Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	04/13/09	Open	Action	03/17/09

Subject: Set Public Hearing for the Adoption of a Short-Range Transit Plan Amendment

ISSUE

Whether or not to set the Board Public Hearing Date for the Short Range Transit Plan Amendment.

RECOMMENDED ACTION

Adopt Resolution No. 09-04-___, Setting a Public Hearing for May 11, 2009 to Consider an Amendment to the Short Range Transit Plan (SRTP)

FISCAL IMPACT

Holding a Public Hearing will not have a fiscal impact.

DISCUSSION

The Short Range Transit Plan (SRTP) update for Fiscal Years 2009 – 2010 is being prepared to ensure the District's compliance with Regional Transit's (RT's) Memorandum of Understanding (MOU) between RT and the Sacramento Area Council of Governments (SACOG) regarding the coordination of on-going transit planning for programming of federal funds that support the future deployment of transit services affecting the Sacramento urbanized area. One of the key points of the MOU is the preparation of a SRTP that sets out transit planning and programming by the parties in response to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) planning regulations and guidance.

A Short Range Transit Plan was adopted in 2008 as an amendment to the 2000 – 2008 Plan. The adopted Plan covered a three (3) year period from 2008 to 2010. The plan amendment now being considered is a further amendment to the 2008 Plan, to incorporate new funding provided by the American Recovery and Reinvestment Act of 2009. The only changes to the Plan are to update the funding years for one project – the UTDC Rail Car retrofit project, and to bring financial forecasts up to date. This amendment is therefore consistent with the findings of the Long- Range Plan and the SACOG Metropolitan Transportation Plan.

Before the SRTP amendment can be adopted, the RT Board must hold a Public Hearing. The recommendation is to set the Public Hearing for the May 11, 2009 RT Board of Director's meeting.

RT staff recommends approval of the attached Board Resolution setting the Public Hearing.

Approved:
Michael R. Wiley
General Manager/CEO

Presented:
Paul Marx
Director of Planning

J:\IP-MGMTS\PLANNING\2009\04 April\Issue Paper to set Public Hearing for the Short Range Transit Plan.doc

Exhibit A

SACRAMENTO REGIONAL TRANSIT DISTRICT
SHORT RANGE TRANSIT PLAN

AS AMENDED TO COVER THE PERIOD FROM

FY 2000 - FY 2010

APRIL 2009

As a transit operator within the Sacramento urbanized area, the Sacramento Regional Transit District (RT) prepares the Short Range Transit Plan (SRTP) for a five year period, as required by the Sacramento Area Council of Governments (SACOG) and the Federal Transit Administration (FTA). The RT Board approved the last SRTP amendment on March 20, 2008.

The SRTP is used as documentation to support RT's projects that are included in the Metropolitan Transportation Plan (MTP) prepared by SACOG. Traditionally, the SRTP supports the District's activities and priorities throughout the timeframe of the plan. This current document is an amendment to the existing SRTP (2000-2010). The purpose is to review the Financial Plan Section of the SRTP. A more comprehensive plan which will update the document to FY 2013 will be prepared as part of the Transit Master Plan update which was initiated in July 2007. A comprehensive SRTP is one of the tasks of the Transit Master Plan scope.

SACOG will utilize this SRTP Amendment to develop regional transportation programming documents that are the basis for State and Federal funding programs. Both the FTA and SACOG use the SRTP as the detailed planning and programming justification required for awarding federal operating and capital grants to RT, as represented in the Metropolitan Transportation Improvement Program (MTIP).

To comply with SACOG and FTA requirements, the financial plan in this SRTP presents RT's known financial condition. It reflects current RT Board of Directors policy and budgetary decisions, as set forth in the 5-year Capital Improvement Plan (Appendix E) and other policy documents. The SRTP is financially constrained and includes funding sources and revenues that can realistically be anticipated such as current federal and state transit grant programs, local sales tax dedicated to RT, and fares.

Organization of the Short Range Transit Plan Amendment

The SRTP Amendment is organized into seven chapters and twelve appendices. The first two chapters provide an overview of the District, the transit system, fare structure, projected Long Range service levels, accomplishments and goals guiding service implementation and short- and long-range planning. Chapters 3 and 4 present the service design and operations program with detailed information on current and projected ridership, service performance, vehicle maintenance and employee development. Chapters 5 and 6 include information on marketing programs of the agency and key elements of the capital improvement plan. Chapter 7 relays information on the financial plan, current revenue sources and expenses, financial forecast summary projections.

The Appendices include the Strategic Plan, RT 20-Year Vision, 2008 Title VI Assessment Report, Service Performance, 5-Year Capital Improvement Plan, Route Productivity, FY08-09 Budget, Customer Survey, Capital Plan Forecast, 2008- 2017 Fleet Management Plan, Unmet Transit Needs and Transit Operator Memorandum Of Understanding (MOU). These are documents that have been presented to the RT Board and have been approved (where approval is needed).

Financial Outlook
The FY2009-2013 SRTP Amendment presents an estimate of RT's performance and budget condition. It also contains information on recent trends in service delivery and financial stability.

The SRTP Amendment details the best understanding of RT's plans and programs as of the document's release date. As a result, two elements of the SRTP Amendment, the 5-Year Capital Improvement Program and the Operating Budget, are developed with information about expected funding and revenue estimates received and estimated by RT.

Operating Budget
The FY2008/09 budget has been included as an appendix to the SRTP. Transit ridership is at an all time high, and at the same time, the region is experiencing growth in both population and employment that emphasizes the need for greater investment in public transportation. Currently, the FY 2009 budget forecast total revenues and expenditures of $149 million, reflecting a decrease of over 2.4% from the FY 08 actual operating results. The FY09 budget supports several major projects: new bus procurement to provide for replacement of the District's first generation compressed natural gas (CNG) fleet; and fueling capability at a much needed second bus maintenance facility at the former McClellan Airforce base. At the same time, other major projects such as the South Sacramento Corridor Light Rail Project (Phase 2), limited stop services on two other light rail corridors; rehabilitation of the UTDC light rail vehicles and a rail extension to the Sacramento International Airport, are progressing.

Capital Improvement Program
The Capital Improvement Program (CIP) included in this SRTP Amendment is a five year capital plan that assumes federal, state and local regional funding of projects that maintain and enhance RT service. Revenues for the CIP also come from RT's local sales tax to match funding received from the other sources. The 5-Year Capital Plan represents RT's efforts to plan and prioritize capital activities from FY2008 to FY2012. It also provides information on proposed projects beyond the five-year window.

The 5-Year Capital Plan includes a major light rail extension, routine ADA paratransit and bus replacement needs, essential facility rehabilitation, bus facilities, technology upgrades, and rehabilitation needs of the existing light rail system. Projects in the CIP were prioritized into three tiers based on need and projected funding availability. Tier I includes projects that RT plans to fund during the CIP period of five years. They are the highest priority projects and RT has a high level of confidence that revenue will be available to fund them at the levels identified. Tier II includes projects RT would like to fund but they are contingent upon available revenues. Funding sources for these projects are less certain. Tier III are projects identified as Opportunity-Based and are unfunded in the 5-Year CIP based on current revenue projections.

The CIP will be updated on an annual basis to reflect changes in the scope, schedule and cost of the projects.

Fleet Management Plan
The 2008-2017 Fleet Management Plan (FMP) included with this SRTP Amendment provides a ten-year projection. It provides detailed information on the fleet size, vehicle life expectancy, planned and intended vehicle purchases, vehicle spare ratios, ridership trends, regional population and employment change. The document, already approved by the RT Board, is a guiding document for the preparation of budgets, financial forecasts and other critical plans for the District. It was prepared in accordance with the FTA's Circular 9030.1C and serves as an appendix to the SRTP (Appendix J).

District's Priorities
Over the remaining period of this SRTP Amendment, RT's priorities include maintaining the system in a state of good repair, replacing equipment, rehabing facilities, expanding the use of the second bus maintenance facility, and focusing the District's efforts on service evaluation, enhancement and adjustments that are based on productivity improvements. Between FY2008 and 2011, RT will implement the Northeast Corridor and the Gold Line limited stop services. The South Sacramento Phase 2 LRT extension is expected to begin revenue service in late 2012. Planning and environmental analysis will continue on the Downtown Natomas Airport rail extension project. The SRTP is being amended to reflect that additional funding has been received for the UTDC Rail Car retrofit project, and that the first segment of the DNA (MOS-1a) is now anticipated to open for revenue service in 2010, which is now within the plan period of the SRTP.

