



STAFF REPORT

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

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

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

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

FISCAL IMPACT

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

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

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

DISCUSSION

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

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

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

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

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

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

Subsidized Service

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

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

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

Public Review

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

Next Steps

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

**September 2022 Service Changes
Fiscal Impact**

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

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

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

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

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

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

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

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

September 2022 Service Changes
Public Engagement

Promotional Web Banner
Published March 30, 2022

September 2022

Proposed Service Changes

Comments accepted
through May 1, 2022

sacrt.com/SeptemberService



Sacramento  Regional Transit

September 2022 Service Changes
Public Engagement

A-Frames



**SEPTEMBER
2022 SERVICE
CHANGES**



**SacRT Service Adjustments
Proposed for September 2022**

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

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

**September 2022 Service Changes
Public Engagement**

Brochure Cover

Sacramento  Regional Transit

**SEPTEMBER
2022 SERVICE
CHANGES**

Public Comment and Review

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

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

SHARE YOUR COMMENTS

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

Ways to Share Your Questions and Comments

Email:
customeradvocacy@sacrt.com
Attn: James Drake

Call:
SacRT Customer Advocacy Department
916-557-4545

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

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

September 2022 Service Changes Public Engagement

Brochure Contents (English)

Summary of Proposed Service Changes



Effective August 28, 2022

*Unless Otherwise Noted

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

September 2022 Service Changes Public Engagement

Brochure Contents (SP, RU, CH, HM)

SPANISH

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

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

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

COMPARTA SUS COMENTARIOS

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

Formas de compartir sus preguntas y comentarios -

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

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

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

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

CHINESE

2022年9月服務變更

公眾意見和審查

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

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

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

分享您的意見

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

分享您的問題和意見的方法 -

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

電話：
SacRT 客戶服務部
916-557-4545

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

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

RUSSIAN

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

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

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

ПОДЕЛИТЕСЬ СВОИМИ МЫСЛЯМИ

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

Способы поделиться вопросами и комментариями:

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

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

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

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

HMONG

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

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

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

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

SIB QHIA KOJ QHOV LUS XAM POM

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

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

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

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

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

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

**September 2022 Service Changes
Public Engagement**

Public Engagement Events

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

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

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

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

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

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

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

**September 2022 Service Changes
Public Engagement**

Public Comments

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

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

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

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

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

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

3.
Virtual Presentation
April 5, 2022

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

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

**September 2022 Service Changes
Public Engagement**

Public Comments

4.
Virtual Presentation
April 5, 2022

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

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

5.
Virtual Presentation
April 6, 2022

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

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

6.
Virtual Presentation
April 6, 2022

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

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

7.
Virtual Presentation
April 6, 2022

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

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

**September 2022 Service Changes
Public Engagement**

Public Comments

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

8.
SacRT Mobility Advisory Council
April 7, 2022

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

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

9.
Sacramento Transit Riders Union Presentation
April 9, 2022

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

Reply: Staff will look into this.

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

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

Greetings James:

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

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

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

#19 Rio Linda

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

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

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

#23 El Camino

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

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

#26 Fulton

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

#30 J Street/L Street

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

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#33 Dos Rios

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

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

#38 Tahoe Park

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

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

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

#51 Stockton/Broadway

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

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

#81 Florin

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

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

#82 Northrop/Morse

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

#86 Grand

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

#93 Hillsdale

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

#107 Land Park Express

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

#134 McKinley Commuter

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

#138 Causeway Connection

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

#142 Airport

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

#177 Rancho CordoVan Villages

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

#193 Auburn Boulevard Commuter

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

#E37 UC Davis Health Elk Grove Express

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

#E110 Elk Grove Promenade (Sky River Casino)

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

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

#11 Land Park - Truxel

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

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

#13 Northgate - #29 Arden

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

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

#62 Freeport

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

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

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

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

Sincerely,

Michael Andrew Barnbaum, Transit Ambassador
Sacramento Regional Transit District

SacRT Response:
4/29/22

Hi Mike,

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

#1 Greenback

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

#19 Rio Linda

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

#23 El Camino

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

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#26 Fulton

You supported the recommendation in the plan.

