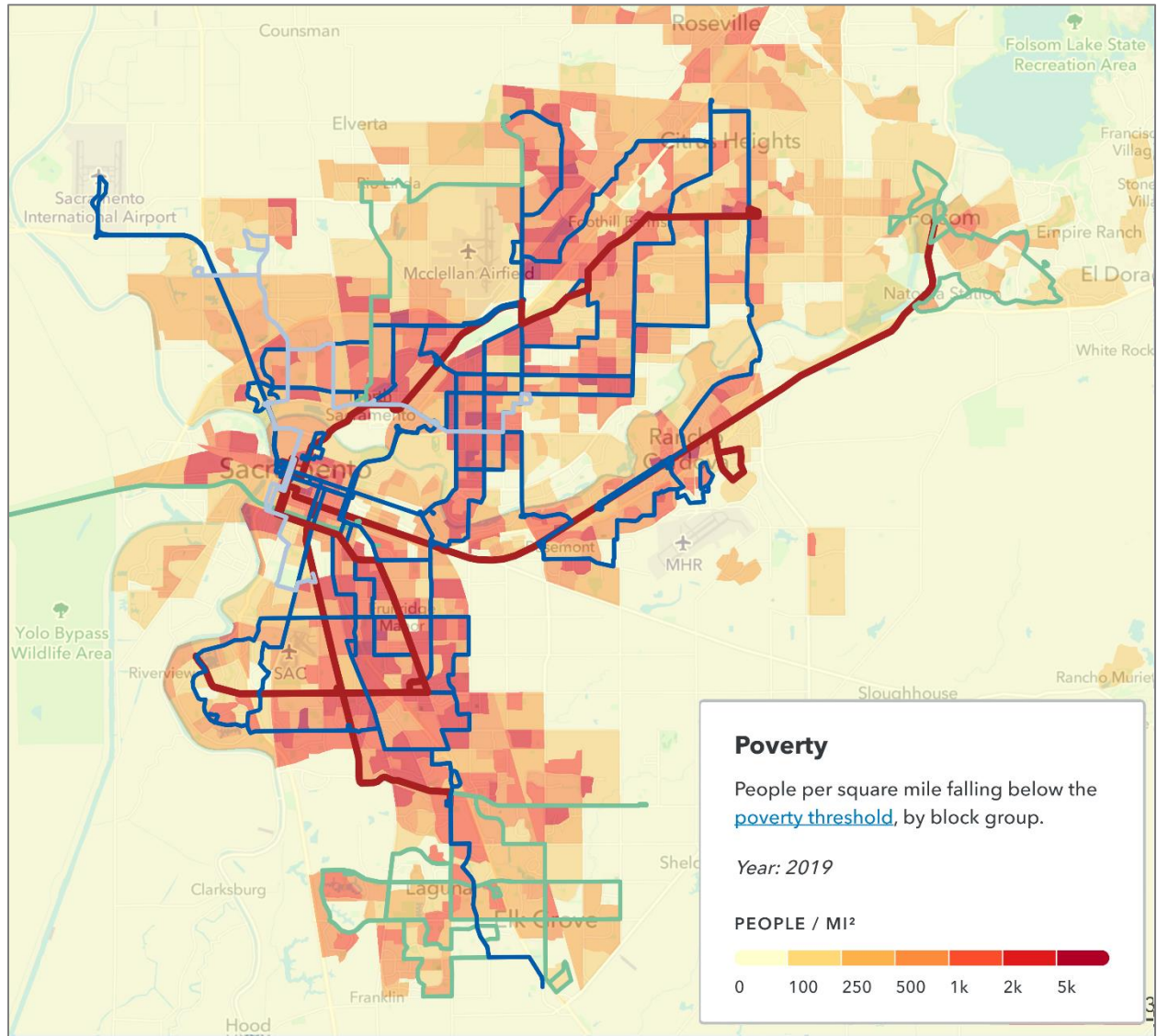
⁴ Computed in Remix software platform based on Census 2020 data and reflecting SacRT’s annexed service area, effective July 1, 2022, following Elk Grove’s annexation into the SacRT district.

Minority Population Density



Source: 2020 Census, prepared using Remix software

Low-Income Population Density



Source: 2019 American Community Survey, prepared using Remix software

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 serving more than 53.0 percent low-income riders are considered low-income routes.

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

Demographics of Affected Routes

Route	Name	Percent Minority	Percent Low Income	Minority	Low-Income
81	Florin	74.6%	62.9%	Yes	Yes
107	Land Park Express	62.5%	11.1%	No	No
134	McKinley Commuter	43.8%	0.0%	No	No
142	Airport	66.7%	21.1%	No	No
193	Auburn Commuter	25.0%	12.5%	No	No
	SacRT System	69.0%	53.0%		

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

Minority Results

SacRT is proposing to make permanent complete or partial suspensions on five routes, amounting to a reduction of 272,280 revenue miles per year. Approximately 64.5 percent of the reduction would affect minority populations; however, minority riders make up approximately 69.0 percent of SacRT’s ridership, so minority populations would bear slightly less than their share of the burden.

Since Route 81 is a minority route and makes up approximately 22 percent of the reduction, it is important that the other four routes—none of which are minority routes—are included in the proposal.

Conclusion - There would not be a disparate impact to minority populations from the proposed changes.

Route	Names	Percent Minority	Change in Revenue Miles	Minority Revenue Miles	Non-Minority Revenue Miles
81	Florin	74.6%	-61,039	-45,535	-15,504
107	Land Park Express	62.5%	-15,850	-9,906	-5,944
134	McKinley Commuter	43.8%	-11,441	-5,011	-6,430
142	Airport	66.7%	-165,947	-110,687	-55,260
193	Auburn Commuter	25.0%	-18,004	-4,501	-13,503
All Changes		64.5%	-272,280	-175,640	-96,640
SacRT System		69.0%			

Low-Income Results

SacRT is proposing to make permanent complete or partial suspensions on five routes, amounting to a reduction of 272,280 revenue miles per year. Approximately 28.4 percent of the reduction would affect low-income populations. This is significantly below SacRT’s systemwide average of 53.0 percent low-income riders, so low-income populations would bear considerably less than their share of the burden.

Route 81 riders are 62.9 percent low-income, and Route 81 makes up 22 percent of the reduction, but this adverse effect on low-income populations is more than offset by Route 142, which makes up 60 percent of the reduction and has ridership that is only 21.1 percent low-income.

Conclusion - There would not be a disproportionate burden to low-income populations from the proposed changes.

Low-Income Results

Route	Name	Percent Low-Income	Change in Revenue Miles	Low-Income Revenue Miles	Non-Low-Income Revenue Miles
81	Florin	62.9%	-61,039	-38,393	-22,645
107	Land Park Express	11.1%	-15,850	-1,759	-14,090
134	McKinley Commuter	0.0%	-11,441	0	-11,441
142	Airport	21.1%	-165,947	-35,015	-130,932
193	Auburn Commuter	12.5%	-18,004	-2,250	-15,753
All Changes		28.4%	-272,280	-77,418	-194,862
SacRT System		53.0%			

Summary

In April 2022, SacRT implemented complete or partial reductions in service on several bus routes without public review or a Title VI equity analysis, on a temporary basis of no more than twelve months. In May 2022, the SacRT Board approved a publicly reviewed Title VI analysis of a plan to restore service on several of those routes and to make minor reductions on several of those routes permanent; however, five of the routes (Routes 81, 107, 134, 142, and 193) planned to be restored to full service in September 2022 were not actually changed at that time. Instead, they remained fully or partially suspended. SacRT is now considering extending the existing service reductions on these routes beyond the original twelve-month period indefinitely. Based on this Title VI service equity analysis, the proposed action would be unlikely to result in a disparate impact to minority populations or a disproportionate burden to low-income populations.

Next Steps – A draft version of this Title VI service equity analysis was made available for a 30-day public review and comment period beginning on December 16, 2022. This revised and final equity analysis, as well as all public comments, are hereby presented to the SacRT Board of Directors at its regular meeting January 23, 2023. Staff recommends that the SacRT Board review and consider the comments, accept and approve the final service equity analysis, and adopt the service changes.