During the same period, transit service productivity will be evaluated with a focus on modifying low performing services and re-allocating them to areas of greatest need. In addition to the new services previously noted, areas of primary focus for service enhancement include the three geographic areas of Natomas, Rancho Cordova/East County and the Arden Arcade community. Beginning in FY08, RT implemented a public education program to address nuisance behavior issues on its system as well as continue its safety, security and passenger information enhancement efforts. RT initiated a comprehensive update of its Transit Master Plan in July 2007 and will complete it in FY 2009. This effort is the major planning effort the District has established as a priority over the next 18 months. An element of this work will include updates to the District's ADA/Paratransit Plan and Short Range Transit Plan.

The District continues to work with the cities of Sacramento and West Sacramento as well as Yolo County Transportation District (YCTD) on the Sacramento Riverfront Streetcar project that is intended to connect the two cities.

Tables 1 (page 7-8) and 2 (page 9) are a summary of the District's projects over the next three years of this SRTP and a summary of the District's operating and capital revenues and expenses. Table 1 identifies projects that are scheduled to be completed within the amended timeframe of this plan (2009-2013). The list also identifies projects that are due for completion beyond the timeframe of the plan (2011-2035) but which will

be receiving funding during this planning period. This list is consistent with the District's recently adopted 5-Year Capital Improvement Plan (Tier I and II) as well as projects submitted for the MTIP amendment 05-09 which was adopted by the SACOG Board in March 2009, as well as the MTIP amendment 06-09, which will be adopted by the SACOG Board in May 2009.

Conclusion

In conclusion, this SRTP Amendment is intended to provide the documentation needed to support RT's projects that are included in the Metropolitan Transportation Plan (MTP) prepared by SACOG. The document is in compliance with SACOG and FTA requirements and serves as the basis for State and Federal funding programs as provided in RT's Memorandum of Understanding with SACOG. The SRTP identifies projects that are listed in the District's Capital Improvement Plan and in its submittal to SACOG for the Metropolitan Transportation Improvements Program (MTIP). A more comprehensive SRTP will be completed in 2009 as part of RT's Transit Master Plan update and will be adopted by the RT Board of Directors.

Table 1: Summary of RT's Projects Receiving Funding in FY2008-2010

SACTRAK ID#	Project ID Number	Project Name	Estimate	Completion Year	Prior to FY08 Funding	FY08 to Program	FY09 to Program	FY10 to Program	Post FY10 to Program
REG15880	651	Siemens Light Rail Vehicle Mid-Life Overhaul	9,847	2009	9,072	775	-	-	-
REG17946	4027	Retrofit 21 UTDC Light Rail Vehicles	8,240	2011			8,240		
	R065	Sunrise Siding (Side Track Switch)	350	2008	-	350	-	-	-
	R070	Wayside Equipment Storage	20	2008	-	20	-	-	-
	R090	Wheel Truing Machine Controls	170	2008	-	170	-	-	-
	G190	Fleet & Facilities Plan Update	200	2009	-	-	200	-	-
	R265	Folsom Corridor Soundwall Landscaping	536	2009	-	268	267	-	1
	R020	General Order 95 System Upgrade	250	2009	-	125	125	-	-
	G030	I.T. Training Center	75	2009	-	-	75	-	-
REG17831	R280/ (HO10)	In-Service LR Vehicle Data Retrieval (Security/Maintenance)	800	2009	-	-	800	-	-
	G060	Network Operations Center Environmental Control	60	2009	-	30	30	-	-
	G065	Power Systems for Network Operations Center	94	2009	-	47	47	-	-
	B050	Radio and Data System Replacement Study	150	2009	-	75	75	-	-
	G110	Radio System Central Electronics Bank/CBS Dispatch Consoles	225	2009	-	-	225	-	-
	0557	Repave Bus Berth at the Power Inn LR Station	175	2009	-	-	175	-	-
	G180	Right of Way Mapping (Phase 2)	250	2009	-	125	125	-	-
	G080	SAP Web Portal & NetWeaver Platform	120	2009	-	-	120	-	-
	G140	Server Clustering	30	2009	-	15	15	-	-
	G195	Smart Card Transaction Study	50	2009	-	-	50	-	-
	B010	Systemwide Maintenance Management Software	2,060	2009	-	-	2,060	-	-
	0533	TOD Joint Development Projects	500	2009	-	250	200	-	50

	0581	Community Bus Service Study	400	2010	-	-	-	400	-
	G090	Enhance Public Web Based Services (Phase II)	150	2010	-	-	-	150	-
	G040	Implement Document Archival System	224	2010	-	-	-	224	-
REG16470	230	Northeast Corridor Enhancements (Phase 1)	34,500	2010	26,728	5,000	2,772	-	-
REG15053	310	South Sacramento Light Rail Project – Phase 2	231,729	2010	66,511	16,816	31,830	8,030	108,542
	0525	Upgrading Rail Interlockings (Remote Indication)	200	2010	-	-	200	-	-
REG17300	715	Bus Maintenance Facility #2 (Phase 1)	24,838	2012	16,818	3,000	2,000	2,000	1,020
REG17817	605	Fare Vending Machines	8,226	2011	-	50	1,150	-	7,026
	R010	Light Rail Crossing Enhancements	500	2011	-	100	200	200	-
	R305	Light Rail Station Pedestrian Improvements	9,000	2011	-	-	-	6,000	3,000
	G045	LR Station Video Surveillance & Recording System	900	2011	-	450	450	-	-
	G100	Network Backup and Data Archive Upgrade	68	2011	-	20	-	20	28
	R250	Noise Attenuation Soundwalls	1,717	2011	-	103	806	807	1
	0578	Traction Power Upgrades	1,754	2011	-	-	863	-	891
	TE08	Transit Enhancements	150	2009	-	150	-	-	-
	R050	UTDC Automatic Train Announcement & CCTV Retrofit	1,125	2011	-	-	1,125	-	-
	R095	UTDC Fleet Mid-Life Refurbishment	6,300	2011	-	-	1,000	3,000	2,300
	G210	Wayfinding Signage	100	2011	-	25	25	25	25
	R005	Wayside Signal Reconfiguration Phase 2	500	2011	-	100	400	-	-
	G050	Wi-Fi Light Rail System	1,375	2011	-	-	-	1,375	-
	G125	Data Warehouse Upgrade	175	2012	-	-	100	25	50
	R255	Richards Blvd/12th & 16th Ave. Grade Crossing	2,455	2012	-	252	252	252	1,699
	G135	Server Replacement	80	2012	-	-	30	-	50
	R075	Signal Improvements	200	2012	-	-	50	50	100
REG17320	402	Downtown-Natomas-Airport Light Rail Extension MOS1 and Advanced Corridor Planning Refinement	45,300	2014	10,320	-	-	-	34,980

	4022	Incremental Lighting of Fiber	8,000	2014	-	-	1,000	-	7,000
	G120	Network Switch Semi-Decade Replacement	190	2014	-	-	25	50	115
	G075	SAP Upgrade from 4.6c to ERP 2005	1,250	2014	-	250	500	-	500
	G230	Certificates of Participation Payments	23,000	2015	7,000	2,081	2,079	2,077	9,763
	4007	ADA Transition Plan Improvements	5,788	2035	-	200	200	-	5,388
	G095	Annual Hardware Replacement/Upgrade Program	1,960	2035	-	70	70	70	1,750
REG17807/ 17927		Bus Stop Improvement Program	3,373	2035	-	115	130	143	2,985
		Capital Contingency	8,000	2035	-	250	250	250	7,250
	B015	Communication Equipment Replacement	1,798	2035	-	60	60	60	1,618
	G005	Environmental Support Services	2,800	2035	-	100	100	100	2,500
	4011	Facilities Maintenance & Improvements	13,080	2035	-	300	425	425	11,930
	4024	General Construction Management Support Services	3,185	2035	-	100	100	100	2,885
	4025	General Engineering Support Services	3,145	2035	-	100	100	100	2,845
	G205	General Planning Support Services	7,000	2035	-	175	250	250	6,325
	G165	Intelligent Transportation Systems	12,600	2035	-	-	1,500	-	11,100
	645	Major LRT Station Enhancements	33,423	2035	-	150	400	500	32,373
REG17924/ REG17925		Neighborhood Ride Vehicle Replacement	10,890	2035	-	1,540	-	-	9,350
	B035	Non-Revenue Vehicle Expansion	9,939	2035	-	-	-	305	9,634
	G225	Non-Revenue Vehicle Replacement	21,105	2035	-	1,637	752	716	18,000
REG17860	P005/P015	Paratransit Vehicle Replacement	297,300	2035	3,750	4,335	-	-	289,215
	B020	Shop Equipment - Bus	3,500	2035	-	125	125	125	3,125
GRAND TOTAL : FY 08-10 CAPITAL IMPROVEMENT PLAN					**171,840**	**42,390**	**55,908**	**27,829**	**686,464**

*Please note that figures are estimates in thousands. RT intends to continue seeking New Starts funding for the South Sacramento Phase 2 Light Rail Extension project.