#30 J/L Streets

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

#33 Dos Rios

You supported the recommendation in the plan.

#38 Tahoe Park

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

#51 Stockton/Broadway

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

#81 Florin

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

#82 Northrop/Morse

You supported the recommendation in the plan.

#86 Grand

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

#93 – 138, 177, 193, E110, E37

Supported plan recommendations.

#142 Airport.

See comments on Routes 30 and 38.

#11 Truxel

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

#13 Northgate/#29 Arden

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

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#62 Freeport

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

Thank you again for your thoughtful comments.

James Drake
Principal Planner

11.

Email: 4/17/22
From: Mike Barnbaum

Greetings James Drake:

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

Light Rail Blue and Gold Lines Weekend and Holiday Schedule Changes

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

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

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

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

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

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

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SacRT Response
April 18, 2022

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

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12.

Email 4/19/22
From: Ian Treat

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

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

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

Thank you for your consideration,
Ian

###

SacRT Response:

Hi Ian,

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

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

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

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

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

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

James Drake
Principal Planner
Sacramento Regional Transit District

13
Email 4/27/22
From: Jacob Solorio

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

#1 Greenback

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

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

#23 El Camino

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

#30 J Street

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

#38 Tahoe Park

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

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

#81 Florin

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

#138 Causeway Connection

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

SacRT Response
4/28/22

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

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

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

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

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

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

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

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

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

Bus #61 (Pocket - Fruitridge Road):

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

SacRT bus passenger for more than 30 years,

Lance Morris
Greenhaven/Pocket Resident
CA State Employee

SacRT Response
4/28/22

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

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

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

SacRT Response
4/28/22

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

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

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

SacRT Response
4/28/22

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

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

Hi James,

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

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

Please confirm you have received this email.

Thank you,
Allison Kustic

SacRT Response
4/28/22

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

**September 2022 Service Changes
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Email: 4/12/22

From: Aaron Marcus

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

SacRT Response

4/28/22

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

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

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Email: 4/6/22

From: Steve Miller

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

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

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

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

**September 2022 Service Changes
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SacRT Response
4/29/22

Hi Steve,

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

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

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

Regards,

James Drake
Principal Planner

20
Email 4/29/22
From: Kelly Farrens

Good Morning!

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

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

Thank you for your time and attention.

**September 2022 Service Changes
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SacRT Response:
4/29/22

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

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

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

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

SacRT Response:
4/29/22

Hi Dan,

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

Regards,
James

**September 2022 Service Changes
Public Engagement**

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Email: 4/29/22

From: Maureen Pascoe

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

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

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

Thank you for your consideration.

Maureen Daly Pascoe

SacRT Response:

4/29/22

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

23

Email 4/29/22

From: Ian Reid

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

SacRT Response

4/29/22

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

**September 2022 Service Changes
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Email: 4/29/22

From: Barbara Stanton

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

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

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

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

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

Thank you

Barbara Stanton
For the RiderShip for the Masses Group
rftm@rftm.info

SacRT Response
4/29/22

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

**September 2022 Service Changes
Public Engagement**

Public Comments

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Email: 5/2/22

From: April Andrews

Hello James,

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

Sincerely,

April Andrews

SacRT Response

5/2/22

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

**September 2022 Service Changes
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Email: 5/1/22

From: Beatriz Omas

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

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

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

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

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

Thanks,

Beatriz OMAS

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

SacRT Response

5/2/22

Hi Beatriz,

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

More info:

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

Thank you,

James Drake
Principal Planner

**September 2022 Service Changes
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Email: 4/30/22

From: Susan Aring

Hello,

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

~Susan Aring

SacRT Response

5/2/22

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

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

**September 2022 Service Changes
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Email: 4/29/22

From: Nick Meyer

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

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

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

Thank You

Nicholas Meyer

SacRT Response

5/2/22

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

RESOLUTION NO. 2022-05-045

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

May 9, 2022

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

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

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

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

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board of Directors has reviewed and approved the Title VI service equity analysis set forth in Exhibit A and has reviewed and taken into consideration all public comments related to the proposed changes and the Title VI service equity analysis; and,

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

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

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

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

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

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

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary