

## Questions from August 25, 2010 Community Review

**Q:** Why proceed with the Green Line when you can't even keep the service that you have – raising fares and charging for parking?

**A:** The funding to build the Green Line will NOT be eligible for use in operating service. The reason RT cut service is the same one as why we are pursuing a ballot initiative in 2012 – we are not in control of our own financial future. The Governor and the Legislature have taken away significant amounts of our funding, leaving us insufficient funds to operate the service that we had.

RT is planning for the Green Line because we are pursuing a ballot initiative to provide more funding for transit service generally. If we do not plan in advance, we will never get it built.

RT is already planning to restore the service that was cut, but once the ballot initiative is passed, service will be increased across the region, so that we have a proper transit network in the State's capital.

**Q:** Did RT contact all the neighbors in North and South Natomas about the public meetings on the Green Line?

**A:** Yes, RT used a listing of all home addresses within 500 feet of Truxel and the projected alignment beyond Truxel to send out direct mail notices. Newspaper ads were also placed, and radio interviews arranged. The Sacramento Bee, and Fox News 40 also mentioned the most recent meetings a day or two before.

**Q:** Why did you not use TV or Radio ads?

**A:** The population of Natomas is highly diverse, so RT would have had to produce and place advertisements in multiple languages on multiple television channels. This would be appropriate for regional programs (such as a General Plan update) but not for neighborhood-based outreach. Direct mailing, posters, and e-mail contact are much more effective for reaching out to neighbors. RT also has a limited budget for planning, and television or radio ads would be prohibitively expensive.

**Q:** Why not just go up I-5? That would be faster and simpler. People could drive to park-and-ride lots to catch the light rail?

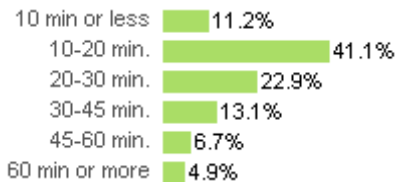
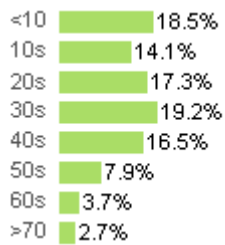
**A:** The RT Board set standards for the staff in selecting the locally preferred alternative. One was to serve the maximum number of people possible. Another was to support transit-oriented development and community development as much as possible. Yet another was to make stations as pedestrian, wheelchair, and bicycle accessible as possible. The I-5 alignment would do none of these. Most importantly, the airport connection is not the primary reason for the light rail – Natomas residents are. The airport will produce about 1,260 trips per day. That's fine, but RT has light rail stations

that produce more than 2,000 trips per day. However, the remainder of the stations on the Green Line, those serving South and North Natomas, will produce over 24,000 trips per day. That is why we're building the Green Line.

**Q:** "I just don't want strangers walking by my house on their way to the light rail station!"

**A:** Actually, those "strangers" are going to be your close neighbors. Yes, they may be strangers because there has been significant turnover in households in Natomas. We estimate that over 60 percent of current residents in South and North Natomas were not here in 2003. However, the make-up of the population has not changed significantly. South Natomas, for example, remains an excellent representation of the diversity of Sacramento as a whole.

**Age Distribution**



**Commute Time**

**South Natomas People Data**

	South Natomas	Sacramento	National
Median Household Income:	\$44,141	\$37,049	\$44,512
Single Males:	18.9%	17.7%	14.6%
Single Females	18.5%	15.7%	12.5%