Table 2: Summary of RT's Operating and Capital Revenues & Expenses

(FY2000 - FY2010)

SUMMARY STATISTICS	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10
Total Revenues Available for Operations ($000's)									
Fares	$ 21,846.0	$ 20,742.0	$ 22,003.5	$ 21,113.1	$ 25,071.8	$ 27,101.3	$ 29,865.8	$ 36,807.7	$ 42,161.7
TDA	$ 33,571.0	$ 31,235.0	$ 33,444.0	$ 35,289.9	$ 37,861.1	$ 39,150.1	$ 32,568.3	$ 33,056.8	$ 27,656.1
Measure A	$ 14,111.4	$ 19,464.1	$ 25,815.6	$ 29,605.3	$ 25,251.4	$ 36,339.3	$ 37,245.7	$ 30,420.8	$ 31,065.0
Folsom Suppl. Meas. A	$ -	$ -	$ 7,700.0	$ 7,700.0	$ 7,700.0	$ 7,700.0	$ 7,700.0	$ 7,019.6	$ -
New Cities&Spec. Serv.	$ 6,779.0	$ 6,564.6	$ 5,697.3	$ 4,969.8	$ 4,587.1	$ 5,295.2	$ 4,732.1	$ 4,743.9	$ 4,129.6
Federal	$ 6,584.7	$ 13,372.5	$ 12,471.8	$ 27,312.8	$ 22,453.0	$ 18,273.0	$ 21,426.2	$ 29,819.5	$ 31,032.0
Other	$ 5,648.2	$ 3,849.6	$ 2,902.6	$ 2,296.5	$ 2,799.7	$ 2,803.4	$ 4,923.2	$ 3,859.3	$ 4,509.3
Subtotal	$ 91,341.3	$ 99,571.9	$ 113,478.0	$ 129,373.9	$ 130,751.0	$ 146,111.9	$ 146,505.1	$ 147,609.5	$ 140,553.7
Operating Costs ($000's)									
Bus	$ 66,327.7	$ 65,663.1	$ 75,177.5	$ 79,086.0	$ 81,190.2	$ 80,733.2	$ 87,772.0	$ 83,947.2	$ 84,157.6
Rail	$ 27,175.0	$ 33,552.0	$ 35,525.2	$ 41,245.2	$ 43,803.6	$ 43,935.3	$ 50,175.4	$ 49,594.4	$ 49,772.8
ADA	$ 6,449.5	$ 6,413.2	$ 8,417.2	$ 9,016.0	$ 10,053.3	$ 10,773.7	$ 11,061.5	$ 11,958.5	$ 11,958.5
Other Costs	$ -	$ -	$ -	$ -	$ 2,082.3	$ 2,079.3	$ 2,061.5	$ 2,079.0	$ 2,077.5
Subtotal	$ 99,952.2	$ 105,628.3	$ 119,119.9	$ 129,347.2	$ 137,129.3	$ 137,521.5	$ 151,110.4	$ 147,579.1	$ 147,966.6
Total Op Revs	$ 91,341.3	$ 99,571.9	$ 113,478.0	$ 129,373.9	$ 130,751.0	$ 146,111.9	$ 145,505.1	$ 147,609.5	$ 140,553.7
Total Op Costs	$ 99,952.2	$ 105,628.3	$ 119,119.9	$ 129,347.2	$ 137,129.3	$ 137,521.5	$ 151,110.4	$ 147,579.1	$ 147,966.6
Transfers to Captial	$ 1,389.1	$ (6,056.4)	$ (5,641.9)	$ 26.7	$ (6,378.3)	$ 8,590.4	$ (5,605.3)	$ 30.4	$ (7,412.9)
Service Levels - Revenue Vehicle Miles (millions)									
Bus	7.745	7.921	8.566	8.239	7.688	7.638	7.440	7.232	7.232
Rail	2.101	2.101	2.879	3.429	3.868	4.128	4.190	4.190	4.190
Total Equiv	11.948	12.123	14.324	15.098	15.464	15.893	15.821	15.613	15.613
Service Levels - Revenue Vehicle Hours (000's)									
Bus	600.860	614.613	696.713	749.976	710.921	702.795	678.496	652.288	652.288
Rail	102.704	102.704	149.763	197.253	208.854	209.725	216.705	216.705	216.705
Total Equiv	806.268	820.021	996.238	1,144.482	1,128.629	1,122.245	1,111.905	1,085.697	1,085.697
Ridership (millions)									
Bus	18.236	19.756	19.447	18.940	16.778	17.461	16.608	16.260	16.861
Rail	8.541	8.828	11.022	12.015	14.452	14.490	15.952	17.144	17.778
Total	26.777	28.584	30.469	30.956	31.230	31.951	32.559	33.404	34.639
Fare Recovery Ratio (fixed route)	26.2%	20.9%	19.9%	17.5%	20.1%	21.7%	21.7%	27.6%	31.5%
Cost per Passenger									
Bus	$ 3.09	$ 3.32	$ 3.87	$ 4.18	$ 4.84	$ 4.62	$ 5.28	$ 5.16	$ 4.99
Rail	$ 3.18	$ 3.80	$ 3.22	$ 3.43	$ 3.03	$ 3.03	$ 3.15	$ 2.89	$ 2.80
Total	$ 3.12	$ 3.47	$ 3.63	$ 3.89	$ 4.00	$ 3.90	$ 4.24	$ 4.00	$ 3.87
Cost per Revenue Vehicle Hour									
Bus	$ 93.75	$ 106.84	$ 107.90	$ 105.45	$ 114.20	$ 114.87	$ 129.36	$ 128.70	$ 129.02
Rail	$ 264.60	$ 326.89	$ 237.21	$ 209.10	$ 209.73	$ 209.49	$ 231.54	$ 228.86	$ 229.68
Total Equiv	$ 103.57	$ 120.99	$ 111.12	$ 105.14	$ 110.75	$ 111.09	$ 124.06	$ 123.00	$ 123.36
Capital Revenue ($millions)									
Local	$ 29.5	$ 19.5	$ 28.6	$ 7.1	$ 20.2	$ 15.1	$ 15.5	$ 39.7	$ 52.3
State	$ 5.1	$ -	$ -	$ -	$ 24.1	$ 7.3	$ 27.4	$ 13.9	$ 34.1
Federal	$ 4.6	$ 13.7	$ 23.7	$ 9.3	$ 1.3	$ 8.3	$ 12.5	$ 11.2	$ 46.9
Total	$ 39.2	$ 33.2	$ 52.3	$ 16.3	$ 45.6	$ 30.8	$ 55.3	$ 64.8	$ 133.4
Cumulative ($M)	$ 593.6	$ 626.9	$ 679.1	$ 695.4	$ 741.0	$ 771.8	$ 827.1	$ 891.9	$ 1,025.3
Capital Costs ($millions)									
General & ADA	$ 11.9	$ 9.6	$ 3.3	$ 7.2	$ 5.2	$ 9.0	$ 7.5	$ 6.6	$ 6.9
Bus	$ 14.2	$ 18.6	$ 29.3	$ 2.0	$ 1.2	$ 14.2	$ 24.8	$ 29.6	$ 1.3
Rail	$ 76.2	$ 93.3	$ 136.7	$ 59.1	$ 39.3	$ 35.8	$ 19.2	$ 67.9	$ 123.2
Total	$ 102.2	$ 121.5	$ 169.3	$ 68.4	$ 44.7	$ 59.0	$ 51.6	$ 104.1	$ 131.4
Cumulative ($M)	$ 620.5	$ 741.9	$ 905.2	$ 973.6	$ 1,018.3	$ 1,077.3	$ 1,128.8	$ 1,232.9	$ 1,364.4

RT will amend the SRTP as part of the Transit Master Plan update to reflect anticipated future Congressional approval of a Full Funding Grant Agreement (FFGA) for the South Sacramento Corridor Light Rail Phase 2 Project.

