Appendix H: Equity Analyses

STAFF REPORT

DATE: March 11, 2024

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning, Grants and Procurement

SUBJ: APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR 2024

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The recommended action would adopt service changes as described in Exhibit A, mostly taking effect on August 25, 2024.

FISCAL IMPACT

The proposed changes would increase operating costs by approximately $3,389,593 per year but would be partially offset by $180,939 per year of external subsidy and an estimated $284,306 of fare revenue per year for a net increase in operating cost of $2,924,348. This cost will be included in the proposed FY 24-25 Operating Budget for adoption in June 2024.

Gross O&M Cost Per Year	$3,389,593
External Subsidy	($180,939)
Fare Revenue	($284,306)
Net O&M Cost Per Year	$2,924,348

DISCUSSION

On Friday, January 31, 2024, Draft Service Changes for 2024 and a Title VI service equity analysis were made available for 30-day public review via sacrt.com. Comments were due on Friday, March 1, 2024. A total of 28 comments were received and are included in Attachment 1.

Proposed changes include improving frequency on the Gold Line to every 15 minutes to and from Folsom, changes to Folsom bus service, improvements to several other major bus routes, two new trips on Route 137 UCDMC Elk Grove Express, and future bus service from the planned Altamont Commuter Express train station in Natomas to Sacramento International Airport.

Improvements to Route 137 will be subsidized by UC Davis Health. Improvements to Route 33 are conditioned upon a grant amendment with the Strategic Growth Council (SGC) as discussed in the Final Plan (Exhibit A).

Updates

Minor changes have been made to two routes from the original draft plan. For Route 81, three proposed new trips have been rescinded, as described on Page 23 of the Final Plan (Exhibit A). For the Gold Line an additional hour of evening service on Sundays and Holidays has been added, as described on Page 5 of the Final Plan (Exhibit A).

SacRT Service Changes
Proposed for 2024

Route	O&M Cost Per Year	New Passengers Per Year	Cost Per Passenger
Folsom Bus and Light Rail			
Gold Line - 15m Weekdays	$2,489,328	137,913	$18.05
Gold Line - Saturday Trips	$16,875	1,393	$12.11
Gold Line - Sun/Hol Trips	$436,544	40,041	$10.90
F10 Folsom - Weekend Service	$101,347	12,887	$7.86
F30 Folsom Prison - Discontinue	($245,477)	0	$0.00
Subtotal	$2,798,617	192,234	$14.56
Other SacRT Bus			
1 Greenback	$4,193	363	$11.54
26 Fulton/Watt	$217,513	20,820	$10.45
33 Dos Rios *	$53,823	3,870	$13.91
51 Stockton/Broadway	($67,290)	-2,571	$26.17
81 Florin/65th St	$83,556	15,860	$5.27
81 Florin/65th St	$42,525	4,171	$10.20
84 Watt	$98,670	8,223	$12.00
93 Hillsdale	$26,331	4,166	$6.32
137 UCDMC Elk Grove Commuter *	$131,654	8,996	$14.63
Subtotal	$590,974	63,897	$9.25
External Subsidy *			
33 Grant Revenue ($115k / 28mo)	($49,285)	n/a	n/a
137 UC Davis Health Contribution	($131,654)	n/a	n/a
ACE Airport Express	n/a	n/a	n/a
Subtotal	($180,939)	0	0
Total (Gross)	$3,208,653	256,131	$12.53
Fare Revenue	($284,306)	n/a	n/a
Net Cost	$2,924,348	256,131	$11.42

See Exhibit A for complete descriptions and demographic analysis.

RESOLUTION NO. 2024-03-021

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

March 11, 2024

APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR 2024

WHEREAS, SacRT is considering major service changes, as defined in Resolution No. 15-12-0137, planned for implementation on or around August 25, 2024, as described and except as noted in Exhibit A; and

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

WHEREAS, the Title VI service equity analysis found that there would be no potential disparate impacts to minority populations and no 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 approved the Title VI service equity analysis set forth in Exhibit A and has reviewed and taken into consideration all public comments related to the proposed changes and the Title VI service equity analysis; and

THAT, the proposed changes to Route 137 are hereby approved, pending execution of an amendment to the Cost Sharing Agreement for Operation of Route E37 Commuter Bus Service with University of California Davis Health, to become effective on April 8, 2024, as described in Exhibit A; and

THAT, the General Manager/CEO and/or his designee(s) are hereby authorized to negotiate an agreement to fund operations and capital costs for the proposed new Altamont Commuter Express Airport Express bus service described in Exhibit A including a commitment by SacRT to operate the service as described; and

THAT, the remainder of the proposed service changes set forth in Exhibit A are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes effective on or around August 25, 2024, as described in Exhibit A.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT ROUTING SHEET

STAFF REPORT TITLE:	APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR 2024

ORIGINATOR/AUTHOR OF STAFF REPORT	JD	2/26/2024
	Initials	Date
RESPONSIBLE EMT/DESIGNEE*	LH	2/27/2024
	Initials	Date
FUNDING SOURCE VERIFICATION- Check all that apply:		
☒ GRANTS Initials ☐ PROCUREMENT Initials ☒ BUDGET	Initials	Date
	Initials	Date
CLERK TO THE BOARD FOR LOGGING ON THE AGENDA	TS	2/27/2024
	Initials	Date

***RESPONSIBLE EMT/DESIGNEE —**
Please indicate routing approval below by checking below next to the reviewer's title.

☒ VP, FINANCE/CFO	JBJ	2/28/2024
	Initials	Date
☐ VP, EMPLOYEE DEVELOPMENT AND ENGAGEMENT	Initials	Date
	Initials	Date
☒ VP, OPERATIONS	CA	3/6/2024
	Initials	Date
☐ VP, REAL ESTATE	Initials	Date
	Initials	Date
☒ VP, PLANNING, GRANTS & PROCUREMENT	LH	2/27/2024
	Initials	Date
☐ VP, SECURITY, SAFETY & CUSTOMER SATISFACTION	Initials	Date
	Initials	Date
☐ VP, COMMUNICATIONS AND PARTNERSHIPS	Initials	Date
	Initials	Date
☐ VP, CAPITAL PROGRAMS	Initials	Date
	Initials	Date
☒ ATTORNEY REVIEW	MN	3/7/2024
	Initials	Date

AFTER DESIGNATED APPROVALS ABOVE, PLEASE NOTIFY THE CLERK

CLERK TO THE BOARD	TS	3/7/2024
	Initials	Date
SR. PARALEGAL/GENERAL COUNSEL	JM OSO	3/7/2024
	Initials	Date
DEPUTY GENERAL MANAGER/CEO	SV	3/7/2024
	Initials	Date
GENERAL MANAGER/CEO	TS/HL	3/7/2024
	Initials	Date

Exhibit A

SACRAMENTO REGIONAL TRANSIT

Service Changes for 2024
Final Plan and Title VI Equity Analysis

Originally Adopted March 11, 2024
Revised June 10, 2024

On March 11, 2024, the SacRT Board of Directors adopted major service changes on several bus and light rail routes, as discussed in this Service Change Plan and Title VI Equity Analysis. A draft of that plan was made available to the public via sacrt.com on Friday, January 31, 2024 for public review, with comments due on Friday, March 1, 2024. The final version was presented to the SacRT Board of Directors on Monday, March 11, 2024, for approval. This revised plan is now being presented to reduce the cost of the service changes, due to long-term budget considerations. Most changes would still take effect on August 25, 2024.

Overview

In 2024, SacRT will complete its Folsom-15 project, improving frequency on the light rail Gold Line to every 15 minutes to and from Folsom. This new service will be the culmination of over a decade of capital planning and grant awards; however, SacRT policy still requires a Title VI analysis and public review before implementing any major service change such as this.

In addition to the planned improvements to the Gold Line, staff has developed changes to connecting Folsom bus service, which would trim service to some low-ridership stops, and eliminate one minimally-used route, but yield sufficient savings to allow addition of first-ever weekend bus service in Folsom, complementing the investment in the Gold Line.

This report also discusses two services that would be fully funded by contracts with partner agencies, including the #137 UCDMC Elk Grove Express and the planned ACE/Airport Express. The changes to Route 137 were already implemented on April 8, 2024; however, because they were previously aggregated with the other service changes in the prior Title VI analysis approved by the Board on March 11, 2024, they are being considered “changes” for purposes of this revised analysis, rather than part of the baseline conditions.

Proposed Changes

Route	Proposed Changes
Gold Line	Improve frequency to and from Folsom to every 15 minutes weekdays from approximately 6:15 am to 7:15 pm.
Gold Line	Item deleted.
F10 Folsom	Eliminate service to stops on American River Canyon Drive, except for the first morning trip and last two evening trips. No changes to service on existing stops on Main and Madison, in Orangevale. Add weekend and holiday service, including stops on Main and Madison, but not on American River Canyon Drive.
F30 Folsom Prison	Eliminate Route F30, which currently provides morning and afternoon peak-hour service between the Glenn light rail station area and Folsom Prison, due to low ridership and coverage by SmaRT Ride.
1 Greenback	Item deleted.
26 Fulton Watt	Item deleted.

Proposed Changes, cont.

Route	Proposed Changes
33 Dos Rios	Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, contingent upon securing $115,000 of grant funds.
51 Stockton Broadway	Item deleted.
81 Florin/65th St (Mon-Fri)	Item deleted.
81 Florin/65th St (Sat/Sun/Hol)	Item deleted.

Proposed Changes, cont.

Route	Proposed Changes
84 Watt	Item deleted.
93 Hillsdale	Item deleted.
137 UCDMC Elk Grove Express	Add two new trips departing UC Davis Medical Center at 3:30 and 7:30 pm, contingent on execution of an amendment to the cost-sharing agreement with UC Davis Health.
ACE Airport Express	Potentially create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027, contingent on execution of a cost-sharing agreement with the San Joaquin Regional Rail Commission.

Gold Line

Proposed Changes – Effective Fall 2024, depending on the date of project completion, service between Sunrise and Folsom would be improved from every 30 minutes to every 15 minutes during the day on weekdays. The first new trip from Historic Folsom would depart at 6:15 am and the last new trip from Folsom would depart at 7:15 pm. An additional trip would also be added departing Sacramento Valley Station at 6:34 pm, going to Sunrise, to make weekday service more consistent with Saturday service, which already has a trip at this time.

Gold Line – Monday to Friday
Proposed New Schedule

Effective Fall 2024
(Exact Date TBD)

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
				4:58a	5:40a	5:44a
3:49a	4:35a	4:48a	5:00a	5:13a	5:55a	5:59a
4:04a	4:50a			5:28a	6:10a	6:14a
4:19a	5:05a	5:18a	5:30a	5:43a	6:25a	6:29a
4:34a	5:20a			5:58a	6:40a	6:44a
4:49a	5:35a	5:48a	6:00a	6:13a	6:55a	6:59a
5:04a	5:50a	***6:03a***	***6:15a***	6:28a	7:10a	7:14a
5:19a	6:05a	6:18a	6:30a	6:43a	7:25a	7:29a
5:34a	6:20a	***6:33a***	***6:45a***	6:58a	7:40a	7:44a
5:49a	6:35a	6:48a	7:00a	7:13a	7:55a	7:59a
6:04a	6:50a	***7:03a***	***7:15a***	7:28a	8:10a	8:14a
6:19a	7:05a	7:18a	7:30a	7:43a	8:25a	8:29a
6:34a	7:20a	***7:33a***	***7:45a***	7:58a	8:40a	8:44a
6:49a	7:35a	7:48a	8:00a	8:13a	8:55a	8:59a
7:04a	7:50a	***8:03a***	***8:15a***	8:28a	9:10a	9:14a
7:19a	8:05a	8:18a	8:30a	8:43a	9:25a	9:29a
7:34a	8:20a	***8:33a***	***8:45a***	8:58a	9:40a	9:44a
7:49a	8:35a	8:48a	9:00a	9:13a	9:55a	9:59a
8:04a	8:50a	***9:03a***	***9:15a***	9:28a	10:10a	10:14a
8:19a	9:05a	9:18a	9:30a	9:43a	10:25a	10:29a
8:34a	9:20a	***9:33a***	***9:45a***	9:58a	10:40a	10:44a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:04a	9:50a	***10:03a***	***10:15a***	10:28a	11:10a	11:14a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
9:34a	10:20a	***10:33a***	***10:45a***	10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a	***11:03a***	***11:15a***	11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a	***11:33a***	***11:45a***	11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a	***12:03p***	***12:15p***	12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p	***12:33p***	***12:45p***	12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p	***1:03p***	***1:15p***	1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p	***1:33p***	***1:45p***	1:58p	2:40p	2:44p
12:49p	1:35p	1:48p	2:00p	2:13p	2:55p	2:59p

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
1:04p	1:50p	***2:03p***	***2:15p***	2:28p	3:10p	3:14p
1:19p	2:05p	2:18p	2:30p	2:43p	3:25p	3:29p
1:34p	2:20p	***2:33p***	***2:45p***	2:58p	3:40p	3:44p
1:49p	2:35p	2:48p	3:00p	3:13p	3:55p	3:59p
2:04p	2:50p	***3:03p***	***3:15p***	3:28p	4:10p	4:14p
2:19p	3:05p	3:18p	3:30p	3:43p	4:25p	4:29p
2:34p	3:20p	***3:33p***	***3:45p***	3:58p	4:40p	4:44p
2:49p	3:35p	3:48p	4:00p	4:13p	4:55p	4:59p
3:04p	3:50p	***4:03p***	***4:15p***	4:28p	5:10p	5:14p
3:19p	4:05p	4:18p	4:30p	4:43p	5:25p	5:29p
3:34p	4:20p	***4:33p***	***4:45p***	4:58p	5:40p	5:44p
3:49p	4:35p	4:48p	5:00p	5:13p	5:55p	5:59p
4:04p	4:50p	***5:03p***	***5:15p***	5:28p	6:10p	6:14p
4:19p	5:05p	5:18p	5:30p	5:43p	6:25p	6:29p
4:34p	5:20p	***5:33p***	***5:45p***	5:58p	6:40p	6:44p
4:49p	5:35p	5:48p	6:00p	6:13p	6:55p	6:59p
5:04p	5:50p	***6:03p***	***6:15p***	6:28p	7:10p	
5:19p	6:05p	6:18p	6:30p	6:43p	7:25p	7:29p
5:34p	6:20p	***6:33p***	***6:45p***	6:58p	7:40p	
5:49p	6:35p	6:48p	7:00p	7:13p	7:55p	7:59p
6:04p	6:50p	***7:03p***	***7:15p***	***7:28p***	***8:10p***	
6:19p	7:05p	7:18p	7:30p	7:43p	8:25p	8:29p
6:34p	***7:20p***					
6:49p	7:35p	7:48p	8:00p	8:13p	8:55p	8:59p
7:19p	8:05p	8:18p	8:30p	8:43p	9:25p	9:29p
7:49p	8:35p	8:48p	9:00p	9:13p	9:55p	9:59p
8:19p	9:05p	9:18p	9:30p	9:43p	10:25p	10:29p
8:49p	9:35p	9:48p	10:00p	10:13p	10:55p	
9:19p	10:05p	10:18p	10:30p	10:43p	11:25p	
9:49p	10:35p	10:48p	11:00p	11:13p	11:55p	
10:19p	11:05p	11:18p	11:30p	11:43p	12:25a	
10:49p	11:35p					

New trips/time points are indicated in shaded cells with italicized text.

Ridership – Existing ridership on the Gold Line is approximately 8,900 boarding passengers per weekday. The Folsom stations, including Hazel, account for 1,130 of those daily passenger trips. The headway improvements affect most of the day, but not the evenings. For the affected hours of the day, ridership on the Folsom segment averages 938 boardings per weekday. SacRT expects 35 percent ridership growth during these hours, which yields an additional 325 passenger boardings per day. An additional 135 bus transfers are also expected to result from this new Gold Line service, yielding a total of 463 new passenger boardings per weekday on the overall system from the weekday frequency improvements.

The additional weekday evening trips departing at 6:34 and 7:15 pm are expected to add another 57 daily riders, plus 23 transfers, for 80 new trips on the system. Altogether, the weekday improvements are expected to add 543 new passenger trips per day, including transfers on connecting lines, adding up to 137,913 passenger boardings per year.

Altogether, the weekday changes are projected to increase systemwide ridership by approximately 163,666 boardings per year.



Peak Passenger Loads – On average, passenger loads on morning Gold Line trains currently peak at 73 passengers at University/65th Street station, on the 7:00 am departure from Folsom. Although total ridership should increase 35 percent on the Folsom segment, capacity will essentially increase 100 percent during affected hours. The total ridership on the line, instead of being concentrated onto two trips per hour, should spread out more evenly with four trips per hour.

On that basis, the existing peak load of 73 passengers on the 7:00 am train should actually decrease by 8 to 64 passengers. But the new 7:15 train (currently running only from Sunrise) will see its peak load increase by 17 passengers, from 39 to 56, at the max load point. In other words, total ridership will increase, but crowding will be reduced on the existing Folsom trips because riders will shift to what are now Sunrise trains.



Gold Line Headways	Sunrise (No Changes)	Folsom Existing	Folsom-15 (June 2024)
Mon-Fri Peak	15	30	**15**
Mon-Fri Midday	15	30	**15**
Sat Midday	15	30	30
Sun/Hol Midday	15	30	30
All Evenings (No Changes)	30	30	30

Capacity – Each of the new Siemens s700 cars has 58 seats, so a 2-car train will have 116 seats, which is sufficient for the existing peak load of 73 passengers as well as the projected future peak load of 64 passengers, although seasonal and day-to-day variation are expected to increase the peak load above 64 passengers on many days.

Afternoon service has a similar existing peak load of 76 passengers, on average.

Fiscal Impact – Operating costs would increase by an estimated $2.35 million per year, before factoring in any additional fare revenue. With an estimated 137,913 new passenger boardings per year, the cost per passenger is expected to be approximately $18. Passenger fares average $1.11 per boarding, equating to approximately $153,000 in new fare revenue, bringing the net cost to approximately $2.34 million in FY 2024 dollars.

Background – The Gold Line was extended from Sunrise to Folsom in 2005. Double tracks were built only to the Hazel station, allowing only one train outbound of Hazel at a time and limiting service on the Folsom segment to every 30 minutes. Construction of a second track at Glenn station, which will be complete in Fall 2024, will allow two trains on the Folsom segment to pass one another. This will enable SacRT to run trains every 15 minutes to and from Folsom.

Implementation of the proposed new 15-minute frequency service to Folsom will represent the completion of over a decade of planning, engineering, and construction work and is a condition of SacRT's $20 million Solutions for Congested Corridors (SCCP) grant. SacRT's new low-floor light rail vehicles and Gold Line station modifications together make up a major element of SacRT's nearly $600 million Light Rail Modernization Project and were funded partly on the basis that they would be used for 15-minute frequent service to Folsom. Major funding sources include $23.6 million from California's Transit and Intercity Rail Capital Program (TIRCP) for vehicles, $22 million from SACOG's Regional Funding Round for the second track, station modifications, and new vehicles, and $10 million of Senate Bill-1 Local Partnership Program funds for station modifications.



Demographics – Overall, Gold Line riders are 50.3 percent minority. Riders that use the three Folsom light rail stations are 56.0 percent minority. The latter figures are believed to be most representative of populations benefiting from the new Folsom light rail service. This compares to 67.5 percent minority riders across the SacRT system. Minority populations would therefore be underrepresented by the Gold Line improvements, although the difference is less than 15 percent, SacRT's standard of statistical significance.

Demographics of Gold Line Riders

	Percent Minority	Percent Low-Income
Gold Line Overall	50.3%	45.6%
Folsom Stations	56.0%	41.2%
SacRT Systemwide Average	67.5%	55.5%

Overall, Gold Line riders are also 45.6 percent low-income. Riders that use the three Folsom light rail stations are 41.2 percent low-income. This compares to 55.5 percent low-income riders across the SacRT system. Low-income populations would therefore also be underrepresented by the Gold Line improvements, although the difference is again slightly less than 15 percent, SacRT's standard of statistical significance.

For Title VI purposes, all proposed service changes are considered cumulatively, which is discussed in a later section.

#F30 Folsom Prison

Proposed Changes – Effective August 25, 2024, the F30 Folsom Prison bus route would be eliminated. Currently, Route F30 runs from Glenn light rail station to Folsom Prison every 30 minutes from 6:00 a.m. to 8:00 a.m. and from the prison every 30 minutes from 2:35 p.m. to 4:35 p.m. on weekdays.

Alternative Routes – SmaRT Ride microtransit is available for curb-to-curb service within Folsom city limits, including all points along the F30 Folsom Prison route at the same fares as the F30 Folsom Prison.

Ridership Impact – The F30 Folsom Prison route averages fewer than 3 passenger boardings per day and only approximately 250 per year. At 4.5 revenue hours per day, this works out to 0.6 boardings per revenue hour. SacRT believes 100 percent of these riders would be recaptured by SmaRT Ride at no additional cost.

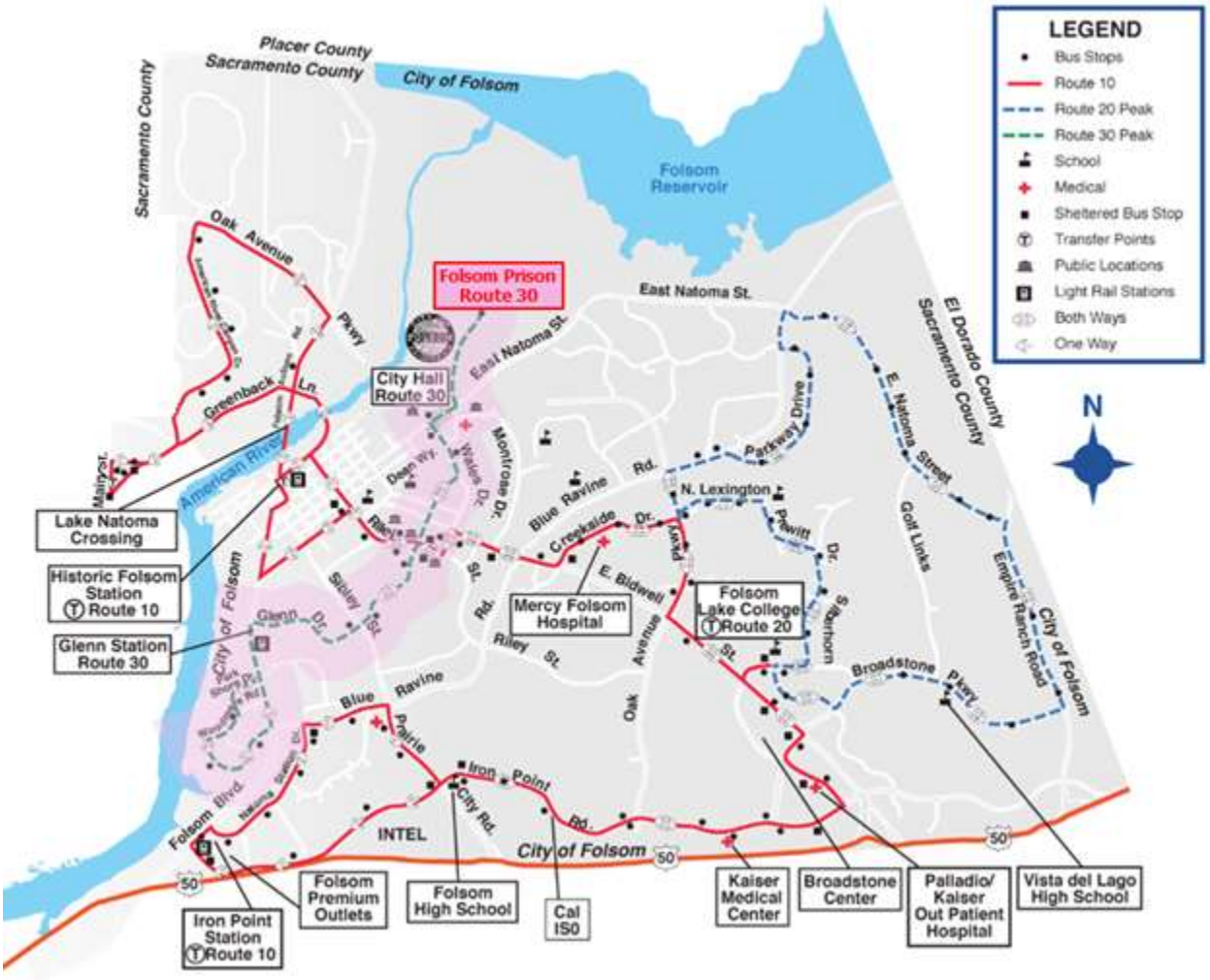
Justification – The F30 Folsom Prison route was created before SacRT annexed Folsom transit service into the district. Because ridership averages only 3 daily boardings, staff believes it would be more cost-effective to eliminate the route and transition the riders to SmaRT Ride. If approved, prior to elimination, notices would be given out to riders on the bus explaining how to use SmaRT Ride, which is open to the public and does not require a smart phone to use. SacRT remains committed to funding SmaRT Ride in Folsom from state and other ongoing revenue sources, because SmaRT Ride essentially replaced Folsom's prior general public dial-a-ride service.

Annual savings of $245,000 from elimination of F30 Folsom Prison would also help SacRT pay for new weekend and holiday service on F10 Folsom, discussed in more detail separately.

Demographics – Passenger surveys conducted on Folsom bus routes in August 2023 indicated that riders were 56.0 percent minority and 64.0 percent low-income. The percent minority found by surveys was identical to prior surveys of light rail riders in Folsom, however, the 64.0 percent low-income was considerably higher than the 41.2 percent low-income for Folsom light rail riders. It is still less than 15 percent different than SacRT's overall systemwide average of 55.5 percent low-income, so it is not a statistically significant difference. Also, the magnitude of this change is relatively small. Any negative impact from eliminating Route F30 would be mitigated by adding weekend and holiday service to Route F10. SacRT also believes most or all F30 riders would be able to use SmaRT Ride instead, at the same fare.

Fiscal Impact – Eliminating the F30 Folsom Prison bus route would save approximately $245,000 per year.

#F30 Folsom Prison



Route F30 would be eliminated, effective August 25, 2024.

#F10 Folsom

Proposed Changes – Effective August 25, 2024, service on Route F10 on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road would be eliminated, north of the American River, except on the first morning trip and the last two evening trips. Saturday, Sunday and Holiday service would also be introduced on the remainder of Route F10, including stops on Madison Ave and Main Ave, north of the river, but excluding the American River Canyon Drive loop, and excluding the first trip from Historic Folsom at 5:27 am. Currently, Folsom has no bus service on weekends or holidays, so this new service would be the only bus service in Folsom on weekends and holidays. A full schedule is included below.

Justification – Currently, Route F10 takes approximately 1 hour and 59 minutes per round trip. At hourly frequency, this results in operator breaks at one end of the route being either one minute or an hour and one minute. Staff believes that elimination of the canyon loop is justified for a number of reasons, including:

(1) Allowing a more reasonable operator break

(2) Affecting very few total riders

(3) Availability of alternative service (i.e., SmaRT Ride)

(4) The $305,000 annual savings from this proposed change can help pay for weekend bus service, which does not currently exist in Folsom, but would cost $406,000 annually

(5) The weekend service, though not highly productive, would likely be substantially more productive than the existing American River Canyon Drive loop, raising the overall productivity of the route, which is currently below standard

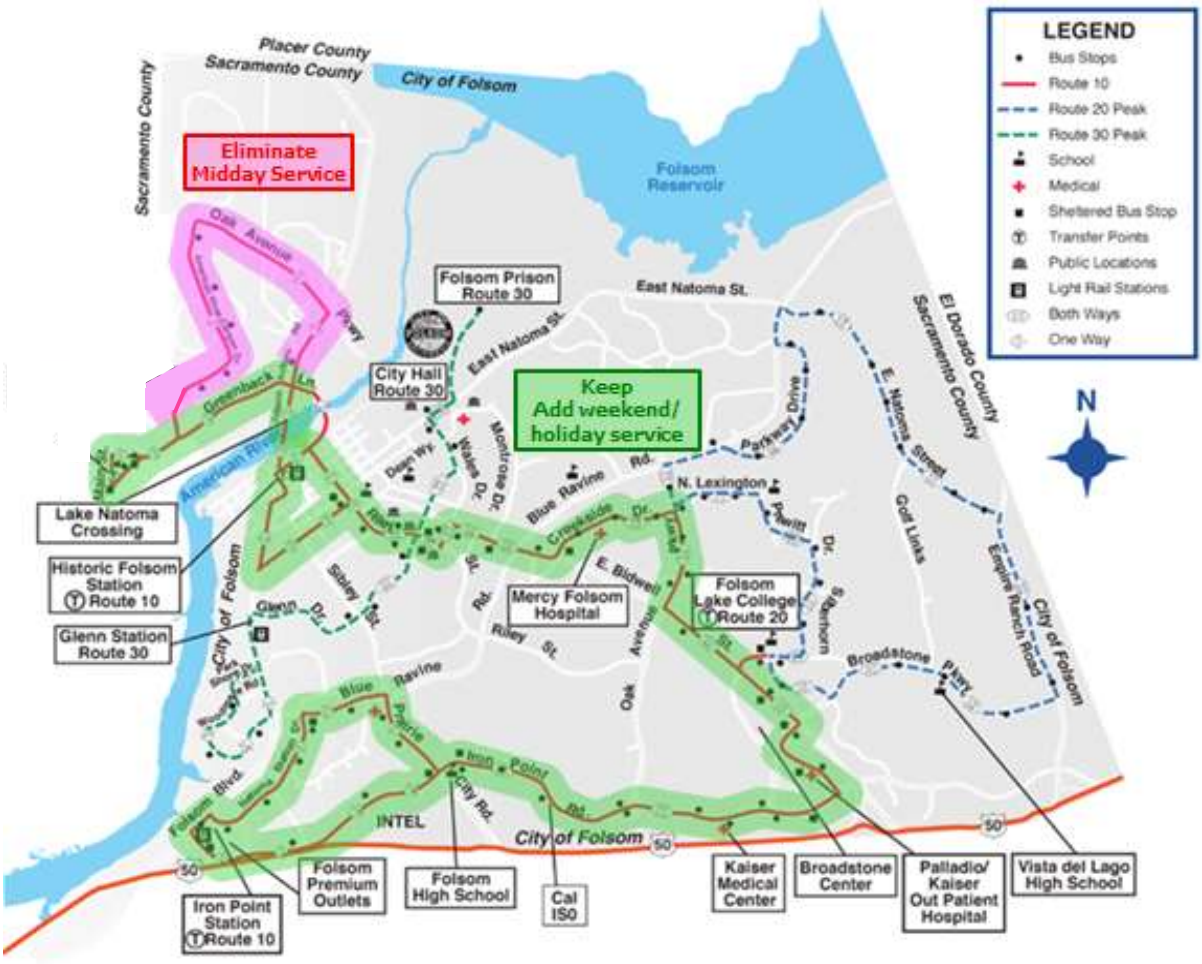
(6) New weekend bus service would help feed light rail, making light rail more productive as well

(7) The shortened loop north of the river will allow north-of-the-river riders, two-thirds of whom board on Main Ave or Madison Ave, to reach light rail sooner, at :06 to :09 after the hour, allowing them to catch one of the new Folsom trains departing at :15 after, rather than their existing :30 after train, saving them an additional 15 minutes on their journey

(8) Potential SacRT GO savings, by offering a fixed-route bus alternative on weekends.

Alternative Routes – SmaRT Ride is available on weekdays throughout the entire City of Folsom, including the American River Canyon Drive loop, where Route F10 service would be reduced. Service hours for SmaRT Ride are 7:00 a.m. to 7:00 p.m, Monday to Friday. Currently, the first pick-up on the canyon loop is at 7:01 am, dropping riders off at light rail at 7:14 am. This first trip on the American River Canyon Drive loop averages two riders per day and is the only trip to average more than one rider per day. Although this is not a large number of riders, staff recommends this trip continue to stop on the American River Canyon Drive loop as-is, to help assure a timely connection to light rail for commuters heading into Sacramento. Although SmaRT Ride begins at 7:00 a.m., the first hour of service can often have wait times over 30 minutes. Keeping the American River Canyon Drive stops on the first morning F10 trip will help assure residents there will continue to arrive in time to catch their normal train.

#F10 Folsom



After that first morning trip, the American River Canyon Drive trips average one or fewer riders per trip and would be eliminated; however, riders would be able to use SmaRT Ride instead. The last two trips of the day on Route F10, which currently come through American River Canyon Drive at 6:05 and 7:05 pm, would also be retained as-is, serving American River Canyon Drive, to augment SmaRT Ride as a means to assure a return trip to American River Canyon Drive. All trips on Route F10 would continue to cross the river and stop on Madison Ave and Main Ave. Only the American River Canyon Drive loop would be affected, and only during the midday, when ridership is at its lowest.



New Weekend Service – The savings from eliminating service north of the river would help SacRT afford new weekend and holiday service on the remainder of Route F10. Currently, Folsom has no weekend transit service other than SacRT GO paratransit (see further explanation below regarding weekend service on SacRT GO). Surveyors recently riding Route F10 reported that the top request they heard from riders, anecdotally, was for weekend service on Route F10. Current and former F10 bus operators also reported that weekend service was the most commonly heard request. Surveyors observed that although a great deal of Route F10 riders are students, either at Folsom High School or Folsom Lake College, the next largest group appears to be healthcare workers, working either at Mercy Hospital or at various assisted living facilities throughout Folsom. Many of these riders take transit on weekdays but are currently forced to walk on weekends and holidays if they cannot afford a rideshare.

The addition of weekend service on the F10 would also support SacRT's investment in Gold Line (i.e., the Folsom-15 project, which will take effect in 2024, as described

separately in this analysis). In 2019, the SacRT Forward new network project established a goal of seven-day service throughout the SacRT network. This design guideline was established in recognition of the fact that transit routes do not function in a standalone manner, but as part of an interdependent network. Also, even before the pandemic, industry research was showing that likely transit customers were increasingly working and travelling outside of traditional weekday 8-to-5 commuter schedules, a trend that has continued since the pandemic.



Ridership – Currently, Route F10 averages 275 boardings per day, 13 of which ride to or from the American River Canyon Drive loop. Of the 13 daily American River Canyon Drive riders, an estimated five ride either the first morning trip or one of the last two evening trips, which would be unaffected. Of the remaining eight daily American River Canyon Drive riders, staff believes it is reasonable to assume half of them (four daily riders) might continue to ride SacRT. Some might use SmaRT Ride. Others might be able to get a ride to Greenback Lane or Madison Ave to catch Route F10 where it will continue to pick up. Still others might drive to the free park-and-ride lot at Historic Folsom Station. Staff assumes that the remaining four daily riders on the canyon might cease to ride, for one reason or another. This would total approximately 1,000 lost riders per year from the reduction.

Weekend service is expected to add 100 Saturday boardings and 70 Sunday/Holiday boardings, for a total of 9,300 boardings per year. After deducting the 1,000 potential lost riders from the segment that would be eliminated, the changes would result in 8,300 net new boardings. An additional 4,600 transfer boardings would also be expected on light rail, bringing the total to approximately 12,900 net new boardings per year.

Paratransit – SacRT already provides a span of service and service area for SacRT GO service within Folsom that exceeds regulatory requirements, by providing SacRT GO

service on weekends and holidays when fixed-route service does not operate. Introduction of fixed-route bus service on weekends and holidays will create a new regulatory requirement for complementary ADA paratransit within three quarters of a mile of the route on those days; however, this service is already being provided. Addition of the weekend and holiday Route F10 service would make this service an ADA requirement, but would not change coverage area, passenger fare, ridership, or operating cost. It is possible that introduction of weekend and holiday service on Route F10 might reduce existing paratransit cost, because existing SacRT GO riders would gain a lower-priced fixed-route bus alternative.



Demographics – Passenger surveys conducted in August 2023 found that Route F10 riders are likely to be 56.0 percent minority and 64.0 percent low-income. This compares to 67.5 percent minority and 55.5 percent low-income across the SacRT system.

The American River Canyon Drive loop, where Route F10 would be eliminated, has 1,300 residents and 100 jobs in 0.4 square miles, for a population density of only about 3,250 per square miles and a combined 3,500 residents and jobs per square mile. Only 7 percent of households are in poverty and less than one percent are car-free households. The area also lacks any major schools or retail destinations to drive ridership. Altogether, the area fails to meet multiple criteria for fixed-route service and staff believes SmaRT Ride is a better fit, to cover the occasional, dispersed nature of most of the ridership.

The remainder of the area covered by Route F10 is 38,200 residents and 21,600 jobs over 9.9 square miles, for a population density of 3,860 per square mile and a combined 6,000 residents and jobs per square mile. Poverty rates are similar at 5 percent. Only 3 percent of households are car-free. [1]

[1] Source: U.S. Census Bureau, American Community Survey, 2017-2021, computed using geospatial intersection in Remix software.

Fiscal Impact – Eliminating the American River Canyon Drive loop, except for three trips a day, as proposed, would save approximately nine revenue vehicle hours per day—more than one operator shift. Annually, it would save approximately 2,200 revenue hours per year, more than one full-time equivalent position. This would save approximately $305,000 per year. The proposed new weekend and holiday service would add approximately 3,000 revenue hours, costing approximately $406,000 per year. Combined, the fiscal impact would be a net cost of $101,000 per year, before counting potential increases in fare revenue. (This also excludes a planned $245,000 savings from eliminating Route F30, as well as any potential savings on SacRT GO.)

Because the changes would be paid for by reallocating low-productivity service to more productive times, the changes would help improve the cost-effectiveness of Folsom bus service. Assuming 13,100 net new boardings per year from the new weekend service, the cost per passenger for the new riders would be less than $8.00, which is below average for both the fixed-route bus system ($12.37) as well as light rail ($10.69) and the existing Route F10 ($24.00).

If the proposed elimination of Route F30 is also factored in, the combined cost of the changes to Routes F10 and F30 would be a net *savings* of $144,000, yet the ridership impact would be a net *gain* of 13,100 passenger boardings per year in Folsom. This is, of course offset, by approximately $2.75 million per year in new costs for the major increase in service on the Gold Line in Folsom, discussed separately.



Proposed Schedule
Weekdays

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
5:27a	5:42a	5:58a	6:08a	6:27a	6:52a	6:59a	7:02a	7:12a
6:27a	6:42a	6:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
7:21a	7:38a	7:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
8:21a	8:38a	8:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
9:21a	9:38a	9:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
10:21a	10:38a	10:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
11:21a	11:38a	11:58a	12:08p	12:31p	12:55p	1:03p	-	1:09p
12:21p	12:38p	12:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
1:21p	1:38p	1:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
2:21p	2:38p	2:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
3:20p	3:38p	3:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
4:20p	4:38p	4:58p	5:08p	5:31p	5:55p	6:03p	6:06p	6:19p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	7:05p	7:18p
6:20p	6:38p	6:58p	7:08p	7:33p	7:56p			

Under the proposed new weekday schedule, American River Canyon Drive would still have stops at 7:02 am and at 6:05 and 7:05 pm, but the remaining stops throughout the day would be eliminated.

Proposed Schedule
Saturdays, Sundays, and Holidays

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
			6:08a	6:27a	6:52a	6:59a	-	7:05a
6:27a	6:42a	6:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
7:21a	7:38a	7:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
8:21a	8:38a	8:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
9:21a	9:38a	9:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
10:21a	10:38a	10:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
11:21a	11:38a	11:58a	12:08p	12:31p	12:55p	1:03p	-	1:09p
12:21p	12:38p	12:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
1:21p	1:38p	1:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
2:21p	2:38p	2:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
3:20p	3:38p	3:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
4:20p	4:38p	4:58p	5:08p	5:31p	5:55p	6:03p	-	6:09p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	-	7:08p
6:20p	6:38p	6:58p	7:08p	7:33p	7:56p			

The proposed new weekend and holiday schedule would not have any stops on American River Canyon Drive, but all trips would cross the river and stop on Main & Madison. There would not be a 5:27 am departure from Historic Folsom light rail station, but otherwise, the route would have the same number of trips and same approximate trip times as the weekday service, subject to some adjustments to account for differences in weekend traffic, including frequent special events in Downtown Folsom.

#137 UCDMC Elk Grove Express

Changes – On April 8, 2024, two new trips were added to the #137 UCDMC Elk Grove Express, departing from the UC Davis Medical Center (UCDMC) at 3:30 and 7:30 pm, which currently pays the operating cost for the route.

Background – The #137 UCDMC Elk Grove Express launched on September 5, 2023, with six morning and six afternoon trips between the UC Davis Medical Center and Elk Grove. Under a four-year cost-sharing agreement, UC Davis Health funds 100 percent of operating costs and has paid the cost for one new full-size bus used on the route.

Ridership is averaging over 100 daily passenger trips. At a cost of $432,000 per year, the cost per passenger is currently $17 or less, although 100 percent of that cost is covered by UC Davis.

Changes – The 3:30 and 7:30 pm trips added respond to requests from UCDMC employees with shifts ending at or around 3:00 and 7:00 pm and would have no impact on other trips in the schedule.

Public Engagement – In addition to the original Title VI report, staff from SacRT and UC Davis Health gathered extensive input from existing riders as well as potential riders. Methods included face-to-face interactions at the bus stop at UCDMC and in ride-alongs on the route, email responses to promotional emails sent by UC Davis Health staff, and an open house held at UCDMC on November 1, 2023.

Other Alternatives – Other alternatives considered by staff include an additional later evening trip (e.g., 8:00 pm) as well as reverse-commuter service geared toward night shift workers.

The 8:00 pm trip may be helpful, as a backup option for customers who would normally take the 7:30 pm trip, but at this time, staff feels it is best to merely add the 7:30 pm trip. UC Davis Health already provides a guaranteed ride home program for employees, so an 8:00 pm trip designed almost strictly as a backup would be somewhat redundant of that service. The reverse-commuter service, though it would make efficient use of vehicles making a second route trip, would not be possible with the existing fleet without major schedule alterations to existing trips, which staff from SacRT feel is not a favorable tradeoff at this time.

Fiscal Impact – The cost for the proposed 3:30 and 7:30 pm trips is estimated at $117,319, escalating each year, going forward. The implementation of these changes was conditioned on execution of an amendment to the existing cost-sharing agreement whereby UC Davis Health would continue to pay 100 percent of the operating cost for the service, including these two new trips.

Demographics – Assuming demographics similar to other Elk Grove commuter routes, SacRT estimates that riders are 71.8 percent minority, slightly greater than the 67.5 percent for the SacRT system overall. However, #137 riders are only 5.3 percent low-income, considerably lower than the 55.5 percent for the SacRT system overall. As discussed in the Title VI section, this is statistically significant, and requires SacRT to consider alternatives and whether a substantial legitimate justification exists for proceeding despite the disparate impact.

Next Steps – Approval of a final version of this plan by the SacRT Board would authorize SacRT to implement service changes, as discussed here, but conditioned on the execution of an amendment to the existing cost-sharing agreement with UC Davis Health, to guarantee SacRT is reimbursed for the full cost of the new service.

Note – This change has already taken effect, on April 8, 2024, and the required agreement was completed and executed. The original language is being left in this revised plan to retain documentation of the original service description, justifications, etc.

#137 UCDMC Elk Grove Express
Existing Route and Schedule



ACE/Airport Express

Proposed Changes – Create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027.

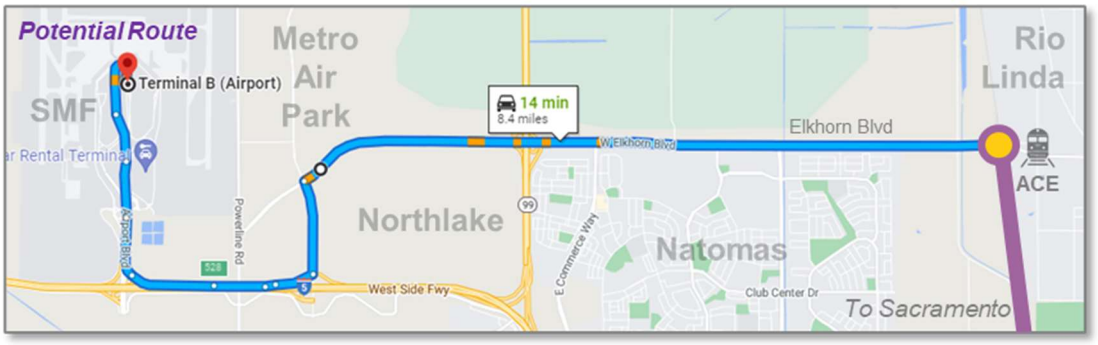
Background – The San Joaquin Regional Rail Commission (SJRRC), which operates the Altamont Commuter Express (ACE) commuter rail service, and the San Joaquin Joint Powers Authority (SJJPA), which operates the *San Joaquin* intercity train service, are developing the Valley Rail project, which will increase the number of ACE and San Joaquin trains to Sacramento on a new alignment on the 20th Street corridor through Downtown Sacramento. The Sacramento area is planned to have new stations in Elk Grove, at City College, in Midtown Sacramento, in North Sacramento (near Globe station) and in the Natomas/Rio Linda area. The Natomas station will be the northern terminus for the Valley Rail project, as currently in design (although there are future plans to extend the service north to Butte County). One of the main purposes of the Natomas station is to provide a location from which an express bus can take passengers the rest of the way to Sacramento International Airport.

ACE Valley Rail Plan



SacRT has coordinated with SJRRC/SJJPA throughout the Valley Rail project, with both agencies planning for the express bus service to be operated by SacRT but for the capital and operating costs to be funded by SJRRC/SJJPA. Staff for both agencies have been working on both a cost-sharing agreement, as well as identifying capital funds for the fleet. The new train service will operate under the ACE brand name, but will combine aspects and destinations of both the ACE and the San Joaquin route. Currently, trains are expected to begin serving the planned station under the new service plan beginning in 2026, with service levels ramping up through 2035. Both agencies have agreed that the express bus service, rather than being based on regular headways (e.g., every 30 minutes or every 60 minutes) should be timed to meet each of the train arrivals and/or departures. The parties do not believe that Phase 1 in 2026 would require or justify connecting bus service, based on the train times, which are not as geared around airport travel. Beginning in 2027, there would be three daily round trips which would justify connecting bus service; by build-out in 2035, there would be 15 round trips per day.

Example Express Bus Route
From ACE Station to Airport



Although the details of the 2027 bus service are subject to change, and conditional on approval of a cost-sharing agreement, at this time, staff believes that plans are firm enough that it is appropriate to circulate them for public review and evaluate the presumed changes as part of a Title VI service equity analysis, as required prior to approval of any major service changes.

Demographics – Likely riders are expected to be approximately 71 percent minority, which is slightly higher than the existing SacRT system overall, whose riders are 67.5 percent minority. Riders of the new service are also expected to be 28 percent low-income, which is significantly less than the existing SacRT system, whose riders are 55.5 percent low-income. This difference is more than 15 percent, which is statistically

significant, according to SacRT's standards; however, changes are also evaluated collectively (i.e., with all other changes combined) and impacts may be justified by the fact that the service would be funded by SJRRC/SJJPA. Please see the Title VI section of this report for more details.

Demographic data comes from SJRRC/SJJPA. Although the Valley Rail service will be branded as ACE service, and ACE is currently more commuter-oriented, the character of the Sacramento service will be more akin to *San Joaquin* intercity service, i.e., based around all-day/all-week travel, not just commute hours. Many of the trains will travel to/from the San Joaquin valley, rather than the San Jose/Livermore areas.

Fiscal Impact – Capital and operating costs for the new service would be covered by SJRRC/SJJPA under a cost-sharing agreement being developed, so there would be no net fiscal impact to SacRT. The fleet is planned to consist of four full-size battery-electric buses, at an estimated cost of $5.3 million, including after-market equipment (e.g., fareboxes, radio, and bike rack) and sales tax. Annual operating cost would ramp up based on both increasing service levels and cost escalation, from approximately $550,000 in 2027 to over $1.5 million in 2033.

Note – The plan for the ACE Express service was approved by the SacRT Board on March 11, 2024, and is not being reconsidered in this revised plan. Approval of this plan is still conditioned on completion of a cost-sharing agreement with SJRRC/SJJPA formalizing the key terms and conditions described in this plan. The cost-sharing agreement will be presented to the Board for review and approval at a later date.



#33 Dos Rios

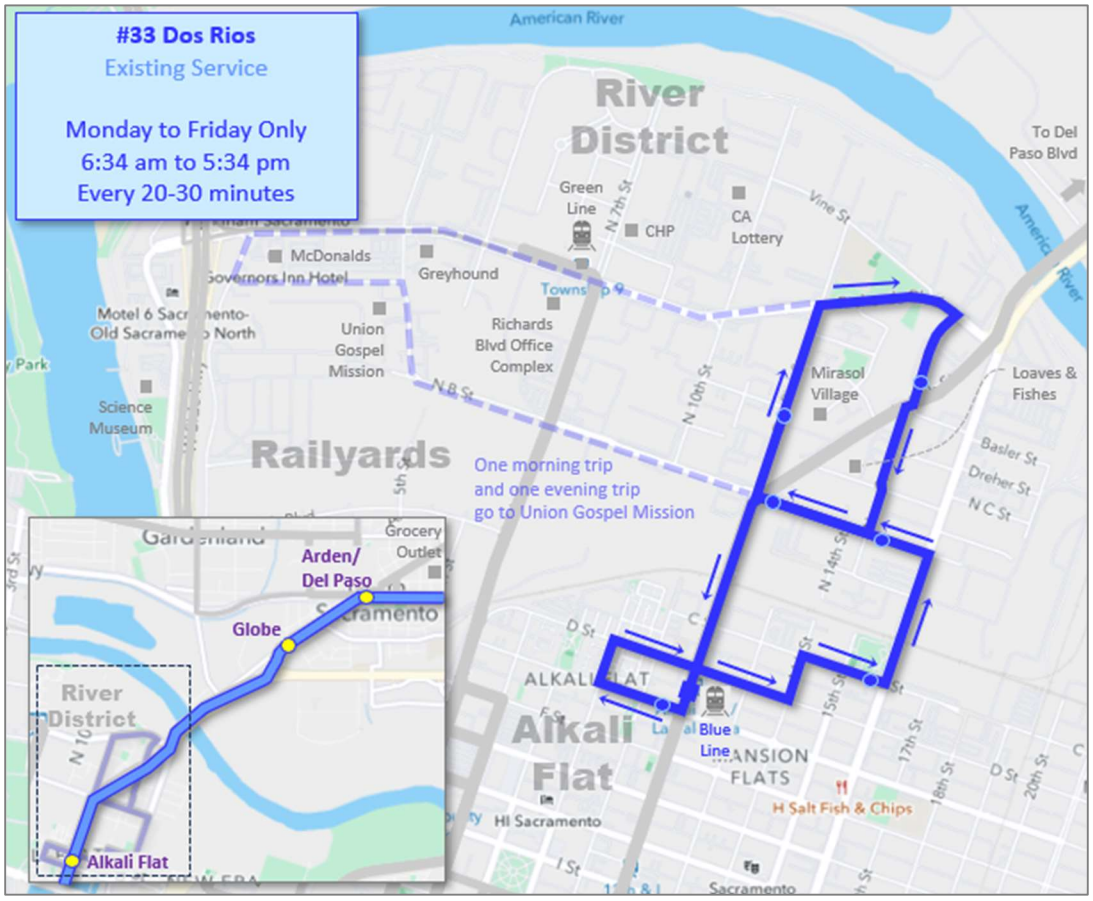
Proposed Changes – Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, providing a connection with Blue Line trains arriving at 6:38 and 6:39 pm, contingent upon securing approximately $115,000 of grant funds.

Background – On November 13, 2023, the SacRT Board voted to not designate approximately $10 million to close a funding gap for the Dos Rios light rail station project and keep the project on track for completion before expiration of a $17 million Transformative Climate Communities (TCC) grant from the California Strategic Growth Council (SGC). In coordination with the Sacramento Housing and Redevelopment Agency (SHRA), SacRT developed potential improvements to Route 33 as one of several potential alternative projects that would benefit the Dos Rios area and the broader River District, which could be funded with the $17 million and fully spent by June 30, 2027.

The decision of November 13, 2023 was ultimately reversed by the SacRT Board on January 8, 2024, so TCC funds are no longer potentially available for Route 33. However, in consultation with SHRA two elements of the TCC grant were found be infeasible: Transit Passes for Boys & Girls Club and Bike Share. If approved by SGC, $115,000 of grant funds originally designated for those two projects would instead be available to fund Route 33 service improvements. The proposed improvements to Route 33 would increase operating cost by approximately $54,000 per year, so the $115,000 in grant funds could cover a little over two years of the additional service.



Route History - Route 33 was created in 2004 as a shuttle from the Alkali Flat station to the Dos Rios area to essentially fill a gap in the light rail network, i.e., the lack of a Blue Line station in the Richards Blvd area. SacRT's Short Range Transit Plan (SRTP) assumes Route 33 will be eliminated once the Dos Rios station is constructed, which would save approximately $535,000 per year in current dollars.



Public Engagement – In anticipation of the potential cancellation of the Dos Rios station project, SHRA and several partnering community-based organizations began to conduct public engagement several months ago on potential alternative projects that might benefit the area and be eligible for TCC grant funds. This process led to the interest in improvements to Route 33, including later evening service, weekend service, and an extension west on Richards Blvd.

Following the SacRT Board's decision on November 13, SacRT staff immediately began conducting ride-alongs and other site visits to observe the route's performance and solicit community input on board the route and in Mirasol Village, to supplement the effort led by SHRA and assure adequate SacRT involvement in the public input process. This

included three visits to Mirasol Village, a series of conversations with the property manager and several long-time residents, phone discussions with other residents and employees, discussions with all three regular operators and conversations with a number of long-time passengers. SacRT's findings were largely in agreement with those of SHRA and partner groups.

Public Engagement Results - The two most commonly-observed groups of users on Route 33 are: (1) visitors to Loaves and Fishes, and nearby social services in the B Street area; and (2) residents at Mirasol Village, on Dos Rios St and Richard Blvd. Residents of Mirasol Village expressed a number of transportation needs, including the following, broken down by direction:

- *West* – Many residents currently walk west on Richards Blvd, since there's no bus service. A key destinations is the transfer point to #11 Truxel, which takes people to Bel Air in Natomas, Walmart and other shopping on Truxel, and Natomas High School. Other destinations include McDonalds and other food services farther west on Richards Blvd.

- *South* – Many residents also travel south, via Alkali Flat light rail station, for example, to Target on Broadway, Safeway on S Street, or other destinations downtown.

- *Northeast* – Some residents like to shop at Grocery Outlet on Del Paso Blvd or to Grant High School (via a transfer to Route 15). Arden Way is also a transfer point to several other SacRT bus routes used to get to various destinations throughout the region.



Other input captured from bus operators, customers, and first-hand observations included the following:

- *Weekend Service* - Since the introduction of Route 33 over twenty years ago, the area has grown and developed. The focus of the route was originally limited to daytime travel to social services, but with the residential population growing, weekend service is even more needed than ever.

- *Evening Service* - Many of the visitors to the area take advantage of daytime services, and the 5:34 pm end time was reasonable for many of those customers, but with the growing residential population, evening service is also needed, for example, so residents can complete errands and attend meetings and other social functions.

- *SmaRT Ride* - SmaRT Ride already serves Mirasol Village with a single hot spot, which is useful, but it would be more useful if the hot spot was enlarged to include one or two other bus stops where residents are used to boarding Route 33. (This is something staff is evaluating separately and independently.)



A follow-up visit to Mirasol Village was made on Wednesday, November 15, where staff shared project status and conceptual plans with several residents, and gathered additional input, including:

- *#11 Evening Service* – Currently, the last trip on Route 11 to Natomas comes through the area around 7:00 pm. If SacRT extends evening hours on Route 33 to approximately 9:30 pm, it would make sense to do the same to Route 11.

- *Wheelchair Capacity* – The cutaway bus currently used on Route 33 has two wheelchair spaces, but the space between them is not wide enough to easily accommodate two modern larger-sized wheelchairs at the same time.

- *Wheelchair Pass-ups* – Because of the existing capacity problems, it is crucial to keep Route 33 frequency at every 20 minutes or better. If it was lengthened to every 30 minutes, there would likely be an increase in wheelchair pass-ups, and a longer wait for a wheelchair customer for the next bus.

- *Evening Connections* – For the potential new schedule for Route 33, in the evening, it is important to have well-timed connections with light rail, coming back from Arden/Del Paso, because the train is at longer 30-minute headways at that point.

- *Morning Connections* – In the morning, it will be important for the potential new Route 33 schedule to be well-timed with Route 11 headed north to Natomas, which comes only every 30 minutes, for students who need to get to school on-time.

Demographics – Route 33 riders are estimated to be 70.4 percent minority and 91.7 percent low-income, both well-above systemwide averages for SacRT. Improvements to Route 33 would be favorable from the standpoint of SacRT's Title VI civil rights policy, as discussed in Section II of this report.

Existing Ridership – Today, Route 33 averages approximately 107 daily passenger boardings. Over its 11.5 hour service day, this yields a productivity of 9.3 boardings per vehicle hour, about two-thirds of SacRT's systemwide average of 14.4. While it is below average, it is still approximately double Smart Ride's productivity, and staff has never considered it a candidate for elimination due to poor productivity. Since it uses a smaller bus, and because many passengers use wheelchairs or bring other baggage, the route typically feels relatively full. The route runs a very short-distance loop with just about a half-dozen bus stops, most of which have some activity on every round trip. As mentioned above, wheelchair capacity can be an issue. Wheelchair pass-ups were a common complaint.

Key Parameters – Based on public input collected so far, SacRT's Operating Budget forecasts for the coming years, existing performance of Route 33 today, and other investments being made in the area (i.e., the Dos Rios station project) staff feels the following are key parameters for any improvements to Route 33:

- *Single Bus* – Service needs to remain operable by a single bus. A longer route on the same frequency or better frequency on the existing route would require a second bus. SacRT does not have any additional buses available in the fleet and, in addition, increasing the operating requirement from one to two buses would approximately double the existing operating cost of $535,000.

- *High Frequency* – Current frequency is typically every 20 minutes, with occasional gaps where there are 30 minutes between buses (to recover the schedule and allow break time for the operator). Staff believes frequency should remain the same or better, primarily for wheelchair capacity. The route already experiences some wheelchair pass-ups. If it came fewer times per hour, wheelchair pass-ups would be likely to increase, wait time for the next bus would be longer, and there would be a greater likelihood of compounding problems (i.e., getting passed up twice in a row).

- *Cost-Neutrality* – Based on the considerable investments being made in the area (i.e., the Dos Rios station project) improvements to Route 33 should be fully covered by grant funds, at least approximately until the station construction is complete.

- *Limited Term* – In view of the long-term cost-effectiveness of serving the area with an infill light rail station, rather than Route 33, SacRT should consider improvements to Route 33, as well as the route itself, to remain as temporary solutions, to be discontinued when the station is opened.

- *Community Support* – Whatever is put forward must have community support.

Based on these parameters, SacRT could add one extra hour of service on weekdays, but could not add weekend or holiday service, as the increase in operating cost would exceed the grant funds.

East/West Service – Many residents requested Route 33 be extended west on Richards Blvd, to add connections to Route 11, the Green Line, state offices, Greyhound, and eateries. However, if additional miles are added to the route, then the single bus cannot come as frequently, and staff feels it essential to maintain the existing frequency (e.g., for wheelchair capacity). Nevertheless, staff is investigating possible alternative routes that might be faster or more compact, so that at least some new stops could be added without the need for a second bus and operator.

Planning staff will be investigating these options and holding follow-up meetings with residents (e.g., at Mirasol Village), project partners (e.g. SHRA), and advisory committee members for the project.

Fiscal Impact – The proposed improvements to Route 33 would increase direct operating costs by approximately $53,823 per year.

This would be offset by $115,000 of new grant revenue, which would cover the increase in operating costs for approximately 28 months, from August 25, 2024 through December 31, 2026, when the grant expires and the station is expected to be complete. Over this 28-month period, this works out to $49,285 of grant support per year, for a net cost of $4,538 per year.

If the new service was continued beyond December 31, 2026, SacRT would have to cover the entire $53,823 annual cost, unless other funding sources could be found.

Note that the fiscal impact from the proposed Route 33 improvements arise strictly from the additional hour of evening service. The potential change in route alignment (e.g., west on Richards Blvd) will be recommended in the final version of this plan only if staff can devise a new route that meets all the key parameters, including continuing to serve all existing key destinations in a convenient and reliable way, remaining operable with just one bus, and having clear community support.

Ridership – The additional hour of service on Route 33 would generate an estimated 3,870 new passenger boardings per year, at a rate of $14.00 per passenger. If the route alignment is changed, that would likely change ridership, although it is difficult to predict if the results would be favorable or unfavorable, and to what degree.

Future Changes - Historically, SacRT has planned to discontinue Route 33 if and when the Dos Rios light rail station is constructed, because light rail would provide frequent 15-minute service, direct to all the numerous destinations along the Blue Line, and seven-day service with longest-in-the-system hours of service. Staff believes it is appropriate for SacRT to adhere to that plan; however, the current proposal does not commit SacRT to a specific end date for the Route 33 service improvements. Discontinuation of these improvements or of Route 33 altogether would require a new affirmative act of the SacRT Board.

Summary

Cumulatively, the proposed service changes would have an annual cost of $2.35 million per year excluding fare revenue. They would generate approximately 163,666 new passenger boardings per year, at a rate of $14.36 per passenger, slightly above SacRT's systemwide average of approximately $10. Net cost, after fare revenue, would be $2.17 million per year.

Cost estimates are computed using budgeted hourly rates for FY 2024. Staff believes these figures are reasonably conservative for FY 2025. Although costs typically increase each year, through the first half of FY 2024, Light Rail operating expenses have been approximately 5.2 percent under budget. Also, hourly rates tend to decrease when service is increased, because some costs are relatively fixed (e.g., no new supervisors will be needed to cover the new service).

- *Gold Line* - Folsom-15 service accounts for $2.49 million of the total and would generate 137,913 new passenger boardings, at a rate of $18.05 per passenger.

- *Folsom Bus Service* - Changes would result in net savings of approximately $144,000 per year, but are expected to nevertheless generate an additional 13,000 passenger boardings per year.

- *SacRT Bus Evening Service* - Previously approved changes would be rescinded so that there would be no change to cost or ridership, compared to existing conditions.

- *#33 Dos Rios* – Improvements to Route 33 would cost approximately $54,000 per year and generate approximately 3,900 new passenger boardings, at a rate of approximately $14 per passenger, but be supported by $49,285 per year of grant funds, for a net cost of $4,538 per year.

- *UCDMC Elk Grove Express* – Two new trips are proposed, to be funded 100 percent by UC Davis Health. Note: These changes already took effect on April 8, 2024.

- *ACE Airport Express* – Approval of the original plan on March 11, 2024 authorized staff to develop a cost-sharing agreement under which SJRRC would fund 100 percent of operating cost and four new buses, for new service to be introduced in 2027.

The effective date would be August 25, 2024 for all changes, except the #137 UCDMC Elk Grove Express changes, which were implemented in April 2024, the new ACE Airport

Express route, which is expected to launch in 2027, and the new Gold Line service, which will open upon completion of construction and other required projects, potentially as early as July 1, 2024.

Section II of this report, the Title VI service equity analysis, analyzes the effects of the proposed changes on minority and low-income populations.

SacRT Service Changes
Proposed for 2024

Route	O&M Cost Per Year	New Psgrs Per Year	Cost Per Psgr
Folsom Bus and Light Rail			
Gold Line - 15m Weekdays	$2,489,328	137,913	$18.05
F10 Folsom - Weekend Service	$101,347	12,887	$7.86
F30 Folsom Prison - Discontinue	($245,477)	0	$0.00
Subtotal	$2,345,198	150,800	$15.55
Other SacRT Bus			
33 Dos Rios *	$53,823	3,870	$13.91
137 UCDMC Elk Grove Commuter *	$131,654	8,996	$14.63
Subtotal	$185,477	12,866	$14.42
External Subsidy *			
33 Grant Revenue ($115k / 28mo)	($49,285)	n/a	n/a
137 UC Davis Health Contribution	($131,654)	n/a	n/a
ACE Airport Express	n/a	n/a	n/a
Subtotal	($180,939)	0	0
Total (Gross)	$2,349,736	163,666	$14.36
Fare Revenue	($181,669)	n/a	n/a
Net Cost	$2,168,067	163,666	$13.25

See Section II for demographic data and equity analysis.

Section II

Title VI
Service Equity Analysis

Purpose of Title VI Analysis

Pursuant to SacRT's major service change policy and in accordance with federal Title VI civil rights requirements on non-discrimination, the purpose of this analysis is to quantitatively assess proposed service changes, identify and document whether the proposed changes would facially result in potential disparate impacts on minority populations or disproportionate burdens on low-income populations (DI/DB) and determine whether SacRT may proceed with the changes.[2]

Project Description

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

Gold Line Improvements – Improve frequency and span of service on the Gold Line.

Folsom Bus Route Changes – Eliminate certain stops on Route F10 during off-peak hours, add weekend service to Route F10, and eliminate Route F30.

#33 Dos Rios – Extend evening hours from 5:34 p.m. to approximately 6:44 pm.

#137 UCDMC/Elk Grove Express – Add three new daily commuter trips, pending completion of an amendment to the existing cost-sharing agreement with UC Davis Health.

ACE/Airport Express Bus – Create a new express bus route from a planned new train station to the Sacramento airport, beginning in 2027 with three round trips per day, and increasing to fifteen round trips per day by 2033, pending completion of a cost-sharing agreement with the San Joaquin Regional Rail Commission (SJRRC).

The service changes being considered are described in more detail in Section I of this report. A draft version of this report was made available online at sacrt.com for a 30-day public review period beginning January 31, 2024. A final plan and Title VI analysis was approved on March 11, 2024. This revised version reflects changes to the plan, including elimination of planned improvements to Gold Line headways in Folsom on weekends, and planned improvements or alterations to Routes 1, 26, 51, 81, 84, and 93, as described in more detail in Section I.

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

Title VI Requirements

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

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

SacRT published a draft plan for public review on January 31, 2024 and the Board of Directors approved a revised and final version on March 11, 2024. This revised plan is being presented for approval by the SacRT Board of Directors on June 10, 2024.

Definitions

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

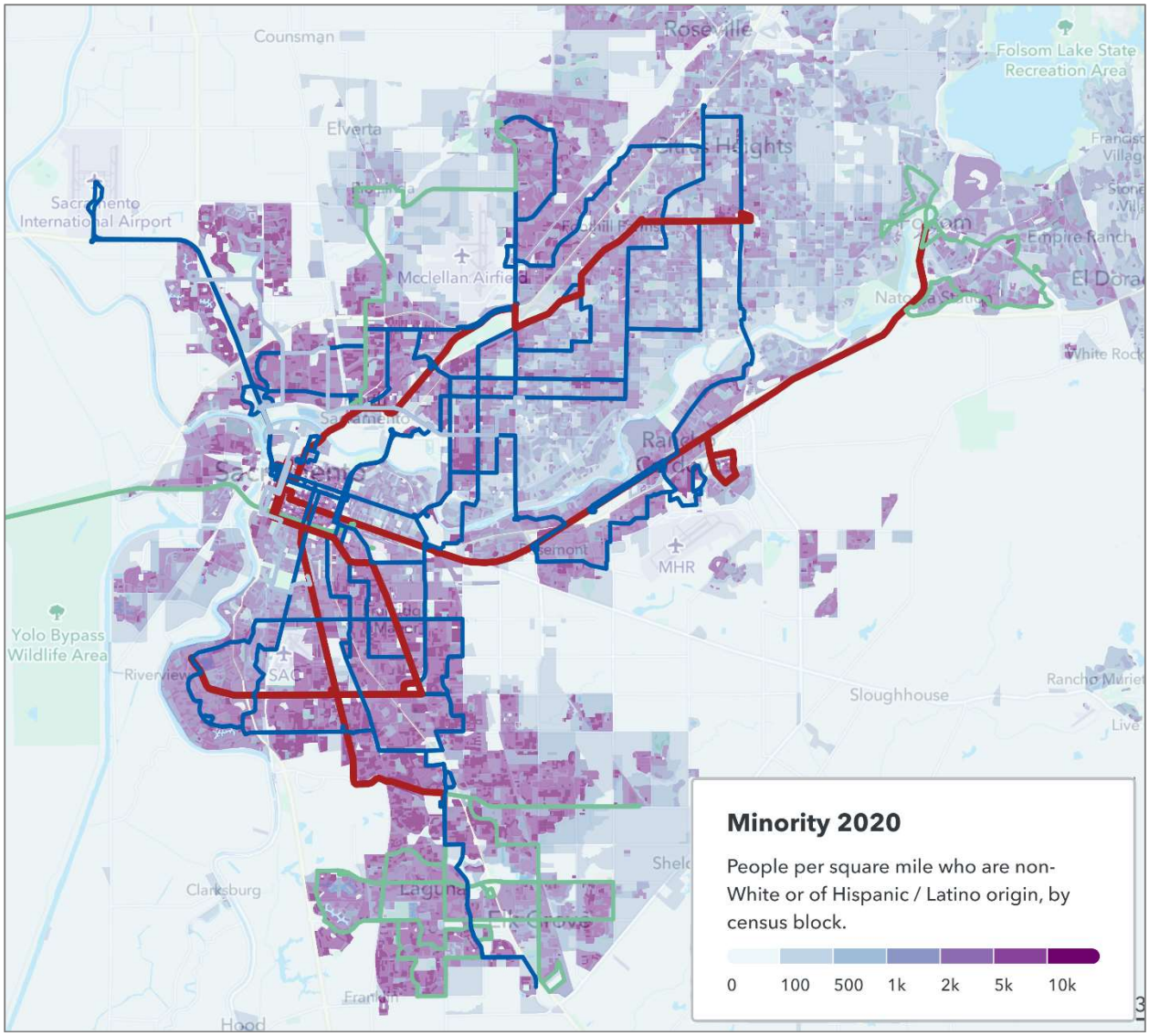
Low-Income Definition - FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. SacRT surveys typically ask about household income as a multiple-choice question with several ranges. SacRT treats all responses of $25,000 or less as low-income. This approximates HHS guidelines and is a reasonable way to compare poverty rates from one route to another.[3]

Baseline Data

Census Data – Based on Census data, the SacRT service area is 56.7 percent minority and 20.0 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.

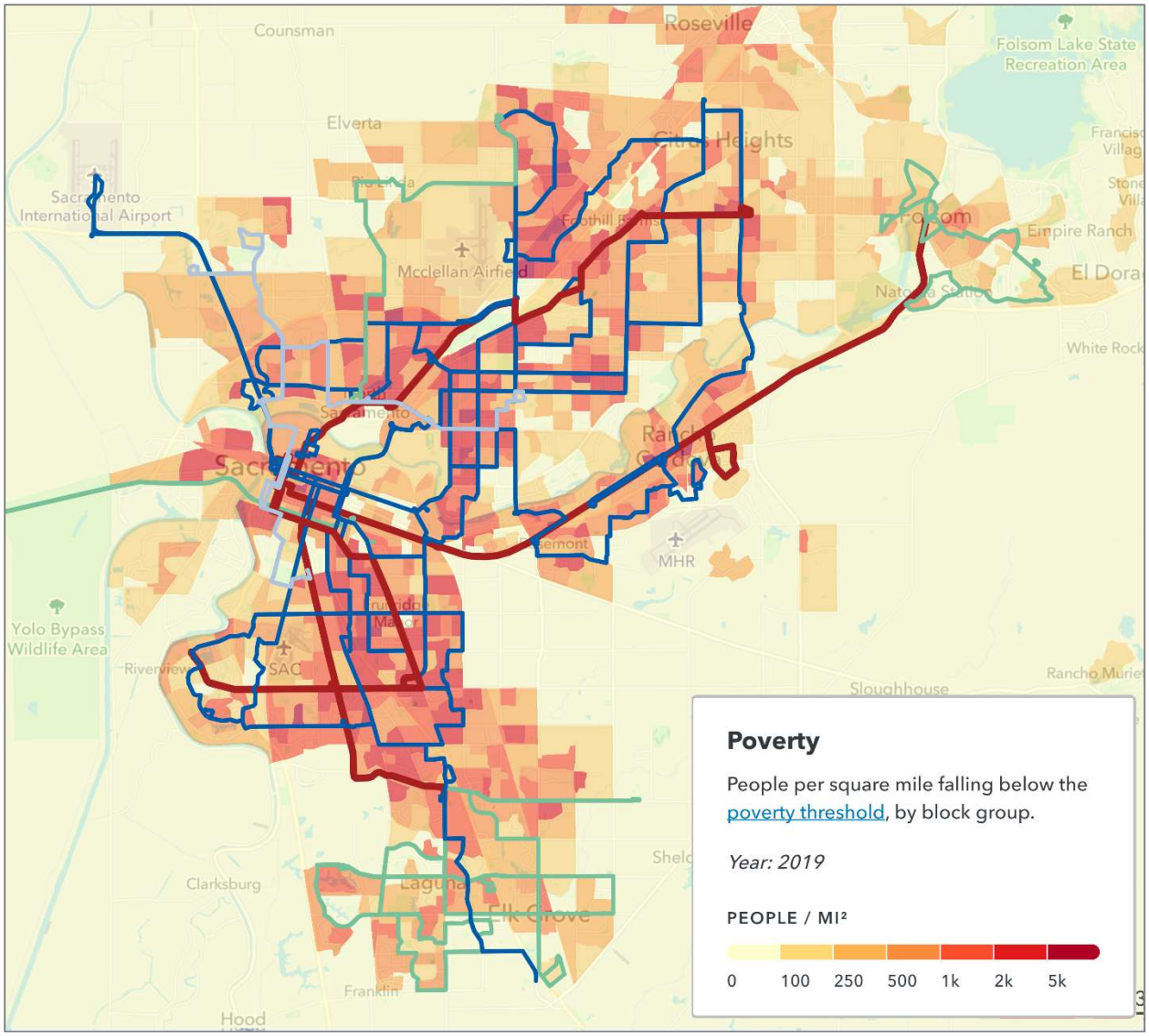
[3] For 2022, the poverty threshold is $27,750 for a family of four in the 48 contiguous states.
[4] Computed in Remix software platform based on Census 2020 data and reflecting SacRT's annexed service area, effective July 1, 2022, following Elk Grove's annexation into the SacRT district.

Minority Population Density



Source: 2020 Census, prepared using Remix software

Low-Income Population Density



Source: 2019 American Community Survey, prepared using Remix software

Passenger Surveys – SacRT customers are estimated to be 67.5 percent minority and 55.5 percent low-income. Systemwide customer demographics are from in-person passenger surveys. Bus data was collected in 2020. Light rail data was collected in late 2022. SacRT plans to update the 2020 bus data, but at this time, it is the best data available, as the previous data set was collected ten years ago in 2013.

Existing SacRT Demographics

	Service Area	Actual Customers
Minority	56.7%	67.5%
Low-Income	20.0%	55.5%
Source:	2020 Census	Passenger Surveys 2020, 2023

For the Gold Line, survey data was filtered to include only riders using the Hazel, Iron Point, Glenn and Historic Folsom stations. Surveys were also conducted on Folsom bus routes in August 2023, because they had not been surveyed as part of the larger 2020 survey project. Demographics for the UCDMC/Elk Grove Express are assumed to be similar to demographics for the other Elk Grove express buses. SJRRC provided demographic data on its riders based on similar surveys.

A significant fraction of the service improvements in the proposed changes are for the Gold Line in Folsom. Those riders are estimated to be only 56 percent minority, about 12.5 percent lower than SacRT riders overall. The remainder of the routes with proposed changes have rates of minority utilization that are similar to or greater than the SacRT systemwide averages.

Gold Line riders in Folsom are also only 41.2 percent low-income, which is 14.3 percent less than SacRT's systemwide average of 55.5 percent. Folsom bus riders, on the other hand, are estimated to be 64.0 percent low-income, which is 8.5 percent greater than the SacRT systemwide average. The SacRT bus routes have mostly above-average rates of low-income ridership. The two subsidized services have notably low rates of low-income utilization. The UCDMC/Elk Grove Express is estimated to have only 5.3 percent low-income riders and the ACE Airport Express is also expected to have only 28 percent low-income riders.

Demographics of Affected Routes

Route	Percent Minority	Percent Low-Income
Gold Line	56.0%	41.2%
F10 Folsom	56.0%	64.0%
F30 Folsom Prison	56.0%	64.0%
33 Dos Rios	70.4%	91.7%
137 UCDMC Elk Grove Express	71.8%	5.3%
ACE Airport Express	71.0%	28.0%
Benchmark: SacRT System	67.5%	55.5%

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]

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

Evaluation of Changes

Cumulative Effects - SacRT policy does not require, nor does Federal guidance suggest, that individual elements of a service change plan be approved one-by-one. Instead, SacRT is supposed to consider only the aggregate effects of all proposed changes. But given that the proposed changes to Route 137 and the ACE Airport Express have considerable independence as separate projects, with potentially different start dates, different impacts on disadvantaged populations, and may not occur if external subsidy contracts/amendments are not executed, staff has analyzed those proposed services separately.

Evaluation of Non-Subsidized Service

Since Route 137 and the ACE Airport Express would be fully funded by outside partners and will not be implemented in the absence of those funding arrangements, SacRT evaluated the impacts of the non-subsidized service alone.

As noted above, Folsom riders on both the Gold Line and on Folsom bus routes are below average for minority and low-income composition. Combined and weighted by revenue miles, improvements to Folsom bus and light rail service is expected to be used 56.0 percent by minority populations (compared to 67.5 percent systemwide) and 43.4 percent by low-income populations (compared to 55.5 percent systemwide).

	Percent Minority	Percent Low-Income
Folsom Changes Alone	56.0%	43.4%
Non-Folsom, Non-Subsidized Changes	70.4%	91.7%
Total - Non-Subsidized Changes	56.1%	44.1%
Benchmark: SacRT System	67.5%	55.5%

The original plan, approved on March 11, 2024, included improvements to SacRT bus routes that made the overall plan more favorable to disadvantaged populations. The only non-Folsom, non-subsidized route in the revised is Route 33. While Route 33 is actually

much higher percentage disadvantaged (70.4 percent minority and 91.7 percent low-income) because it is much fewer revenue miles than all the other SacRT routes that were in the prior plan, the overall effect is that the combined changes in the revised plan are slightly less favorable to disadvantaged populations than the originally approved package. However, the deficiencies of the revised plan, with respect to disadvantaged populations is still not statistically significant.



Evaluation of Subsidized Service

Minority and Low-Income Impacts – Proposed new subsidized service includes the UCDMC Elk Grove Express, ACE Airport Express. Ridership on proposed new subsidized service is expected to be 71.1 percent minority, slightly higher than SacRT's systemwide average of 67.5 percent, but only 24.0 percent low-income, significantly lower than SacRT's systemwide average of 55.5 percent. This is driven largely by the fact that the UCDMC Elk Grove Express and ACE Airport Express have an estimated 5.3 percent and 28.0 percent low-income riders, respectively.

Route	Percent Minority	Percent Low-Income
137 UCDMC Elk Grove Express ACE Airport Express	71.8% 71.0%	5.3% 28.0%
Total – Subsidized Service	71.1%	24.0%
Benchmark: SacRT System	67.5%	55.5%

If these changes were being considered alone, there would be a potential disproportionate burden on low-income populations, because of the underrepresentation of low-income populations in the benefits. This would require a substantial legitimate justification to be approved by the SacRT Board before they could be approved.

Justification - Staff believes a substantial legitimate justification can be approved by the SacRT Board based on the fact that SacRT would not operate this service without a funding contribution and the funding partners would not fund an alternative service that would not result in a disparate impact/disproportionate burden.

Recommendation - As discussed above, each of the proposed subsidized services would have potential disproportionate burdens on low-income populations, if considered alone and independently. On March 11, 2024, the SacRT Board adopted substantial legitimate justifications for both, on the basis that their being fully funded by outside partners assures that no disadvantaged populations would be denied benefits from SacRT implementing the changes.

Evaluation of All Proposed Changes

All proposed service changes (subsidized and non-subsidized) were analyzed in aggregate, in accordance with SacRT policy. Combined, these proposed changes would increase service levels considerably, by 314,092 vehicle revenue miles.

Minority Impacts - Minority populations would receive 59.3 percent of the benefit, which is 8.2 percent less than their 67.5 percent representation among SacRT ridership; however, the difference does not exceed SacRT's 15 percent threshold of statistical significance.

Low-Income Impacts – Low-income populations would receive 39.9 percent of the benefit, which is 15.6 percent less than their 55.5 percent representation among SacRT ridership; this exceeds SacRT's 15 percent threshold of statistical significance.

As discussed above, the proposed subsidized service, if considered alone, would have a potential disproportionate burden on low-income populations, but there is a substantial legitimate justification for it, because it is fully funded by outside partners. The non-subsidized service, if considered alone, would not be advantageous for minority or low-income populations, but the deficiency would not be statistically significant.

When the subsidized and non-subsidized service are combined and analyzed together, the overall proposed service change is less favorable for minority populations and would result in a potential disproportionate burden on low-income populations.

Conclusion – Staff believes that because the non-subsidized services alone would not result in a potential disparate impact on minority populations nor a potential disproportionate burden on low-income populations, and because there is a substantial legitimate justification to approve the subsidized changes, that there is a substantial legitimate justification to approve the combined revised plan.

Demographic Analysis
Proposed Service Changes

Route	Revenue Miles	Percent Minority	Percent Low-Income	Minority Rev Miles	Low-Income Rev Miles
Gold Line – Weekdays	218,237	56.0%	41.2%	122,213	89,914
F10 Folsom	34,414	56.0%	64.0%	19,272	22,025
F30 Folsom Prison	-7,480	56.0%	64.0%	-4,189	-4,787
33 Dos Rios	2,285	70.4%	91.7%	1,608	2,095
Subtotal - Non-Subsidized	247,455	56.1%	44.1%	138,904	109,246
137 UCDMC Elk Grove Express	11,887	71.8%	5.3%	8,535	630
ACE Airport Express	54,750	71.0%	28.0%	38,873	15,330
Subtotal - Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
Non-Subsidized	247,455	56.1%	44.1%	138,904	109,246
Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
Total	314,092	59.3%	39.9%	186,311	125,206
Benchmark: SacRT System		67.5%	55.5%		