



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 For Route 81, three proposed new trips have been rescinded, as described on Page 23 of the Final Plan (Exhibit A).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	<u>(\$245,477)</u>	<u>0</u>	<u>\$0.00</u>
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 UCDCM Elk Grove Commuter *	<u>\$131,654</u>	<u>8,996</u>	<u>\$14.63</u>
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	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
Subtotal	(\$180,939)	0	0
Total (Gross)	\$3,208,653	256,131	\$12.53
Fare Revenue	<u>(\$284,306)</u>	<u>n/a</u>	<u>n/a</u>
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