INTRODUCTION

Purpose of SRTP Amendment

The purpose of this amendment to the Short-Range Transit Plan (SRTP) is to provide an update of RT's service and operating characteristics, comply with state and federal requirements, and provide capital and operating budget forecasts through fiscal year 2010. This amendment outlines anticipated changes in transit service levels through FY 2010 but is not a comprehensive update to RT's service planning policies. RT's planned update to the long-range Transit Master Plan includes a more comprehensive update to the SRTP that will undertake a further review and evaluation of potential new transit service demand and service opportunities. The more comprehensive SRTP will also extend the SRTP coverage period to 2012. The Transit Master Plan is expected to be substantially completed in Fiscal Year 2009.

District Profile

Population

Increases in the population of Sacramento County (26.7%) and the six-county region (33.1%) are predicted through 2025. Net migration into the area will account for almost 55% of the increase; natural increase will make up the remaining 45%.

	2005	2010	2015	2020	2025
Sacramento County	1,361,637	1,454,596	1,539,049	1,633,676	1,725,710
Six-County Region*	2,151,479	2,326,308	2,491,671	2,677,831	2,864,387

*Sacramento, El Dorado, Placer, Sutter, Yolo, and Yuba Counties
Source: Sacramento Area Council of Governments, Data for Regional Analysis

Senior Population (65+)

Increases in the senior population 65+ years old of Sacramento County (87.4%) and the six-county region (98.6%) are predicted through 2025.

	2005	2010	2015	2020	2025
Sacramento County	150,277	164,587	198,094	238,232	281,679
Six-County Region*	260,160	293,373	358,092	435,066	516,778

*Sacramento, El Dorado, Placer, Sutter, Yolo, and Yuba Counties
Source: Sacramento Area Council of Governments, Data for Regional Analysis

Employment

Job growth will continue to increase through 2025 for both Sacramento County (30.1%) and the six-county region (35.7%). Because Sacramento is the state capital and also the county seat, government jobs make up the largest sector of the job base, followed by professional and business services, retail services, and educational and health services.

	2005	2010	2015	2020	2025
Sacramento County	657,100	734,253	775,273	816,876	854,804
Six-County Region*	1,057,823	1,195,059	1,275,187	1,358,037	1,435,875

*Sacramento, El Dorado, Placer, Sutter, Yolo, and Yuba Counties
Source: Sacramento Area Council of Governments, Data for Regional Analysis

Climate

Sacramento enjoys a mild Mediterranean climate with an abundance of sunshine year-round. Prevailing winds are southerly all year. Over half of total rainfall occurs from November through February. Fog, sometimes dense, may occur during the wet, cold season. [3]

	January	July	Average Annual
Average High	55	94	74
Average Low	41	61	49
Average Precipitation	4.2"	0.1"	18.0"
Prevailing Winds/Speed	SE @ 7.2 mph	SEW @ 8.9 mph	SW @ 7.8 mph
% Possibility of Sunshine	48%	97%	78%

[3] Source: NOAA Technical Memorandum NWS WR-272, "Climate of Sacramento, California"

Customers

A survey sample of 2,300 bus and rail passengers, conducted in February-March 2006, provided the following information:

➡ 72% of RT riders rated the system positively ("5" or higher on a "7" point scale).

➡ 56% of RT riders use a mix of light rail and bus service
25% of RT riders use only buses
19% of RT riders use only light rail

➡ 43% of RT riders use transit service six or seven days a week
38% of RT riders use transit service four or five days a week
19% of RT riders use transit service one to three days a week

- 51% of trips were for work
  11% of trips were for K – 12 schools
  9% of trips were for college or vocational school

- 54% Women
  46% Men

- 56% of RT riders live within the city of Sacramento
  44% of RT riders live outside the city of Sacramento

- Top 5 customer satisfaction ratings were reported for:
  - Availability of schedule information
  - Safe and competent operators
  - Friendly and courteous drivers
  - Safety from crime on transit vehicles
  - Frequency of service on the weekdays

- Bottom 5 customer satisfaction ratings were reported for:
  - Shelters and benches at bus stops and rail stations
  - Freedom from nuisance behavior of others
  - Cleanliness of transit vehicles
  - Frequency of service on the weekend
  - Time service stops running in the evenings

Figure 1 details various facts and operating characteristics of RT.

Figure 2 shows RT's current organizational structure.

Figure 1 – District Facts and Operating Characteristics

Sacramento Regional Transit

Constructs, operates, and maintains a comprehensive mass transportation system that serves 418 square miles in Sacramento County

Bus Service

Power	Compressed Natural Gas, Diesel, Gasoline
Routes	98
Schedule	5:00 am to 11:30 pm daily
Stops	3,600
Vehicles	258 CNG Buses: 19 Shuttle Vans (12 Diesel, 7 Gasoline)

1. Except Folsom, which ends service at 7:00 pm.

Light Rail Service

Power	Traction
Miles	36.87
Schedule	4:30 am to 1:00 am daily (Blue Line) 4:30 am to 1:00 am daily (Gold Line)[1]
Stops	48
Vehicles	76 Active 97 Total Fleet

Paratransit

Passenger Trips Provided	291,620
Service Miles Provided	2,635,878
Vehicles	98

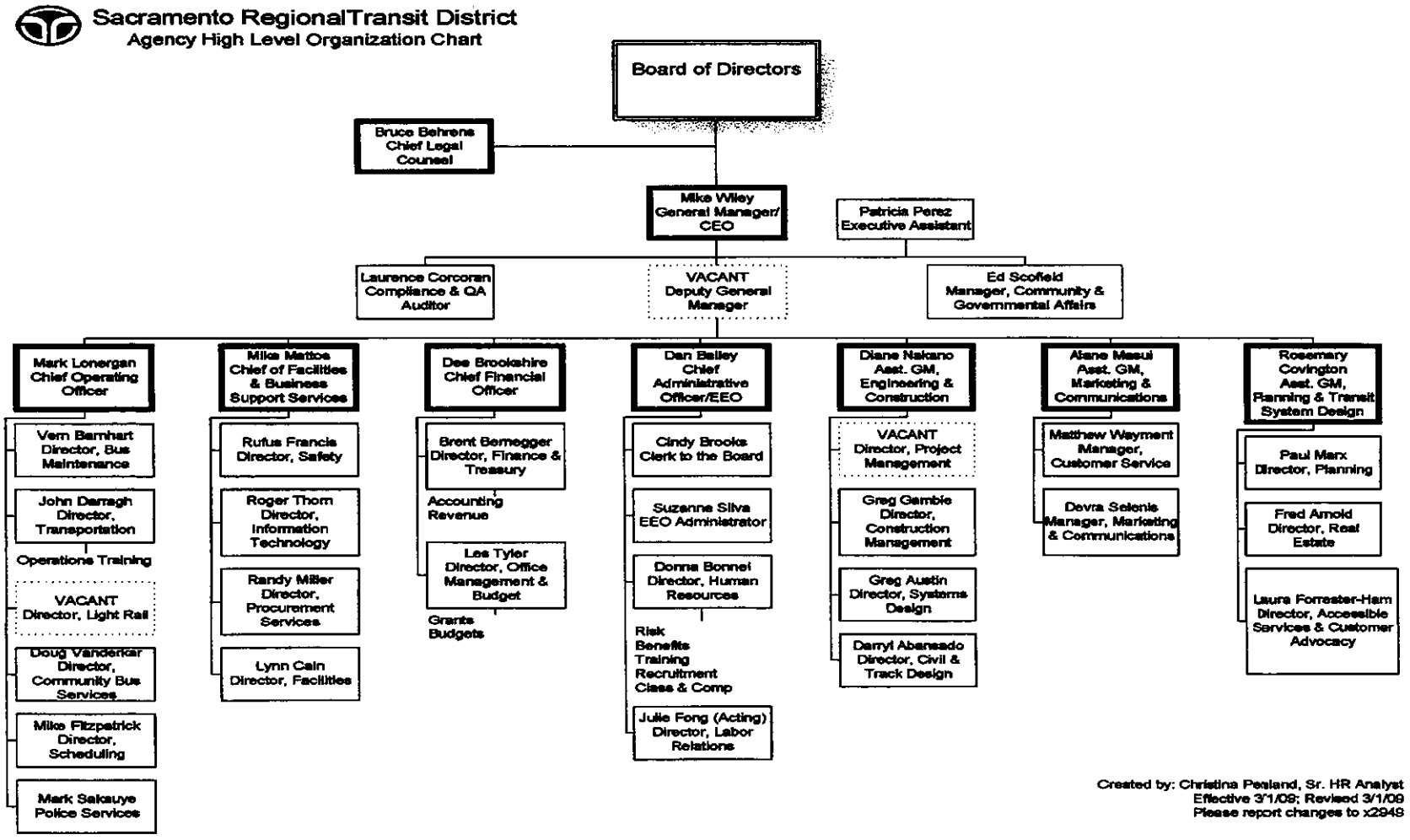
Passenger Amenities/ Customer Service

Transfer Centers	25
Park & Rides	18
Annual Customer Service Calls	488,166
Customer Info Line	(916) 321-2877
Website	www.sacrt.com

History

Apr 1, 1973	Began operations by acquiring the Sacramento Transit Authority
1973	Completed new maintenance facility and purchased 103 new buses
1987	Opened the 18.3-mile light rail system, linking the northeastern Interstate 80 and southeastern Highway 50 corridors with Downtown Sacramento
Sep 1988	Completed the first light rail extension to Mather Field/Mills station along the southeastern corridor
Sep 2003	Opened the South Line, extending light rail to South Sacramento
Jun 2004	Extended light rail from Mather Field/Mills to Sunrise Boulevard
Oct 2005	Extended light rail from Sunrise Boulevard to Folsom, including four new stations
Dec 2006	Extended light rail from K Street to Sacramento Valley/Amtrak Station

Figure 2 – Sacramento Regional Transit District Organizational Structure



Strategic Plan

Adopted by the Board of Directors in January 2004, the RT strategic plan establishes RT's commitment to become a more efficient and competitive public transportation provider in the Sacramento Region.

The Strategic Plan outlines the way RT will implement the Regional Metropolitan Transportation plan and defines RT's vision, mission, key performance indicators and metrics. These purposes require that RT align its goals with the Region's, shape activities to support the goals, responsibly manage the things that are done, commit resources, and measure performance.

RT acts as the Region's focal point for transit development, strategic planning and system assessment, transit research coordination and facilitation, and transit education and safety training. RT's programs involve multiple modes of transportation.

This plan is RT's commitment to the people of the Sacramento Region. RT will do this through quality customer service, regional leadership, ethical and sound business practices, financial sustainability, and by becoming an employer of choice. RT will continue to focus on customer service and providing safe, clean, and reliable transportation service. To prepare for future needs in the 21st century, RT will build and continuously develop a highly skilled transportation workforce. RT will increase its readiness to respond to transportation emergencies that disrupt communities and affect its customers throughout the region. RT will continue to challenge itself to meet the growing transportation needs of the Sacramento Region.

The Strategic Plan is best seen as an evolving process, not a rigid or fixed document. The plan is expected to change as the needs of the Region change and reflect the transportation requirements of the Region. The Strategic Plan identified the following goals:

- Provide safe, reliable, comfortable, and affordable transit services
- Use industry best practices and comply with government requirements
- Improve efficiency and increase and preserve funding
- Attract and retain a qualified, talented, and committed workforce
- Work with all stakeholders to create a "world class" transit system

Our Mission

To promote and enhance regional mobility and serve the public by providing quality transit services and solutions that improve the overall quality of life in the Sacramento region

Our Vision

A coordinated regional public transportation system that delivers quality and environmentally sensitive transit services that are an indispensable part of the fabric of communities throughout the Sacramento region

Our Values & Goals

Values	Goals
Customer service	1 Provide safe, reliable, comfortable, and affordable transit services.
Ethical & sound business practices	2 Use industry best practices and comply with government requirements.
Financial sustainability	3 Improve efficiency and increase and preserve funding.
Quality workforce	4 Attract and retain a qualified, talented, and committed workforce.
Regional leadership	5 Work with all stakeholders to create a "world class" transit system.

The complete Strategic Plan document is included in Appendix A.

Performance

RT's strategic plan commits RT to become a more efficient and competitive public transportation provider. The plan identifies RT's primary goals and drives performance. To achieve these goals, RT links them to key performance measures.

Key Performance Measures/Vital Statistics

	Goal	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Budgeted	FY 2009 Adopted	FY 2008 to FY 2009 Amount	FY 2008 to FY 2009 Percent
Efficiencies Measures								
Cost Per Passenger	1							
Bus		$4.32	$ 4.48	$ 4.90	$ 5.20	$ 5.30	$ 0.10	1.9%
Rail		$3.21	$ 3.14	$ 2.76	$ 3.45	$ 2.97	$ (0.48)	(13.9%)
Cost Per Revenue Mile	1							
Bus		$9.61	$ 10.49	$ 10.78	$ 11.14	$ 11.92	$ 0.78	7.0%
Rail		$11.91	$ 12.85	$ 10.55	$ 13.21	$ 12.16	$ (1.05)	(7.9%)
Cost Per Revenue Hour	1							
Bus		$105.73	$ 113.03	$ 117.19	$ 120.13	$ 132.18	$ 12.05	10.0%
Rail		$207.05	$ 230.04	$ 196.36	$ 245.68	$ 235.06	$ (10.62)	(4.3%)
Subsidy Per Passenger	1	$3.05	$ 3.07	$ 3.55	$ 3.37	$ 2.96	$ (0.41)	(12.2%)
Effectiveness Measures								
Farebox Recovery Ratio	1	17.6%	21.8%	21.9%	20.6%	26.8%	6.2%	30.1%
Total Ridership	2							
Bus		18,312,650	17,920,405	16,807,000	16,444,503	16,260,000	(184,503)	(1.1%)
Rail		12,737,284	13,981,329	14,760,400	14,816,331	17,144,000	2,327,669	15.7%
Total		31,049,934	31,901,734	31,567,400	31,260,834	33,404,000	2,143,166	6.9%
Average Daily Weekday Ridership	2							
Bus		62,850	63,515	57,725	57,366	56,583	(783)	(1.4%)
Rail		41,900	47,792	50,800	50,887	59,042	8,155	16.0%
Total		104,750	111,307	108,525	108,253	115,625	7,372	6.8%
Passengers Per Mile	2							
Bus		2.22	2.34	2.17	2.22	2.25	0.03	1.4%
Rail		3.71	4.09	3.88	3.83	4.09	0.26	6.8%
Reliability Measures								
On-Time Performance	2							
Bus		No goal	88.0%	87.6%	80.0%	80.0%	0.0%	0.0%
On-Time Departures[1]								
Rail		No goal	No goal	97.1%	97.0%	97.0%	0.0%	0.0%
Completed Trips	2							
Bus		No goal	99.8%	99.9%	99.9%	99.9%	0.0%	0.0%
Rail		No goal	99.8%	99.8%	99.8%	99.8%	0.0%	0.0%
Miles Between Service Calls	2							
Bus		9,140	9,500	17,174	9,500	9,500	-	0.0%
Rail		14,327	16,000	13,667	15,000	15,000	-	0.0%
Employee Availability Days[2]	4							
ATU operators		206	209	204	209	209	-	0.0%

[1] RT is in the process of establishing baseline for FY 2007. Baseline expected 1/1/2007 after collection of one year's data.

[2] The goal is an average of 223 days for all employee groups. This level is achieved or exceeded for all groups except ATU operators.

Key Performance Measures/Vital Statistics

	Goal	FY 2004 Actuals	FY 2005 Actuals	FY 2006 Actuals	FY 2007 Adopted
Quality Measures					
Accidents Per 100,000 Miles	1				
Bus		No goal	No goal	7.21	1.10
Rail		No goal	No goal	5.30	2.00
Crimes Committed Per Million Passengers[3]	1	No goal	12.46	13.60	8.50
Lost Time Injuries Per 100 Employees	4	0.47	0.55	0.88	0.75
Complaints Per Million Passengers[3]	1	101.9	73.7	57	46.4
Average Days To Respond to Passenger ADA Complaints[4]	1	20.6	18.0	16.65	30.0
Average Days To Complete ADA Assessments[5]	1	19.6	18.0	20.17	21.0
ADA Trip Denials	1	1.4%	3.1%	2.81%	0.0%

[NOTE: Operating within the annually budgeted cost and revenue projections is also a key annual performance measurement that is trac a monthly basis.]

[1] RT is in the process of establishing baseline for FY 2007. Baseline expected 1/1/2007 after collection of one year's data.

[2] The agency-wide target goal for employee availability is an average of 223 days across all employee groups. That level is currently beii exceeded for all RT employee groups with the exception of ATU operators.

[3] Key Performance Measures planned for intense agency review, refinement, and proposed revision during FY2007.

[4] Americans With Disabilities Act limits response time to 30 days.

[5] Federally regulated deadline of 21 days.

Accomplishments and Goals

All FY 2007 prior year accomplishments, FY 2008 current year accomplishments, and FY 2009 goals are consistent with RT's Strategic Plan goals.

Strategic Plan Goals	
1	Secure the financial means to deliver our services and programs.
2	Provide total quality customer services.
3	Create a "world class" regional transit system.
4	Be a great workplace, attract and retain a qualified, talented, and committed workforce.
5	Conduct our business in a sound and ethical manner.

FY 2008 Selected District-Wide Current Year Projected Accomplishments

Accomplishment 1: Secure the Financial Means to Deliver our Services & Programs

- Implemented a $230K state grant funded mechanics training and training module development in discussion with the IBEW and Operations management.
- Completed dependent audit, which removed 300 ineligible dependents, saving the District in excess of $300,000 yearly.
- Established and enforced contract requirements that retirees (65+) signed up for Medicare Parts A&B and enrolled in correct medical plan, resulting in savings of $50,000 annually.
- Awarded construction contract of Heavy Repair Facility Expansion project at approximately $600,000 below the estimated project cost.
- Updated 5-Year Capital Improvement Plan.

Accomplishment 2: Provide Total Quality Customer Services

- Implemented and updated programs and policies related to RT's customer complaint, commendation, and suggestion process.
- Maintained scheduled service reliability at above target (99.89%) on a monthly and on a year-to-date basis.
- Developed Passenger Service Responses and plan FY 2008 Service reductions.
- Conducted Modern Bus Technology Seminar with CSUS and other sponsors – 250+ in attendance.
- Completed Bus Ridership Focus Studies: an estimated 1,500 + focus studies to be used for both service change recommendations and monthly ridership count report.

Accomplishment 3: Create a "World Class" Regional Transit System

- Introduced technology improvements, including acquire new digital cameras and mobile laptop computers and develop prototype mountings for laptops in current model supervisor cars.

- Established an RTPS K-9 program to increase safety and security.
- Created the Transit Crime Reduction Team (T-CRT) within RTPS (1 Sgt, 2 Deputies and 2 Officers) to concentrate on reducing nuisance behavior and other transit related crimes.
- Received Region 9 American Society of Civil Engineers Outstanding Transportation Project of the Year award for the Amtrak Extension.
- Developed Passenger Service Responses and plan FY 2008 Service reductions.

Accomplishment 4: Be a Great Workplace

- Developed a "Retiring at RT" class and offered quarterly to employees through the RT University.
- Implemented new loan provision on 457 plan, allowing employees to "borrow" funds from their own 457 Plan and reduced number of funds in 457 plan to offer "better" funds (less expensive and/or better performers) to participants.
- Engaged the services of Waters Consulting Group to perform a comprehensive classification and compensation survey.
- Continued with the success of RT University, training more than 200 employees in a variety of classes.
- Updated Affirmative Action Program goals.

Accomplishment 5: Conduct our Business in a Sound and Ethical Manner

- Received no audit comments on recruitment or outreach process from FTA Audit analysis.
- Provided EEO and Sexual Harassment training throughout the District.
- Received unqualified independent audit report and the Certificate of Achievement for Excellence in Financial Reporting from Government Finance Officers Association for 2006-07 Comprehensive Annual Financial Report.
- Received the Distinguished Budget Presentation Award from the Government Finance Officers Association for 2007-08 Budget.
- Published Vital Statistics and Internal Financial Reports in accordance with the monthly close schedule.

FY 2009 District-Wide Goals:

(i) Service Plan

Revenue Hours

	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Budgeted	FY 2009 Adopted	FY 2008 to FY 2009 Amount	FY 2008 to FY 2009 Percent
Fixed Route Bus	749,023	711,000	702,904	646,200	621,188	(25,012)	(3.9%)
Community Bus Serv [1]			32,120	31,100	31,100	-	0.0%
Rail	197,255	190,800	207,606	208,000	216,704	8,704	4.2%

[1] Started operation in FY 2007

FY-09 Selected District-wide Goals and Objectives

Goal 1: Secure the Financial Means to Deliver our Services & Programs

- Complete Developer Disposition Agreement and obtain property sales proceeds from Power Inn/Costa Pacific LLC Partners, Cemo Circle/Gold River Partners, and Butterfield/Costa Pacific LLC Partners Transit Oriented Development (TOD) projects.
- Complete the final design of the South Line Phase II and execute a Full Funding Grant Agreement. Prepare bid documents for construction. Make substantial progress on acquisition of required Right-of-Way.
- Begin implementation of the Universal Fare Card program by developing and releasing bid specifications.
- Update the 5-Year Capital Improvement Plan.
- Complete Transit Master Plan, file Long Range Transit Plan, Short Range Transit Plan, Paratransit Plan, complete TOD Guidelines, and file discretionary grants.

Goal 2: Provide Total Quality Customer Services

- Continue to enhance RT's Passenger Security program.
- Enhance passenger communication and availability of customer information and implement the Transit Service Disruption Subscription service.

Goal 2: Provide Total Quality Customer Services (cont)

- Establish baseline performance and set goals to increase quality performance in the Customer Service Call Center.

- Implement language interpretation service pilot project for Customer Service Call Center.

- Continue to reduce the average wait time in the Call Center.

Goal 3: Create a "World Class" Regional Transit System

- Continue to enhance Emergency Preparedness to assure Transportation response to short-term emergencies, assure dedicated back-up power, equipment, and supplies, and complete a formal emergency call-up roster and notification process.

- Orient and train staff on new vehicles, systems, and features; implement advanced on-board video/audio security systems (Buses) and mobile laptop computers (Supervisor cars).

- Continue to implement Trapeze OPS software package.

- Enhance RT police presence onboard light rail by expanding RT's Transit Crime Reduction Team (TCRT) and or establishing a second TCRT.

- Complete the installation of Fiber and upgrades of station cameras.

Goal 4: Be a Great Workplace

- Continue to enhance employee communication and interaction.

- Maintain Operator Staffing Model and continue to use Operator recruitment, hiring, and training projections to meet ongoing staffing targets and to project service and possible budget impacts.

- Continue to enhance the new operator training curriculum.

Goal 4: Be a Great Workplace (cont)

- Expand RT University in-house training products to include comprehensive new manager training program.

- Continue to work with training, safety and other appropriate departments to identify dangerous conditions, hazards and analyze trending in an attempt to reduce accident, injury and illness claims against the district.

Goal 5: Conduct our Business in a Sound and Ethical Manner

- Continue to pursue passage of the Passenger Safety Act.
- Continue to increase EEO awareness by conducting Sexual Harassment Prevention training for Supervisors and Managers as required by AB1825.
- Receive Certificate of Achievement for Excellence in Financial Reporting from Government Finance Officers Association for 2007-08 Comprehensive Annual Financial Report.
- Complete 2007-08 Comprehensive Annual Financial Report by October 31, 2008.
- Receive Distinguished Budget Presentation Award from Government Finance Officers Association for 2008-09 Budget.

Service Description

Bus Transit System

RT operates 97 bus routes covering a 418 square mile area. Buses run 365 days a year, generally from 5 a.m. to 11:30 p.m. every 15 to 75 minutes, depending on the route. RT also provides a "Neighborhood Ride" service to six neighborhoods using smaller, community shuttle vehicles. Figure 6 lists RT's current bus routes and their operating characteristics.

Bus service is expected to grow between FY 2000 and FY 2010, from 260,600 revenue service hours to 713,160 revenue service hours. The allocation of these additional service hours will be determined through RT's annual service evaluation and planning process, outlined in Chapter 3 – Service Design.

Light Rail Transit System

RT's light rail system is approximately 37 miles long and currently operates using 76 light rail vehicles. Light rail trains begin operation at 4:30 a.m. with service every 15 minutes during the day and every 30 minutes in the evening. Light rail service between the Sunrise station and Historic Folsom operates between 4:45 a.m. and 7 p.m. on weekdays. Figure 7 shows RT's current light rail routes.

Light rail service is expected to grow by approximately 82 percent between FY 2000 and FY 2010, from 47,160 revenue train hours to 85,920 revenue train hours. This expansion will be the result of planned expansion of light rail service to Cosumnes River College (South Line Phase 2), and implementation of limited stop service in the Folsom and Northeast corridors.

Complementary ADA Paratransit Service

RT provides complementary ADA paratransit services through a collaborative agreement with Paratransit, Inc. in the urban communities served by RT. The Americans with Disabilities Act (ADA) regulates this service. This service has expanded, and will continue to expand, gradually to complement RT's public bus and rail service in accordance with the requirements of the ADA. ADA complementary paratransit service is expected to grow by approximately 103 percent between FY 2000 and FY 2010.

Paratransit, Inc. funds and provides CTSA and Demand Response service. Paratransit, Inc. is the Consolidated Transportation Service Agency (CTSA) for Sacramento County. The "CTSA trips" are for agencies in Sacramento County, which themselves have ADA-eligible members. While CTSA trips are counted by RT toward meeting its ADA obligation, RT does not fund the trips.

Projected Long Range Service Levels

In August 2006, RT updated its long-range financial forecast model to incorporate current assumptions for transit service levels between 2006 and 2030. Overall, bus revenue vehicle hours are projected to increase by 64.5 percent, and light rail revenue vehicle hours are projected to increase by 74.1 percent. Overall annual ridership is expected to increase by 241 percent throughout the forecast period of 2030. Figures 3 through 5 chart expected growth in service levels and ridership through 2030.

Figure 3 - Annual Service Levels – Revenue Service Hours

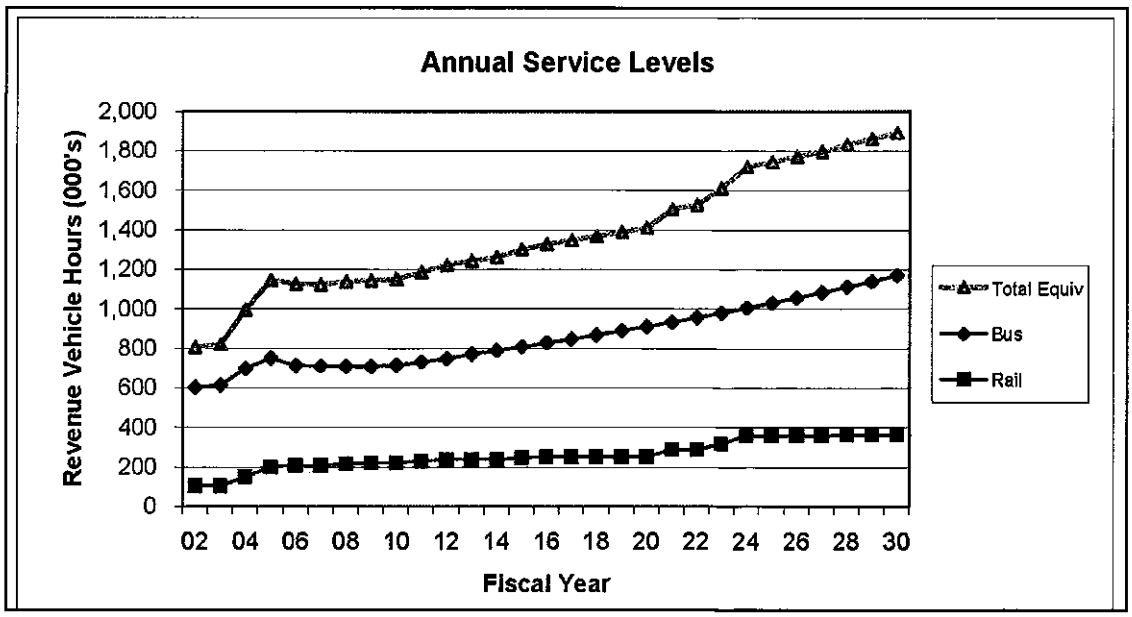


Figure 4 - Annual Service Levels – Revenue Service Miles

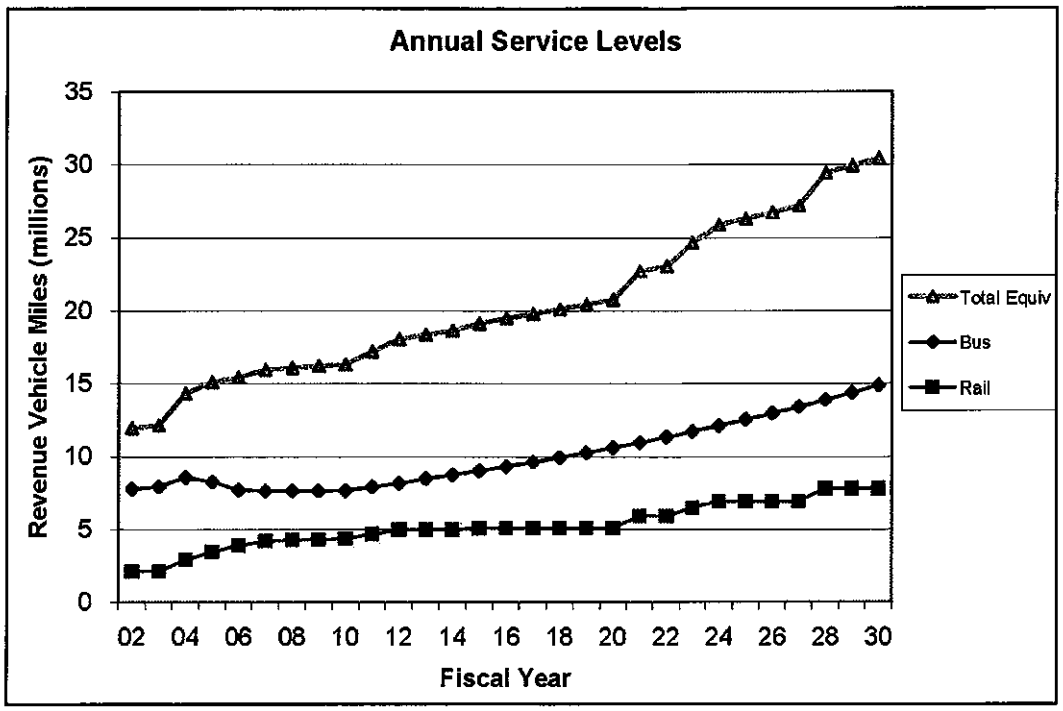
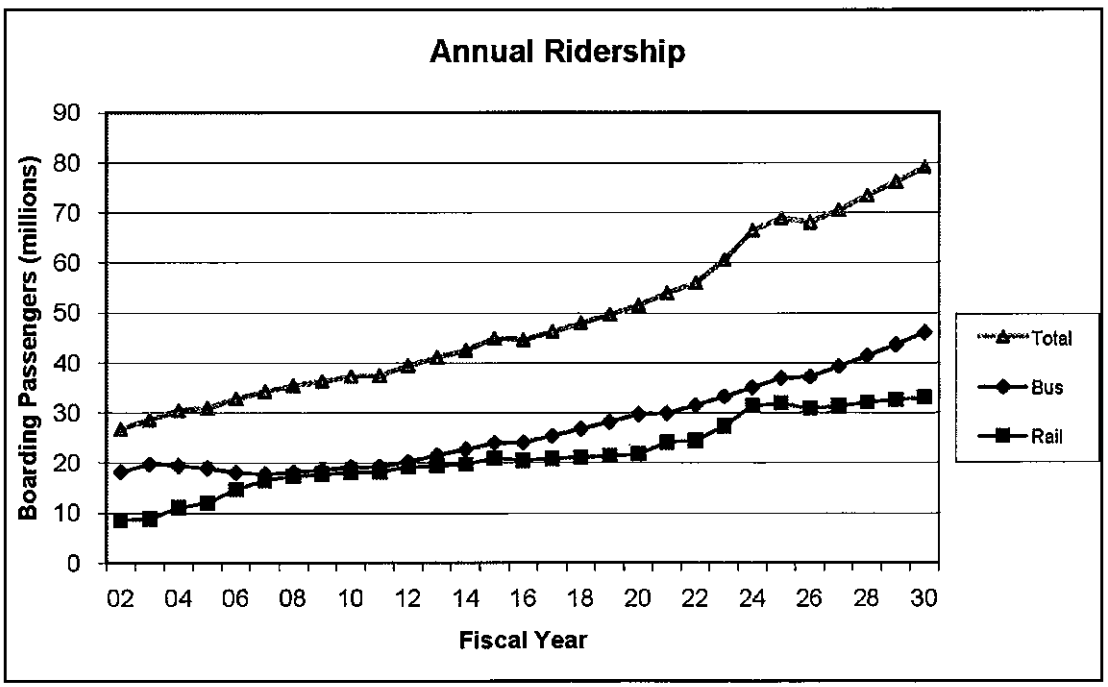


Figure 5 – Annual Ridership (millions of boarding passengers)



Passenger Facilities

Passenger amenities include 48 light rail stops or stations, 25 bus and light rail transfer centers, and 18 free park and ride lots. RT also serves approximately 3,606 bus stops throughout Sacramento County.

