

TransitRenewal 2012-2017
Service Implementation for TransitAction



 **Regional Transit**

Title VI Compliance Review – Final Draft

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1. Purpose

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Sacramento Regional Transit District (RT) has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1 ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color or national origin.

This analysis was conducted in compliance with 49 CFR Section 21.5 (b) (7) Appendix C to 49 CFR Part 21 and Chapter Five of the FTA’s Circular 4702.1A that was issued on May 13, 2007. As required by these FTA requirements, RT evaluated its service changes to comply with Title VI requirements and to receive financial assistance from the FTA.

2. Background

RT provides multi-modal transportation service throughout Sacramento County. The system consists of approximately 69 bus routes and 37.5 miles of light rail over a 418-square mile service area and serves 48 light rail stations, 31 bus and light rail transfer centers, 18 park-and-ride lots, and more than 3,500 bus stops.

In 2010, RT declared a budget shortfall of nearly \$25 million through FY 2010. In response to financial constraints, RT staff recommended service reductions including complete route eliminations or service span and frequency reductions for bus and rail services. The proposed changes focused on maintaining network connectivity and coverage through reduced route frequency and network restructuring, rather than completely eliminating services.

RT is currently conducting a comprehensive operational analysis (COA), commonly referred to as TransitRenewal 2012-2017. The study responds to changing economic circumstances and budget reductions with the aim of regaining previous service levels. TransitRenewal includes a comprehensive analysis of market conditions as well as the existing bus and light rail network. Findings from the study will inform a series of recommendations to improve service to sustainably meet future transit demand within the service area.

3. Definition of a Major Service Change

Title VI policies require review of any service reductions or additions considered by the agency to be a “major service change.” Sacramento Regional Transit District (RT) Board Resolution No. 94-09-2217 indicates that all major service changes require a board meeting and public hearing. The following criteria outline the definition of a major service change as used by RT:

- 25 percent or greater change in route level revenue vehicle miles
- 25 percent or greater change in route level ridership
- 5 percent or greater change in system-wide miles or hours

Any proposed change which satisfies one or more of these criteria is considered a major service change and must be evaluated for Title VI compliance. In addition, any changes to the fare policy are considered a major change and warrant Title VI review.

4. Proposed Service Changes – Fixed Route Services

The recommendations in TransitRenewal include the restructuring or discontinuation of some routes or route segments, but also propose increased service spans or improved frequencies for many RT services. Keeping the larger network in mind, the recommendations include the restructuring and consolidation of services where possible, retaining service within a reasonable walk distance (1/3 mile, or approximately 6 minutes) for RT riders. The following chart indicates the recommendations made within the study.

| Route | Service Recommendations |
|-----------|---|
| Blue Line | Extend evening service to approximately 11:00 p.m. on weekdays, Saturdays, and Sundays. |
| Gold Line | Extend evening service to approximately 11:00 p.m. on weekdays, Saturdays, and Sundays. |
| 1 | Discontinue weekday service along Watt Avenue from Watt/I-80 Station to McClellan Business Park. Improve weekday frequency to every 15 minutes. Extend service spans every day to approximately 10:00 p.m. |
| 2 | No change. |
| 3 | No change. |
| 5 | Discontinue deviation to Stockton Boulevard and Power Inn Road. |
| 6 | No change. |
| 7 | No change. |
| 8 | Reinstate weekday service and realign northern segment to operate from Power Inn Road, west on 14th Avenue, and north on 65th Street to University/65th Street Station. Operate 60 minute service from approximately 7:00 a.m.-7:00 p.m. |
| 11 | Realign service to operate with two weekday branches, each sharing a common trunk from downtown Sacramento to Truxel Road and Del Paso Boulevard. Western Branch will operate from Truxel, west on Del Paso Boulevard, to East Commerce Way. Eastern Branch will go from Truxel Road, east on Del Paso Boulevard, north on Natomas Boulevard, east on Club Center drive, to Honor Parkway, and south on Natomas Boulevard. Branches will operate 60 minute service with combined 30 minute trunk frequency. Extend weekday service to approximately 7:00 p.m. New Saturday and Sunday service will operate along Eastern Branch alignment every 60 minutes from approximately 7:00 a.m. – 8:00 p.m. |
| 13 | New Saturday and Sunday service will be introduced and operate every 60 minutes from approximately 8:00 a.m. to 8:00 p.m. |

Table 1. TransitRenewal Route Recommendations

| Route | Service Recommendations |
|-------|---|
| 14 | Discontinue service (combine with Route 19). |
| 15 | No alignment change. Improve Saturday frequency to 30 minutes. Extend weekday and Saturday service until approximately 10:00 p.m. |
| 16 | Discontinue service. |
| 19 | Discontinue service along Elverta Road and Watt Avenue. Discontinue service along Rio Linda Boulevard south of Bell Avenue (covered by Route 15). Realign to operate from Arden/Del Paso Station to Rio Linda Boulevard and Q Street via Norwood Avenue and Bell Avenue. One additional evening trip will be added. |
| 21 | No alignment change. Extend weekday and Saturday service spans to approximately 10:00 p.m. |
| 22 | Discontinue service east of Watt Avenue. Realign service to operate from Arden/Del Paso Station to Kaiser Hospital at Morse Avenue and Cottage Way. Discontinue Saturday service (covered by Route 23). |
| 23 | No alignment change. Improve weekday frequency to every 15 minutes along El Camino Avenue from Arden/Del Paso Station to Fair Oaks Boulevard/Marconi Avenue. Improve Sunday frequency to every 30 minutes along El Camino Avenue from Arden/Del Paso Station to Fair Oaks Boulevard/Marconi Avenue. Extend weekday and Saturday service spans to approximately 10:00 p.m. |
| 24 | No change. |
| 25 | Short term: Discontinue service along Del Paso Boulevard. Improve weekday frequency to 30 minutes from Marconi/Arcade Station along Marconi Avenue to Fair Oaks Boulevard. Extend weekday and Saturday service spans to approximately 8:00 p.m. Introduce new Sunday service along proposed weekday alignment operating from approximately 8:00 a.m. to 7:00 p.m. Long term: Realign service to Swanston Station via Howe Avenue and Arden Way. |
| 26 | Extend route past Watt/I-80 Station to serve McClellan Park via former Route 1 alignment along James Way, Dudley Blvd, Peacekeeper Way, Luce Ave, and Palm Street. Extend weekday service span to approximately 8:00 p.m. and Saturday service span to approximately 7:00 p.m. |
| 28 | Discontinue service from Zinfandel Drive to Sunrise Mall via Sunrise Boulevard and Fair Oaks Boulevard. Realign to operate from Mather Field/Mills Station to Sunrise Station via Folsom Boulevard, Cordova Lane, Zinfandel Drive, and Sunrise Boulevard. Reduce peak frequency from every 30 minutes to every 60 minutes and reduce service span to operate from approximately 7:00 a.m. to 7:00 p.m. |
| 29 | No alignment change. Add one additional PM peak trip. |
| 30/31 | Discontinue weekday service to River Park (covered by restructured Route 34). Operate weekdays with consistent 15 minute frequency. Extend weekday service span to approximately 10:00p.m. |
| 33 | No change. |
| 34 | Realign to operate along current downtown alignment and into River Park along former Route 31 alignment. Discontinue service to University/65 th St Station (covered by Routes 82 and 87). Discontinue Saturday and Sunday service. |
| 38 | No alignment change. Improve weekday service to every 30 minutes. |
| 47 | Discontinue service. |
| 51 | No alignment change. Improve weekday frequency to 10 minutes, with 12-minute headways beginning in Year 1. Improve Saturday frequency to every 15 minutes. Extend weekday and Saturday service spans to approximately 10:00 p.m. |
| 54 | Discontinue service along Tangerine Avenue, La Mancha Way, and south of Calvine Road (Center Parkway, Sheldon Road, and Bruceville Road). Realign to operate 60 minute service from Florin Station, east on Florin Road, south on Franklin Boulevard, northeast on Forest Parkway, south on Center Parkway, east on Calvine Road, and north on Bruceville Road to Cosumnes River College (CRC). From CRC route will operate north on Bruceville Road, east on Cosumnes River Boulevard, north on Power Inn Road, and east on Gerber Road to Elk Grove Unified School District Student Support Center. New Saturday service will be introduced along proposed weekday alignment, operating every 60 minutes from approximately 9:00 a.m. – 6:00 p.m. |
| 55 | No weekday or Saturday alignment change. Improve weekday frequency to 30 minutes. Extend Sunday alignment from Kaiser South Hospital to CRC. |
| 56 | No alignment change. Improve weekday frequency to 15 minutes from Meadowview Station to CRC. Improve Sunday frequency to 30 minutes. Extend service to approximately 10:00 p.m. every day. |
| 61 | No alignment change. Improve frequency to 30 minutes. |
| 62 | No change. |

Table 1. TransitRenewal Route Recommendations (continued)

| Route | Service Recommendations |
|-------|---|
| 65 | No change. |
| 67 | No change. |
| 68 | No change. |
| 72 | No change. |
| 74 | Discontinue service along Data Drive, Zinfandel Drive, Reserve Drive, Data Drive, and the port of Mather Field Road. Realign to operate from Mather Field/Mills Station, north along White Rock Road, north on Prospect Park Drive, and northeast on Trade Center Drive to Sunrise Station. |
| 75 | Discontinue service along Old Placerville Road. Realign to operate as a one-way loop from Mather Field Road, to Femoyer Street, International Drive, Data Drive, and Reserve Drive (pending development of connecting road). Route will then operate from Mather Field/Mills Station southwest along Folsom Boulevard to Butterfield Station. |
| 77 | No change. |
| 80/84 | Discontinue service deviations to Kaiser Hospital and La Riviera Drive. Improve weekday frequency on both routes to 30 minutes, with combined 15 minute service on trunk. Introduce new Route 84 Sunday service operating from approximately 7:00 a.m. to 8:00 p.m. every 60 minutes, creating a combined 30 minute trunk frequency. Extend weekday and Saturday service span on both routes to approximately 10:00 p.m. Extend Route 80 Sunday service span to approximately 9:00 p.m. |
| 81 | No alignment change. Improve weekday frequency from Florin Towne Center along 65th Street to University/65th Street Station to 15 minutes, creating 15 minute frequency along entire route. Improve Sunday frequency to 30 minutes. Extend weekday and Saturday service spans to approximately 10:00 p.m. Extend Sunday service span to approximately 9:00 p.m. |
| 82 | No alignment change. Extend weekday service span to approximately 10:00 p.m. |
| 85 | No change. |
| 86 | Discontinue service deviation to Harris Avenue. Improve Saturday frequency to 30 minutes. Extend Sunday service span to approximately 8:00 p.m. |
| 87 | No change. |
| 88 | No alignment change. Improve Saturday frequency to 30 minutes. |
| 93 | No change. |
| 95 | Reinstate 60 minute weekday service and operate along previous alignment with an extension to Walmart on Antelope Road. Service will operate from approximately 6:00 a.m. – 6:00 p.m. |
| 103 | Realign to operate from Greenback Lane along I-80 and Highway 160 into downtown Sacramento. |
| 109 | No change. |
| 195 | New Demand Response (DR) service in Citrus Heights. |

Table 1. TransitRenewal Route Recommendations (continued)

4.1 Major Service Changes

The proposed changes are based on system wide and route level performance findings and service effectiveness. Recommendations focus on investing in improved operating speeds and service frequencies, creating a network of routes, and increasing mobility in the region to grow overall ridership.

Based on RT’s definition of a “major service change” as an increase or decrease in at least 25 percent of daily revenue miles, the following routes must be assessed for possible Title VI impacts due to TransitRenewal:

| Route | Major Service Change |
|-------|---|
| 1 | Alignment, frequency, and service span change. |
| 5 | Alignment change. |
| 8 | New service. |
| 11 | Alignment, frequency, and service span change. |
| 13 | Introduced weekend service. |
| 14 | Discontinued. |
| 15 | Frequency and service span change. |
| 16 | Discontinued. |
| 19 | Alignment change. |
| 22 | Alignment change. Discontinue weekend service. |
| 23 | Frequency and service span change. |
| 25 | Alignment and service span change. |
| 26 | Alignment and service span change. |
| 28 | Alignment change. |
| 30/31 | Alignment, frequency, and service span change. |
| 34 | Alignment change. Discontinued weekend service. |
| 38 | Frequency change. |
| 47 | Discontinued. |
| 51 | Frequency and service span change. |
| 54 | Alignment change. Introduced Saturday service. |
| 55 | Frequency and service span change. |
| 56 | Frequency and service span change. |
| 61 | Frequency change. |
| 74 | Alignment change. |
| 75 | Alignment change. |
| 80/84 | Alignment, frequency, and service span change. |
| 81 | Frequency, service span change. |
| 86 | Alignment, frequency, and service span change. |
| 88 | Frequency change. |
| 95 | New service. |
| 195 | New service. |

Table 2. Proposed Major Service Changes

In addition to a difference in daily revenue miles, RT also defines a “major service change” as a service change affecting 25 percent or more of existing route ridership. Most of the recommendations in TransitRenewal constitute a major service change based on revenue miles; the Blue and Gold Light Rail Lines and Routes 21 and 82 have proposed changes that do not constitute a major service change based on revenue miles. The following review of route ridership was used to determine if any potential ridership impacts qualify as a major service change.

Recommendations will extend LRT service on the Blue and Gold Line until 11 pm every day, adding 8 new evening trips to each line. Ridership on evening Blue and Gold line trips previously totaled approximately 860 boardings on weekdays and 690 and 490 boardings on Saturday and Sunday respectively. Assuming a corresponding amount of boardings were generated earlier in the day from these evening boardings, a total of approximately 283,630 annual boardings can be expected to be generated by evening service improvements, or 2 percent of annual ridership.

Route 21 recommendations will increase the service span to include four additional weekday evening trips, from 66 to 70 total daily trips. Performance data indicates current Route 21 service generates approximately 11 passengers per trip during weekday early morning/evening service. The extended service span may generate 44 additional Route 21 boardings, approximately 3 percent of average weekday ridership. Based on the projected ridership impacts, the proposed changes will not constitute a major service and do not require Title VI review. Furthermore, Route 21 recommendations will improve service for current riders, including nearby low income populations.

Similarly, Route 82 recommendations include an extended weekday service span until 10 pm. The proposed changes will provide two additional weekday evening trips. Weekday early morning/evening service generates approximately 17 passengers per trip. The added trips may increase ridership by 34 boardings, or 1.8 percent of weekday ridership on existing Route 82. The proposed changes affect less than 25 percent of route ridership and do not constitute a major service change. No Title VI review is needed for Route 82 recommendations.

4.2 Effects of the Major Service Changes on Minority and Low-Income Populations and Riders

System Level

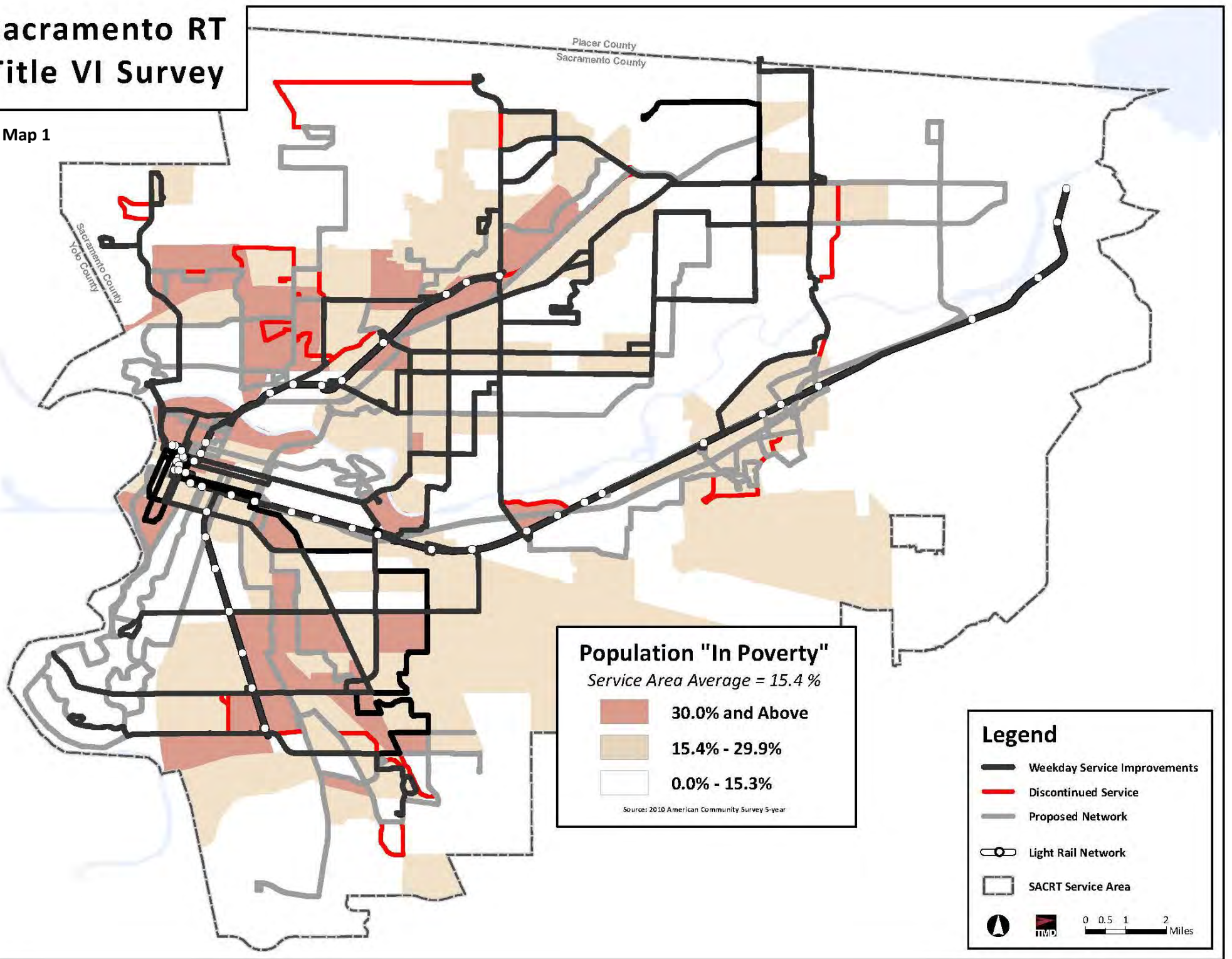
TransitRenewal recommendations include route alignment changes, some service discontinuation, and also service improvements, many of which constitute a major service change and warrant Title VI review (Table 2). The following maps depict the existing and proposed RT network, depicting the proposed service changes on a system level. The maps also provide a geographic comparison of service changes in relation to areas with high proportions of Title VI populations. The service area demographic characteristics have been expanded to the block group level and indicate where either the total minority or “in poverty”¹ populations in the service area are greater than the network average. Minority populations include those reporting ethnicity other than Caucasian. Populations “in poverty” are defined by the US Census as those with a household income below the designated poverty threshold; in 2010, the threshold was \$22,314 for a family of four.

Maps 1 and 2 indicate the proposed service changes are spread across the system. Most of the discontinued service is located in outlying communities, while service improvements occur throughout the service area. Discontinued segments are largely concentrated in outer areas of Sacramento with fewer Title VI populations, while service improvements are focused in significant low-income and minority communities. However, some discontinued services to the north and south of the downtown core operate in areas with concentrations of minority or “in poverty” populations above the network average. It is also important to note that because the majority of the RT network is located to serve low income or minority areas, it is unlikely that any service reductions or improvements will not have some impact on Title VI communities. A route level population analysis will determine which major service change routes have potential Title VI impacts.

¹ US Census 2010 data was used for minority population calculations. “In poverty” population data is based on the 2010 American Community Survey 5-Year.

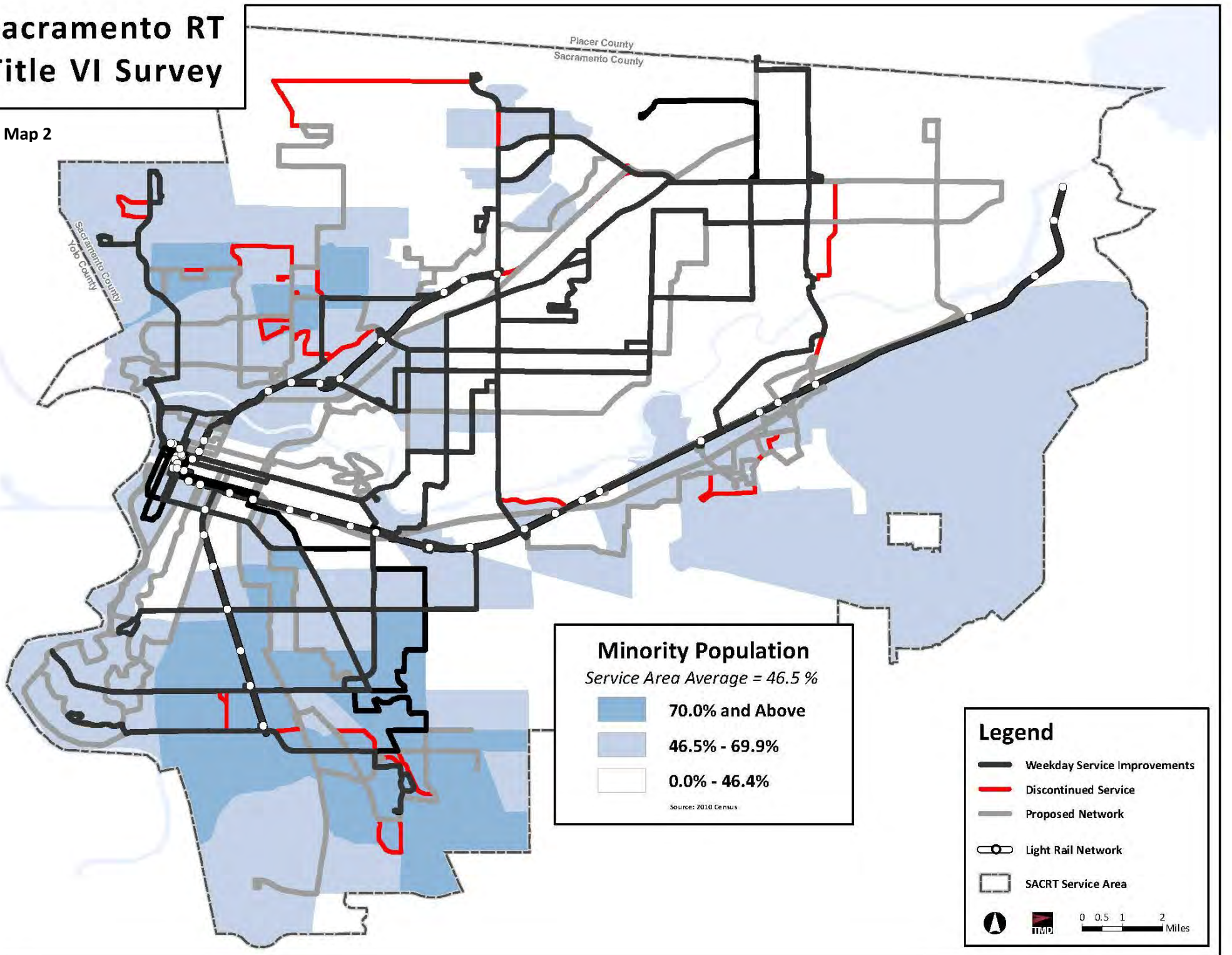
Sacramento RT Title VI Survey

Map 1



Sacramento RT Title VI Survey

Map 2



Service Levels

The objective of the Title VI assessment is to identify any major service changes that may disproportionately affect the minority and low-income Title VI populations and riders. In order to determine any potential disproportionate effects, the minority and low-income percentages were calculated for all routes that cross the defined “major service change” threshold. The most recent US Census demographic data² was used to determine route level proportions of minority and “in poverty” populations within a half-mile catchment around select routes. These percentages were then compared to the RT network minority and “in poverty” averages.

The table below indicates major service change routes which have potential disproportionate impacts on Title VI populations, as they serve concentrations of minority or “in poverty” populations above the network average. Any major service change route which serves a higher than average minority or “in poverty” population warrants additional review to determine possible Title VI impacts.

| RT Route | % “In Poverty” Population | % Minority Population |
|------------------------|---------------------------|-----------------------|
| <i>Network Average</i> | <i>15.40%</i> | <i>46.40%</i> |
| 1 | 18.90% | 34.40% |
| 5 | 20.00% | 78.20% |
| 8 | 25.00% | 61.50% |
| 11 | 16.90% | 59.10% |
| 13 | 22.90% | 65.20% |
| 14 | 20.90% | 66.20% |
| 15 | 25.20% | 53.10% |
| 16 | 26.90% | 65.50% |
| 19 | 16.60% | 48.40% |
| 22 | 12.30% | 34.80% |
| 23 | 13.60% | 32.20% |
| 25 | 16.30% | 34.30% |
| 26 | 19.50% | 40.00% |
| 28 | 13.30% | 31.70% |
| 30/31 | 19.50% | 35.50% |
| 34 | 19.00% | 35.70% |
| 38 | 20.00% | 43.70% |
| 47 | 27.20% | 76.10% |
| 51 | 24.90% | 56.90% |

Numbers in **RED** are above network average.

Table 3. Title VI Populations by Major Service Change Route

² US Census 2010 data was used for minority population calculations. “In poverty” population data is based on the 2010 American Community Survey 5-Year.

| RT Route | % "In Poverty" Population | % Minority Population |
|------------------------|---------------------------|-----------------------|
| <i>Network Average</i> | 15.40% | 46.40% |
| 54 | 22.00% | 76.10% |
| 55 | 21.90% | 75.30% |
| 56 | 17.30% | 74.10% |
| 61 | 19.90% | 59.20% |
| 74 | 17.50% | 49.20% |
| 75 | 19.10% | 50.10% |
| 80 | 16.60% | 37.20% |
| 81 | 20.80% | 64.90% |
| 84 | 15.50% | 39.20% |
| 86 | 24.10% | 60.00% |
| 88 | 21.00% | 53.30% |
| 95 | 12.80% | 29.10% |
| 103 | 12.40% | 27.30% |
| 195 | n/a | n/a |

Numbers in **RED** are above network average.

Table 3. Title VI Populations by Major Service Change Route (continued)

The service changes recommended for these routes are intended to increase efficiency and effectiveness of RT service network. The recommendations focus on improving service where the market demands, and reinvesting resources in underperforming areas. Based solely on route level proportions of Title VI populations, the proposed service changes may impact minority and "in poverty" populations surrounding several routes. A closer review of route level changes will determine actual impacts on Title VI populations.

Table 3 indicates several routes have proposed major service changes but do not serve concentrations of Title VI populations above the network average. Recommendations for Routes 22, 23, 24, 28, 84, 95, and 103 will not have a disparate impact on low-income or minority populations based on surrounding populations, and do not require additional Title VI review. In addition, new Route 195 is also excluded from Title VI review at this stage as the parameters and service area for this proposed on-call route have not yet been defined.

4.3 Alternatives Available to Riders Impacted by the Service Changes

4.3.1 Service Reductions and Restructurings

Major service changes include both routes with service improvements and those with service reductions. Proposed service changes that reduce the amount of daily revenue miles must be evaluated to determine possible disproportionately negative impacts on minority or in-poverty populations. The following routes warrant Title VI review due to service reductions.

Route 5

In general, Route 5 has low productivity (under 20 passengers per hour). Recommendations include minor alignment changes with Route 5 no longer serving East Stockton Boulevard or Power Inn Road. Alignment changes will not impact current riders as Route 54 will continue to serve Power Inn Road, and no Route 5 boardings currently occur at stops along East Stockton Boulevard. Route 56 will serve Mack Road as far as Valley Hi with all-day service at 15-minute frequency.

Route 14

Due to low productivity and poor financial effectiveness, Route 14 is proposed for discontinuation. However, much of the route alignment will continue to be served by the RT network. Route 13 will serve portions of Route 14 alignment along Truxel Road, Arena Boulevard, Sierra Point Drive, National Drive, and Market Boulevard. Route 19 will cover segments of Route 14 on Norwood Avenue and Grove Avenue. Segments of Route 14 which will no longer be served include service along Market Boulevard (between Sierra Point Drive and National Drive), Northgate Boulevard (north of Market Boulevard), Main Avenue (to Norwood Avenue), and Strawberry Manor (Ford Road, Western Avenue, Olmstead Avenue, and Fairbanks Avenue). These segments are located in areas with significant concentrations of both low-income and minority populations.

Discontinued Route 14 segments generate 33 weekday boardings outside of a 1/3-mile walk distance from proposed service, accounting for only 7 percent of total route ridership. In addition, Route 14 generates less than 1 percent of the network total weekday boardings; minimal impacts resulting from Route 14 proposed changes will result in greater network improvements and benefit more riders, including minority and low-income populations, elsewhere in the network.

The discontinuation of Route 14 service linking Norwood Boulevard and Market Boulevard/Truxel will now require a transfer on the part of passengers wishing to make this trip. Passengers will likely transfer between Routes 13 and 19. Adding a transfer does increase the cost as well as the time required to make the trip, although the introduction of weekend and later-evening service on Norwood Boulevard (via Route 19) provides improved transit access for passengers along this corridor.

Route 16

Route 16 is one of the weakest RT routes in terms of weekday passenger boardings (11.4 passengers per revenue hour) and also displays low productivity and poor financial effectiveness. Route 16 is recommended to be discontinued. Similar to Route 14, however, much of the alignment will continue to receive service via alternate RT routes. Route 19 will provide service along Norwood Avenue and Route 15 will serve Del Paso Boulevard. Route 16 segments that will no longer receive service include Delagua Way, Newcastle Street, and Jessie Avenue, Arcade Boulevard, Fairfield Street, Eleanor Avenue, and Del Paso Boulevard (until Rio Linda Boulevard). However, all of these segments are within a 1/3 mile walk distance of Routes 19 or 15. While boardings along Fairfield Street (13 weekday boardings) are located in areas with higher than average concentrations of minority and low income populations, these riders may continue to access transit service along Norwood Avenue via Route 19.

Route 19

Routes 14 and 19 will be combined to reduce cost and improve efficiency. Route 19 will be realigned to cover portions of eliminated Route 14 between Arden/Del Paso Station and Main Avenue, moving Route 19 service from Rio Linda Boulevard to Norwood Avenue. Portions of Rio Linda Boulevard will receive service via Route 15. Route 19 boardings on the discontinued segment of Rio Linda Boulevard are within walking distance to transit service on Norwood Avenue, less than 0.33 miles away.

In addition, Route 19 will be truncated at Q Street, removing service to Rio Linda Boulevard, Elverta Road, and Watt Avenue. Routes 80, 84 and 93 will provide more frequent service (15-minute) to segments of Watt Avenue, with a less than one mile gap in service between Elkhorn Boulevard and U Street. There are 11 weekday boarding on this portion of Watt Avenue which will be outside of a 1/3 mile walk distance of proposed service. No service will be available on Rio Linda Boulevard or Elverta Road north of Q Street. Approximately 20 weekday boardings occur on this segment and are outside of a reasonable walk distance from service on Q Street or Watt Avenue, accounting for only 2 percent of weekday Route 19 ridership. Maps 1 and 2 indicate these eliminated segments do not serve significant minority or in-poverty areas, and will not have a disparate impact on Title VI populations.

Route 31

Route 31 will be discontinued. However, all riders located between the Sacramento Valley Gold Line Station, along J Street, and the Sacramento State Transit Center will continue to receive 15-minute service via Route 30. In addition, service between River Park and downtown Sacramento will be provided by restructured Route 34.

Route 47

Hourly Route 47 service is recommended for discontinuation. This route experiences very low ridership and poor route productivity. Much of the route alignment is covered by alternate RT service options. Route 67 provides service along Florin Road at improved service levels (30-minute frequency) and Route 81 provides additional service at improved service levels (15-minute frequency). Franklin Road has

hourly service from both Routes 65 and 54. In addition, Route 54 will have new Saturday service, providing a new connection to Florin Station and other regional destinations. Route 56 will provide service to Meadowview Road and Meadowview Blue Line Station at 15-minute frequencies, a significant improvement over current Route 47 service levels.

The majority of existing Route 47 alignment will continue to receive service at similar or improved service levels. However, two segments will no longer receive RT service, Brookfield Drive and 24th Avenue, which are located in areas of significant minority and in-poverty populations. The discontinued route segment along Brookfield Drive is approximately 0.5 miles long; passengers currently boarding along this segment are within a reasonable walk distance to transit service located at most, a quarter-mile away on either side. These passengers will continue to have access to transit service within a reasonable walk distance.

Conversely, the discontinued segment along 24th Avenue is approximately one mile long and may affect passengers at stops in between service along Florin and Meadowview Road. On average, less than 10 boardings, or 4 percent of weekday route ridership, occur on 24th Avenue outside of a 1/3-mile walk distance from proposed transit service.

4.3.2 Service Restructuring and Improvements

Route 1

Proposed Route 1 will be restructured to focus service along Auburn Boulevard and Greenback Lane. Weekday service levels will be improved from operating every 20 minutes to operating every 15 minutes. In addition, weekday, Saturday, and Sunday service spans will be extended to approximately 10 pm.

Service along Watt Avenue from the Watt/I-80 Station to McClellan Business Park will be discontinued; however, all of these riders will continue to receive RT service via Route 26 which will be extended to serve McClellan Park, and Routes 80 and 84 on Watt Avenue, which will be improved to provide 15-minute frequency all day. No adverse impact to riders will result from these changes.

Route 25

Route 25 will continue to operate 60 minute service from Fair Oaks Boulevard to Sunrise Mall, with improved 30 minute service along the highly productive segment from the Marconi/Arcade Blue Line Station along Marconi Avenue to Fair Oaks Boulevard. Weekday and Saturday service spans will be extended to approximately 8 pm and new Sunday service will be introduced operating every 60 minutes from approximately 8 am to 7 pm.

In addition to frequency and span changes, short term recommendations include discontinuation of Route 25 service along Del Paso Boulevard due to low performance. Approximately 37 weekday boardings occur along this segment outside of a reasonable walk distance to nearby RT service. This segment is located in an area of minority and low-income populations and will result in a Title VI impact. However, impacts are mitigated by increased frequencies along Marconi Avenue (which generates approximately 470 weekday boardings), improving service for Title VI populations along this segment.

In the long term, service will be realigned to the Swanston Blue Line Station via Howe Avenue and Arden Way, providing direct access to Arden Fair Mall for residents along Marconi Avenue. The proposed route extension and new connection is expected to improve service to a significant Title VI area without further changes to service coverage.

Route 26

Major service changes for Route 26 include extending the route past Watt/I-80 Blue Line Station to serve McClellan park via the alignment currently used by Route 1 along James Way, Dudley Blvd, Peacekeeper Way, Luce Ave, and Palm St. No riders will be adversely affected by this change, and it will allow Route 26's current 2,000 weekday and 360 Saturday riders to access new destinations.

Weekday service span will be extended to approximately 8:00 p.m. and Saturday extended to approximately 7:00 p.m., providing four additional trips each day. Recommendations will provide improved service for Title VI populations along the route. In addition, the service improvements are expected to attract new passengers, growing evening ridership.

Route 34

Proposed Route 34 will continue to provide service from downtown Sacramento to Sacramento State University, and will also provide new weekday service to River Park via Moddison Avenue. The segment between Sacramento State University and University/65th Street Station will be discontinued.

The 55 weekday boardings along discontinued Route 34 segments between Sacramento State University and the University/65th Street Gold Line will continue to receive service to/from the University/65th Street Gold Line Station and Sacramento State University via Routes 82 and 87 at a combined 15-minute frequency. There are approximately 35 weekday passengers who currently ride between University/65th St Station and points west, who will need to transfer to/from Routes 82 or 87. Maps 1 and 2 confirm the proposed alignment changes are not located in minority or low-income communities, and will not have significant impacts on Title VI populations.

Route 34 Saturday and Sunday service will be discontinued due to extremely low productivity (7.2 boardings per hour on Saturday and 4.9 boardings per hour on Sunday). A portion of Route 34 in the Central City area serves Title VI populations above the system average; however, these boardings (approximately 45 on Saturday and 35 on Sunday) are within 1/3-mile walking distance of service on Route 30.

Route 38

Strong performance of existing hourly Route 38 service warrants improved weekday frequencies to every 30 minutes. Route 38 Saturday and Sunday service will not undergo any changes. Proposed RT Route 38 frequency changes will positively improve service and connections for all current riders, including those in Title VI areas.

Route 54

Route 54 will be restructured to provide more direct service between the Florin Blue Line Station and Cosumnes River Community College (CRC), and an extended alignment to the Elk Grove Unified School District Student Support Center. Route 54 is planned to operate as a Community Bus route with reduced peak frequency from 30 minutes to 60 minutes.

Discontinued Route 54 service along Mack Road will continue to receive service via Route 56 which operates between the Blue Line and CRC, and which will receive improved 15-minute weekday frequency. Discontinued segments no longer covered by RT service are located in areas with above-average concentrations of minority and in poverty populations. Approximately 90 weekday boardings occur along Tangerine Avenue, La Mancha Way, and Mack Road, 34 of which are outside of a 1/3-mile walk distance of proposed RT service and will be impacted by the change. Passengers along Mack Rd, however, will benefit from improved frequencies on Route 56.

The discontinued segment south of Calvine Road, along Center Parkway, Sheldon Road, and Bruceville Road generates 28 boardings outside a 1/3-mile walk distance to proposed Route 54. This segment serves an area of significant minority population and presents a potential Title VI impact. However, the restructured service will provide improved, direct connections for Title VI populations along the remainder of Route 54.

Route 74

Route 74 will be restructured to provide service from the Mather Field/Mills Gold Line Station to the Sunrise Gold Line Station via White Rock Road. Service southeast of Rockingham Drive along Mather Field Road, Data Drive, and Reserve Drive will continue to receive RT service via Route 75. However, portions of International Drive, Zinfandel Drive and Data Drive will be discontinued. Only two passenger boardings occur along this segment beyond a 1/3-mile walk distance from proposed service; proposed changes will result in minimal impacts to current riders or Title VI populations.

Route 75

Route 75 will be restructured to operate as a one-way loop from Mather Field Road, to Femoyer Street, International Drive, Data Drive, and Reserve Drive (pending development of connecting road), with an extension along Folsom Boulevard from the Mather Field/Mills Gold Line Station to the Butterfield Gold Line Station. The proposed Route 75 changes will provide new, faster connections for transit riders with minimal negative impacts.

Discontinued segments along Old Placerville Road, Mather Boulevard, and Femoyer Street operate in areas of significant minority and low-income populations. However, only six weekday boardings occur along this segment outside of a reasonable walk distance (0.33 miles) to proposed RT service. While proposed changes present a potential minimal Title VI impact, recommendations also include improved service for the other Route 75 riders (215 weekday boardings) who will experience faster routing and new destinations along Folsom Blvd.

Routes 80 and 84

Removing Route 80 and 84 deviations to Kaiser Hospital will provide faster, more direct service along Watt Avenue. This segment will continue to receive RT service via Routes 22 and 82. Proposed alignment changes also include the introduction of weekday service to McClellan Business Park via Peacekeeper Way, Luce Avenue, and Palm Avenue, and the elimination of service along La Riviera Drive and Folsom Boulevard which will no longer receive transit service. Approximately 27 boardings occur along this segment outside 0.33 miles of nearby RT service and may have Title VI implications.

Route 80 and 84 recommendations also include increased weekday frequencies (60 to 30 minutes, resulting in a combined 15-minute frequency) and extended service span on to approximately 10 pm on weekdays and Saturdays. In addition, Route 80 service span will be extended to approximately 8 pm and new Route 84 Sunday service will be introduced operating every 60 minutes from approximately 7 am to 8 pm. The new Sunday service will provide a combined 30 minute frequency on the Watt Avenue trunk. The proposed route improvements will provide improved service to the majority of current Route 80 and 84 riders (approximately 2,000 weekday, 1,200 Saturday, and 600 Sunday boardings), including large Title VI populations.

Route 86

A minor alignment change is proposed for Route 86, removing service to the Harris Avenue deviation. All riders along this segment are located within less than a 1/3-mile walk distance of proposed Route 19 and Route 86 service, and will not be impacted by the realignment. In addition, Saturday service will be improved to every 30 minutes and Sunday service will be extended to approximately 8 pm. The weekend service improvements will help to grow ridership and improve the evening weekend network. Route 86 will experience improved weekend service without negatively impacting current riders.

4.3.3 Service Improvements

Route 8

Route 8 was among the strongest performing routes discontinued during 2010 service cuts. Route 8 is recommended to be reinstated with a realigned northern segment to serve the University/65th Street Gold Line Station via Power Inn Road, 14th Avenue and 65th Street. The proposed new Route 8 will provide improved service and connections for significant Title VI populations located along the entire route alignment.

Route 13

Route 13 recommendations include the introduction of new Saturday and Sunday service to help grow the weekend service network. Existing Route 13 riders, including low-income populations located along the Northgate Boulevard and Market Boulevard segments of the route, will experience improved service levels. Approximately 310 passengers currently ride Route 13 on weekdays and will now have access to additional weekend service.

Route 30

Route 30 recommendations include an extended weekday service span until 10 pm to help grow the evening service network. Existing Route 30 riders, including low-income populations located along the Central City segments of the route, will experience improved service levels. Approximately 1,800 passengers currently ride Route 30 and will now have access to additional evening service.

Route 51

Route 51 displays strong performance and warrants additional service. Weekday frequency is recommended to be increased to every 10 minutes (previously 15 minute service), while 12-minute headways will be introduced in Year 1 of the plan. Saturday frequencies will be improved to 15 minutes. Weekday, Saturday, and Sunday service spans are also recommended to be extended to approximately 10 pm. Service changes are intended to help build the evening and weekend networks. Service improvements will benefit the 4,400 weekday, 2,000 Saturday, and nearly 1,400 Sunday riders currently using the service. In addition, recommendations will benefit significant concentrations of minority and low-income populations located along the entire route alignment.

Route 55

Route 55 weekday frequencies will be improved to every 30 minutes due to high performance. Sunday alignment will be extended to match weekday service, providing connections from Florin Towne Center to CRC seven days a week, and will help to build a strong weekend network. Proposed alignment, frequency and service span changes will improve the quality of service for surrounding minority and in-poverty populations. The 630 current weekday and 143 Sunday riders will benefit from proposed service improvements.

Route 56

Route 56 weekday frequency will be improved to operate every 15 minutes from Meadowview Station to CRC, and 30 minutes from Pocket Transit Center to Meadowview Station. Route 56 Sunday frequency will be improved to 30 minutes. In addition, service spans will be extended for weekday, Saturday, and Sunday service to approximately 10 pm. The improved frequencies and service spans will improve connections for residents of Pocket/Land Park and South Sacramento, significant Title VI communities, to the Blue Line and key destinations. RT passengers who currently use Route 56 service (2,000 weekday, 1,000 Saturday, and 600 Sunday) will experience improved service levels. In addition, the extended service spans will help to build the evening and weekend service network.

Route 61

Route 61 operates east-west service along Fruitridge Road, providing a key crosstown network linkage. TransitRenewal includes recommendations for improved service levels to provide better network connectivity, increasing weekday frequencies from 60 to 30 minutes. Improved service levels will provide better connections for the 766 current weekday Route 61 riders, including significant Title VI populations along Fruitridge Road.

Route 81

Route 81 weekday frequencies are recommended for improvement, to operate 15 minute weekday service on Florin Road and 65th Street. Recommendations also included weekday and Saturday expanded service spans to approximately 10 pm and Sunday service span to approximately 9 pm. In addition, Sunday frequency will be improved to 30 minutes. Service span extensions will improve the evening service network and improved Sunday service levels will help grow the weekend network and improve connectivity with the light rail. Proposed Route 81 changes will improve transit service for current Route 81 riders (3,500 weekday, 1,500 Saturday and 850 Sunday), including minority and low income populations located along Florin Road and 65th Street.

Route 82

Service changes proposed for Route 82 include extending the weekday service span to approximately 10:00 p.m. These improvements are expected to help grow the evening service network, and will provide additional service for the nearly 2,000 weekday boardings currently generated by Route 82. In addition, recommendations will provide improved service to significant Title VI populations along the route.

Route 88

Route 88 Saturday service frequencies will be improved to operate every 30 minutes in an effort to help grow the weekend service network. The 460 Saturday riders, including significant minority and in-poverty populations along Route 88 alignment, will experience improved service levels as a result of TransitRenewal recommendations.

Route 95

Route 95 in Citrus Heights will be reinstated with slight alignment changes; it will be extended to Walmart on Antelope Road and will not serve the Macy Plaza Drive deviation. This service will reinstate connections for the approximately 70 riders who used the previous service, and will provide new connections for low income populations along Swan Road and Greenback Lane.

Route 103

Route 103 will be extended to operate along Interstate 80 into downtown Sacramento via 12th/16th Streets in order to provide a one-seat ride into downtown. However, in order to provide the new connection without increasing resource requirements dramatically, the service levels will be reduced from 8 to 6 weekday round trips. Proposed route changes may benefit Title VI populations along Auburn Road by providing a new, direct connection to downtown Sacramento even though service levels are reduced slightly.

4.3.4 Resulting Impacts

The proposed route recommendations included in TransitRenewal include the reduction and/or realignment of lower performing, unproductive services and investment in stronger areas of the network. Route recommendations were based on the productivity and effectiveness of the route, and are intended to benefit the sustainability of the larger transit network overall. Where possible, routes were restructured to cover eliminated routes and route segments, reducing the negative impacts to current RT transit riders. In addition, the restructured network provides higher frequency services, extended service spans, or improved connections.

Table 4 below indicates the annual change in revenue hours and miles between the existing and proposed network based on TransitRenewal recommendations. While some individual route changes reflect a loss of miles or hours to alignment or service changes, these resources were reinvested elsewhere, increasing service levels on different routes, and improving the overall network. The cumulative network level service changes indicate an increase in annual revenue miles and hours by 23 percent and 20 percent, respectively.

| Route | Existing Annual Revenue Miles | Proposed Annual Revenue Miles | Percent Change | Existing Annual Revenue Hours | Proposed Annual Revenue Hours | Percent Change |
|--------------|-------------------------------|-------------------------------|----------------|-------------------------------|-------------------------------|----------------|
| 1 | 286,360 | 340,162 | 19% | 25,970 | 30,148 | 16% |
| 2 | 70,663 | 70,663 | 0% | 6,435 | 6,435 | 0% |
| 3 | 24,760 | 24,760 | 0% | 1,461 | 1,461 | 0% |
| 5 | 43,886 | 43,886 | 0% | 3,793 | 3,793 | 0% |
| 6 | 71,311 | 71,311 | 0% | 6,337 | 6,337 | 0% |
| 7 | 16,421 | 16,421 | 0% | 1,037 | 1,037 | 0% |
| 8 | 0 | 54,356 | 100% | 0 | 6,604 | 100% |
| 11 | 81,854 | 145,162 | 77% | 6,820 | 12,316 | 81% |
| 13 | 51,745 | 72,180 | 39% | 4,470 | 7,356 | 65% |
| 14 | 69,398 | 0 | -100% | 5,321 | 0 | -100% |
| 15 | 187,962 | 224,058 | 19% | 15,988 | 18,882 | 18% |
| 16 | 25,921 | 0 | -100% | 2,841 | 0 | -100% |
| 19 | 187,713 | 113,150 | -40% | 12,423 | 10,220 | -18% |
| 21 | 253,210 | 263,621 | 4% | 19,563 | 20,483 | 5% |
| 22 | 53,678 | 35,560 | -34% | 4,352 | 3,556 | -18% |
| 23 | 304,834 | 493,205 | 62% | 25,166 | 37,151 | 48% |
| 24 | 25,298 | 25,298 | 0% | 2,405 | 2,405 | 0% |
| 25 | 138,878 | 215,080 | 55% | 11,076 | 19,587 | 77% |
| 26 | 126,685 | 162,695 | 28% | 10,634 | 13,777 | 30% |
| 28 | 64,557 | 26,162 | -59% | 6,401 | 3,048 | -52% |
| 29 | 16,170 | 16,170 | 0% | 1,008 | 1,008 | 0% |
| 30/31 | 167,522 | 312,505 | 87% | 24,174 | 20,173 | -17% |
| 33 | 20,622 | 20,622 | 0% | 2,917 | 2,917 | 0% |
| 34 | 63,794 | 67,564 | 6% | 7,697 | 7,112 | -8% |
| 38 | 84,291 | 110,169 | 31% | 9,464 | 13,826 | 46% |
| 47 | 45,118 | 0 | -100% | 3,880 | 0 | -100% |
| 51 | 301,001 | 451,692 | 50% | 31,018 | 45,163 | 46% |
| 54 | 66,467 | 70,358 | 6% | 6,481 | 7,112 | 10% |
| 55 | 60,984 | 109,089 | 79% | 5,236 | 10,966 | 109% |
| 56 | 164,364 | 288,177 | 75% | 15,009 | 24,400 | 63% |
| 61 | 83,068 | 146,050 | 76% | 7,857 | 14,224 | 81% |
| 62 | 178,930 | 178,930 | 0% | 17,048 | 17,048 | 0% |
| 65 | 54,122 | 54,122 | 0% | 4,060 | 4,060 | 0% |
| 67 | 199,357 | 199,357 | 0% | 17,727 | 17,727 | 0% |
| 68 | 202,792 | 202,792 | 0% | 17,967 | 17,967 | 0% |
| 72 | 126,598 | 126,598 | 0% | 14,147 | 14,147 | 0% |
| 74 | 35,954 | 29,464 | -18% | 3,941 | 3,048 | -23% |
| 75 | 24,793 | 61,704 | 149% | 2,613 | 4,777 | 83% |
| 77 | 32,004 | 32,004 | 0% | 3,133 | 3,133 | 0% |
| 80/84 | 300,776 | 562,260 | 87% | 23,595 | 40,411 | 71% |
| 81 | 323,527 | 393,234 | 22% | 28,814 | 40,304 | 40% |
| 82 | 222,323 | 238,841 | 7% | 18,571 | 19,155 | 3% |
| 85 | 33,503 | 33,503 | 0% | 1,621 | 1,621 | 0% |
| 86 | 203,380 | 217,355 | 7% | 16,574 | 18,092 | 9% |
| 87 | 111,860 | 111,860 | 0% | 13,334 | 13,334 | 0% |

Table 4. Proposed Service Change by Route

| Route | Existing Annual Revenue Miles | Proposed Annual Revenue Miles | Percent Change | Existing Annual Revenue Hours | Proposed Annual Revenue Hours | Percent Change |
|----------------------|-------------------------------|-------------------------------|----------------|-------------------------------|-------------------------------|----------------|
| 88 | 130,711 | 143,564 | 10% | 12,157 | 13,362 | 10% |
| 93 | 164,327 | 164,327 | 0% | 14,293 | 14,293 | 0% |
| 95 | 0 | 36,322 | 100% | 0 | 3,048 | 100% |
| 103 | 18,623 | 24,638 | 32% | 1,092 | 1,092 | 0% |
| 109 | 24,648 | 24,648 | 0% | 969 | 969 | 0% |
| 195 | 0 | 22,860 | 100% | 0 | 4,064 | 100% |
| 170 | 26,589 | 26,589 | 0% | 1,757 | 1,757 | 0% |
| 171 | 3,277 | 3,277 | 0% | 1,240 | 1,240 | 0% |
| 172 | 4,369 | 4,369 | 0% | 1,842 | 1,842 | 0% |
| 173 | 1,092 | 1,092 | 0% | 406 | 406 | 0% |
| 178 | 16,561 | 16,561 | 0% | 2,879 | 2,879 | 0% |
| 205 | 1,944 | 1,944 | 0% | 153 | 153 | 0% |
| 206 | 1,770 | 1,770 | 0% | 160 | 160 | 0% |
| 210 | 2,894 | 2,894 | 0% | 163 | 163 | 0% |
| 211 | 3,250 | 3,250 | 0% | 180 | 180 | 0% |
| 212 | 3,380 | 3,380 | 0% | 217 | 217 | 0% |
| 213 | 1,782 | 1,782 | 0% | 220 | 220 | 0% |
| 214 | 2,360 | 2,360 | 0% | 337 | 337 | 0% |
| 226 | 3,378 | 3,378 | 0% | 173 | 173 | 0% |
| 227 | 2,258 | 2,258 | 0% | 120 | 120 | 0% |
| 228 | 2,918 | 2,918 | 0% | 137 | 137 | 0% |
| 246 | 1,854 | 1,854 | 0% | 280 | 280 | 0% |
| 247 | 1,704 | 1,704 | 0% | 170 | 170 | 0% |
| 248 | 2,444 | 2,444 | 0% | 227 | 227 | 0% |
| 252 | 1,870 | 1,870 | 0% | 263 | 263 | 0% |
| 255 | 4,190 | 4,190 | 0% | 377 | 377 | 0% |
| Network Total | 5,636,644 | 6,938,393 | 23% | 510,192 | 614,450 | 20% |

Table 4. Proposed Service Change by Route (continued)

In addition to growing the overall network service levels, the table above indicates many of the service improvements are focused on Title VI routes. Of the total increase of 1,301,749 revenue miles and 104,258 revenue hours in the RT network, 1,077,765 miles and 87,806 hours are focused on routes serving above-average Title VI populations. In fact, overall service levels are projected to increase 33 percent and 30 percent in revenue miles and hours, respectively, on major service change routes serving significant minority and/or in-poverty populations, a larger service change than the 23 percent and 20 percent projected overall network change. This shows that while individual impacts may occur to Title VI populations, the proposed changes are overall more favorable to Title VI populations than to the network as a whole.

Table 5 below indicates the route level ridership impacts based on TransitRenewal recommendations. While some individual route changes reflect a loss of ridership due to alignment or service changes, many of these riders will still have access to service on different RT routes. The cumulative ridership projections indicate annual network ridership will grow 18 percent as a result of proposed network changes.

| Route | Existing Annual Ridership | Projected Annual Ridership | Percent Change |
|--------------|---------------------------|----------------------------|----------------|
| 1 | 848,519 | 1,030,042 | 21% |
| 2 | 141,986 | 154,686 | 9% |
| 3 | 60,198 | 60,198 | 0% |
| 5 | 62,992 | 62,992 | 0% |
| 6 | 98,552 | 98,552 | 0% |
| 7 | 38,862 | 38,862 | 0% |
| 8 | - | 95,250 | 100% |
| 11 | 164,846 | 278,466 | 69% |
| 13 | 78,740 | 114,980 | 46% |
| 14 | 93,980 | - | -100% |
| 15 | 410,219 | 525,131 | 28% |
| 16 | 34,036 | - | -100% |
| 19 | 240,343 | 266,290 | 11% |
| 21 | 422,742 | 440,870 | 4% |
| 22 | 98,020 | 85,320 | -13% |
| 23 | 744,701 | 1,028,906 | 38% |
| 24 | 26,924 | 26,924 | 0% |
| 25 | 286,610 | 487,912 | 70% |
| 26 | 313,556 | 338,036 | 8% |
| 28 | 62,484 | 31,750 | -49% |
| 29 | 35,306 | 35,306 | 0% |
| 30/31 | 638,611 | 648,771 | 2% |
| 33 | 34,290 | 34,290 | 0% |
| 34 | 204,984 | 199,136 | -3% |
| 38 | 200,314 | 274,454 | 37% |
| 47 | 39,878 | 39,878 | -10% |
| 51 | 1,212,798 | 1,596,304 | 32% |
| 54 | 146,304 | 160,364 | 10% |
| 55 | 172,253 | 252,263 | 46% |
| 56 | 583,227 | 812,670 | 39% |
| 61 | 170,434 | 267,716 | 57% |
| 62 | 362,014 | 362,014 | 0% |
| 65 | 88,646 | 88,646 | 0% |
| 67/68 | 869,447 | 869,447 | 0% |
| 72 | 377,648 | 377,648 | 0% |
| 74 | 74,422 | 60,960 | -18% |
| 75 | 48,514 | 73,660 | 52% |
| 77 | 37,846 | 37,846 | 0% |
| 80/84 | 688,082 | 983,677 | 43% |
| 81 | 966,596 | 1,187,904 | 23% |
| 82 | 493,343 | 508,583 | 3% |
| 85 | 8,636 | 8,636 | 0% |
| 86 | 488,011 | 511,001 | 5% |
| 87 | 360,107 | 360,107 | 0% |
| 88 | 324,506 | 336,466 | 4% |
| 93 | 321,287 | 321,287 | 0% |
| 95 | - | 31,750 | 100% |
| 103 | 35,306 | 35,306 | 0% |
| 109 | 24,892 | 24,892 | 0% |
| 200s | 164,338 | 164,338 | 0% |

Numbers in **RED** are Major Service Change routes serving higher than network average Minority or In-Poverty populations.

Table 5. Proposed Ridership Change by Route

In addition to growing the overall network ridership, the table above indicates many of the service improvements are focused on Title VI routes. For the 26 routes serving areas with above-average concentrations of minority and low-income populations, 20 are projected for ridership increases, while for the 25 other routes, only 4 include significant improvements. In fact, ridership is projected to grow 24 percent on major service change routes serving significant minority and/or in-poverty populations, a larger ridership gain than the 18 percent projected overall network change.

5. TransitRenewal Outreach Activities

The TransitRenewal public outreach plan was developed as a joint effort between RT planning and marketing staff and TMD. Key stakeholders were identified as either internal or external to RT; key external stakeholders included a Community Advisory Group (community leadership, business leadership, advocates, etc.), a Technical Advisory Group (SACOG, City/County public works, other transit agencies, etc.), and the general public.

Four main sessions of outreach occurred during this effort. Each round allowed for education on analysis performed as part of TransitRenewal, as well as input from stakeholders on key issues and direction for the future. Sessions 1 – 3 included a detailed look at market, service and performance findings. Early sessions promoted understanding of the components that informed the service planning process and recommendations presented in Session 4 of outreach.

A TransitRenewal survey was developed (available online and in print) which asked detailed questions about travel habits, attitudes towards transit, and demographics of current, former, and non-RT riders. The survey opened during the first outreach session, and included nearly 3,300 participants by the time TransitRenewal recommendations were presented in January.

Session 4 included the longest and most detailed phase of outreach. In certain cases, multiple rounds of information were needed to allow for continual updating of recommendations. Participants were provided with an overview of past analysis as well as key themes which guided recommendations, including increased frequency, longer spans of service, and streamlined route alignments. During working sessions, RT and consulting staff provided detailed route-level recommendations based on areas of the system.

Following presentation of preliminary service recommendations to the Sacramento RT Board of Directors in January 2012, RT staff members developed a detailed outreach plan to ensure that riders and the general public would have ample opportunities to comment on service change proposals. A series of materials were developed to communicate the recommendations as well as venues for public comment, including community-level maps showing proposed route alignments, written descriptions of service change proposals, and individual route maps showing any alignment changes as well as frequency and service span adjustments. These materials were available at various meetings and meetings described below, as well as posted on the TransitRenewal website.

5.1 TransitRenewal Public Outreach

Stakeholder meetings were held throughout the project in relation to the outreach sessions discussed above. For RT riders, the general public and other interested groups, meetings or drop-in sessions were held to provide information and gather input.

The following represents a list of information sessions and meetings held throughout the RT service area. In August and early September, the sessions included background information on TransitRenewal as well as provided avenues for comment and participation. Following the development of draft service recommendations in early 2012, the sessions provided detailed descriptions of the proposed changes and encouraged participants to comment via written cards, web survey, or email.

Tuesday, August 16, 2011

3:30 p.m. to 6 p.m. – Watt/I-80 and Arden/Del Paso light rail stations

Wednesday, August 17, 2011

3:30 p.m. to 6 p.m. – Meadowview and Florin light rail stations

Thursday, August 18, 2011

3:30 p.m. to 6 p.m. – 8th & O and 16th Street light rail stations

Tuesday, August 23, 2011

1 p.m. to 3 p.m. – Arden Fair Transit Center

3:30 p.m. to 6 p.m. – Watt/Manlove light rail station

Wednesday, August 24, 2011

1 p.m. to 3 p.m. – Florin Mall Transit Center

3:30 p.m. to 6 p.m. – Mather Field/Mills light rail station

Thursday, August 25, 2011

3:30 p.m. to 6 p.m. – University/65th Street light rail station

Tuesday, September 13, 2011

1 p.m. to 3 p.m. – Sunrise Mall Transit Center

Tuesday, March 6, 2012

1 p.m. to 3 p.m. – Sacramento State University

3:30 p.m. to 5:30 p.m. – Mather Field/Mills Station

Wednesday, March 7, 2012

1 p.m. to 3 p.m. – American River College

3:30 p.m. to 5:30 p.m. – Arden Del Paso Station

Thursday, March 8, 2012

1 p.m. to 3 p.m. – Sacramento City College

3:30 p.m. to 5:30 p.m. – Meadowview Station

Tuesday, March 20, 2012

1 p.m. to 3 p.m. – Cosumnes River College

3:30 p.m. to 5:30 p.m. – 16th Street Station

Wednesday, March 21, 2012

1 p.m. to 3 p.m. – Sunrise Mall Transit Center

3:30 p.m. to 5:30 p.m. – Watt/I-80 Station

Thursday, March 22, 2012

1 p.m. to 3 p.m. – Florin Mall Transit Center

3:30 p.m. to 5:30 p.m. – St. Rose of Lima Station

Presentations:

- Complete Streets Coalition – June 14, 2011
- Citrus Heights Collaborative – June 21, 2011
- Walk Sacramento Round Table – June 22, 2011
- Breathe CA Policy Committee – June 22, 2011
- Sacramento TMA – July 6, 2011
- Mobility Action Committee – July 7, 2011
- Asian Resources – July 15, 2011
- Sacramento Asian Chamber of Commerce – July 19, 2011
- Citrus Heights City Council Meeting – July 20, 2011
- Humanity Unites Brilliance – July 20, 2011
- Cleaner Air Partnership Technical Advisory Committee – August 3, 2011
- North Franklin District Board Meeting – August 9, 2011
- Sacramento Metro Chamber of Commerce – August 9, 2011
- Oak Park Business Association – August 10, 2011
- Stockton Boulevard Partnership – August 11, 2011
- Citrus Heights Chamber of Commerce – August 11, 2011
- Citrus Heights Neighborhood Group 1 – August 16, 2011
- Sacramento Area Council of Governments, Transportation Committee – August , 17, 2011
- League of Woman Voters – August 22, 2011
- River District Board – August 24, 2011
- Citrus Heights Neighborhood Groups – September 13, 2011
- Paratransit Board – September 15, 2011
- Sacramento Metropolitan Air Quality Management District Board – September 22 and October 27, 2011

- Women’s Transportation Seminar – September 26, 2011
- Sacramento Housing Alliance Coalition on Regional Equity – October 5, 2011
- American Legion High School – October 27, 2011
- Sacramento High School – November 1, 2011
- Resources for Independent Living – February 24, 2012
- Hart Senior Center – February 27, 2012
- Citrus Heights Public Open Meeting – March 1, 2012
- Sacramento High School – March 6, 2012
- Sacramento Housing Alliance – March 6, 2012
- Ben Ali Community Association – March 7, 2012
- North Natomas TMA – March 7, 2012
- Citrus Heights Chamber of Commerce – Gov’t Issue Committee – March 8, 2012
- Florin Road Partnership – March 8, 2012
- Friends of Light Rail and Transit – March 8, 2012
- Del Paso Boulevard Partnership – March 14, 2012
- Older Women’s League of California – March 17, 2012
- 50 Corridor TMA/Businesses on Bradshaw – March 21, 2012
- Carmichael Old Foothill Farms CPAC – March 21, 2012
- Citrus Heights Sunrise Market Place PBID CEO – March 21, 2012
- Midtown Business Association – March 21, 2012
- Orangevale CPAC – April 3, 2012
- Hagginwood Community Association – April 4, 2012
- Antelope CPAC – April 5, 2012
- Arden Arcade CPAC – April 10, 2012
- North Franklin District Business Association – April 10, 2012
- Vineyard CPAC – April 10, 2012

Promotion:

RT Marketing and Communications staff provided promotional materials for TransitRenewal and Public Outreach meetings including various print, electronic, and social media forms. The RT website provided links to TransitRenewal analysis, community maps, passenger surveys, and draft recommendations. Posters were displayed at light rail stations, transit centers, high utilization stops and on all bus and light rail vehicles. Flyers were provided at the RT Customer Service and Sales Center and were also placed on cars parked in RT park-and-ride lots. Announcements were also made regarding outreach events via emails, news releases, and the Sacramento Bee.

In compliance with Title VI requirements, promotional accommodations were made for Limited English Proficiency (LEP) populations. Basic information including project description, hearing date, time, location, and contact information, were translated into Spanish, Chinese, Vietnamese, Hmong, and Russian for key LEP populations. In addition, web materials posted to the RT website included translation links for LEP riders.

6. Conclusion

The goal of the TransitRenewal 2010-2017 analysis is to respond to financial challenges while building a transit network which meets the needs of transit riders. The recommendations are intended to improve the service network, grow ridership, and increase overall sustainability. Proposed changes were developed based on current performance and productivity measures, restructuring the network to reallocate resources to areas and corridors warranting investment. Based on TransitRenewal recommendations and the RT definition of a “major service change,” 32 routes required additional review to determine possible disparate Title VI impacts. A review of minority and in-poverty populations indicated 25 major service change routes serve concentrations of Title VI populations above the network average. These routes required further analysis to ensure proposed changes will not have disproportionate negative impacts on Title VI populations.

Through network restructuring, most riders will have continued access to RT service and many will experience improved service options. Proposed revenue hours and miles indicate many of the service improvements are focused on improving routes which serve significant Title VI populations. While annual totals show network-level growth resulting from TransitRenewal recommendations, Title VI routes represent the largest proportion of improved service levels. TransitRenewal proposes significant network changes, route restructuring, and service improvements which will result in overall benefit to the network and, in particular, to minority and low-income riders.