Fare Structure

RT's current fare structure consists of four major fare groups: Basic (ages 13-61), Senior (age 62 and over)), Disabled, and Youth (ages 5-12). There are several fare categories for these groups. All RT passengers pay the Basic fare ($2.25), unless they are eligible for discounted fares. Discounted fares ($1.10) are available to Seniors, Disabled persons, Youth, Students (high school) and groups of students traveling with a teacher (Class Pass). For the convenience of its passengers, RT offers a variety of fare payment options: cash, tickets, and passes/stickers. Fares are free for children under age 5, and for persons age 75 and over with RT Lifetime Passes. Transfers are also issued for 50 cents upon deposit of a cash fare and discounted for 25 cents, and can be used between the bus and light rail system.

RT's light rail system is a "proof-of-payment," or "self-service" fare system, with ticket vending machines located at each light rail station. Ticket validating machines are also located at the stations, as advance purchase tickets must be valid for the date of travel. Fare inspectors patrol the light rail system on a regular basis.

Farebox recovery ratio is a function of three factors: (1) the cost of transit operations, (2) passenger volumes, and (3) fare prices. Over the last several years, RT has taken numerous actions to control operating costs, and will continue to contain costs of labor, materials and energy needed to run the system.

RT's current fare structure was adopted by the Board in December 2008, effective January 1, 2009. Fare restructuring increased the monthly pass price from $85.00 to $100.00, increased the base fare from $2.00 to $2.25. RT projects an $0.96 average fare per rider and 38,341,667 riders in FY 2009, resulting in estimated fare revenue of about $36.8 million. Transit fares, representing approximately 25% of all operating revenue, are the only significant revenue source that RT directly controls.

RT is sensitive to its social responsibility to the many low-income residents in the District that depend on public transit as their primary mode of transportation. Contemplating another fare increase requires a careful weighing of financial objectives as well as social objectives.

Figure 6 - RT Bus Routes

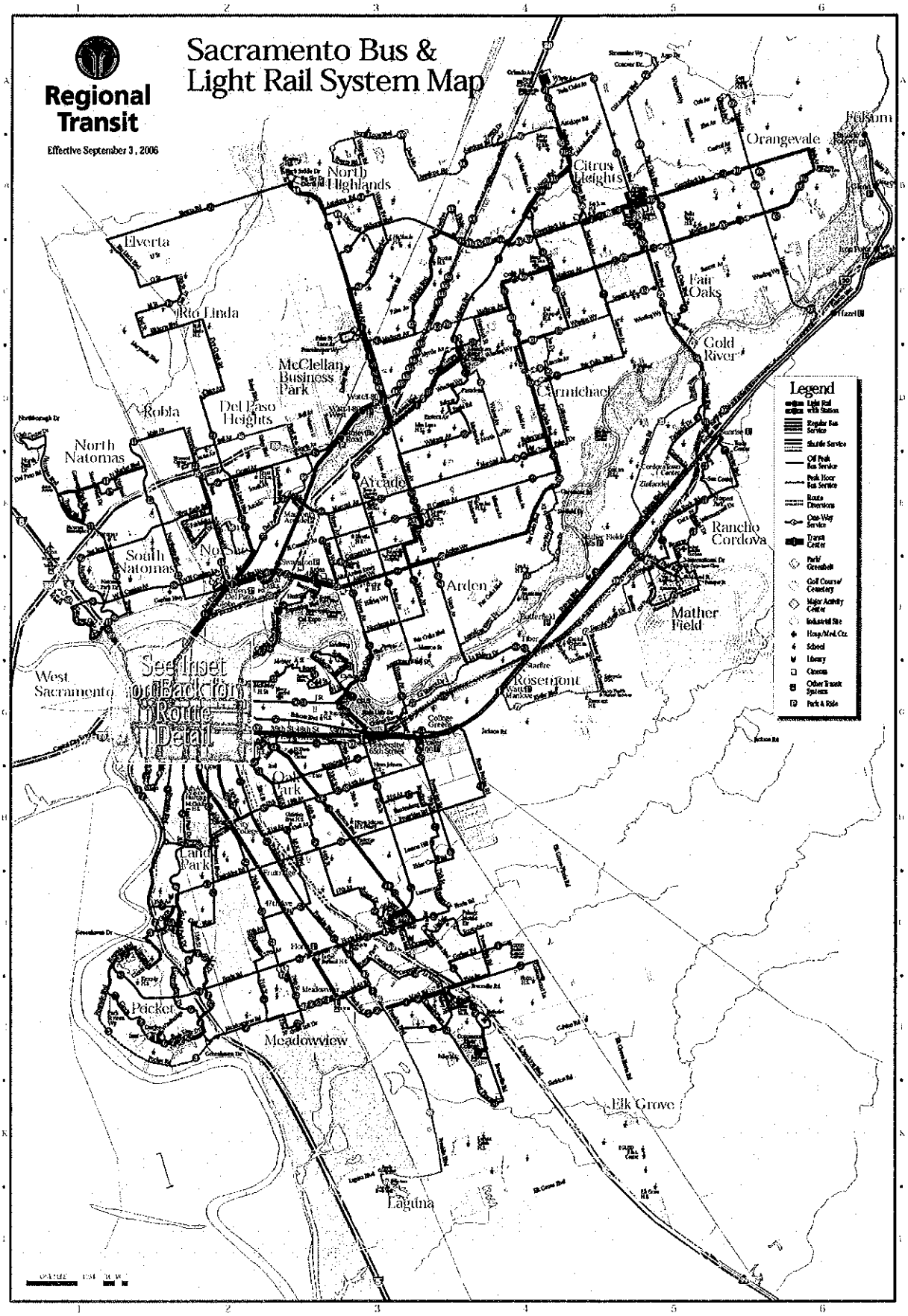


Figure 7 - RT Bus Route Operating Characteristics

Service Frequencies

This table shows the service frequencies in minutes for RT light rail and bus routes during the following periods:

- Peak (Pk) M-F 6 a.m. - 9 a.m. & 3:30 p.m. - 6 p.m.
- Midday (Mid) M-F 9 a.m. - 3:30 p.m.
- Saturday (Sat) 9 a.m. - 6 p.m.
- Sunday (Sun) 9 a.m. - 6 p.m.
- Evening (Eve) after 6 p.m. all days

Rt.	Name	Pk	Mid	Sat	Sun	Eve
LR	Light Rail - Blue Line/Gold Line	15	15	15	15	30
LR	Gold Line (Sunrise to Folsom)	30	30	30	30	30#
1	Greenback	15	15/20	30/15	30	30
2	Riverside (Pocket Area)	35	35	-	-	-
3	Riverside Express	(4)a.m.&(4)p.m. peak trips				
4	Meadowview - Gerber	60	60	-	-	-
5	Meadowview - Valley Hi	60	60	60	60	60
6	Land Park (Pocket Area)	35	35	60	60	-
7	Pocket Express	(3)a.m.&(3)p.m. peak trips				
8	Power Inn - Florin Mall	30	30	60	60	60
9	Carmichael - Walnut Ave.	75	75	120	-	-
10	Carmichael - Dewey Dr.	75	75	120	-	-
11	Truxel Road	30	60	-	-	-
13*	Northgate	60	60	60	60	60*
14*	Norwood	60	60	60	60	60*
15	Rio Linda Blvd. - O St.	30/60	30/60	60	60	60
16	Del Paso Heights - Norwood Ave.	60	60	60	-	90
18	Del Paso Heights - Bell Ave.	60	60	60	-	120
19*	Rio Linda	60	60	60	60	60
20	Cottage	30	60	-	-	-
21	Sunrise	30	30	20/40	60	60
22	Arden	60	60	30	30	60
23	El Camino	15	30	30/60	30/60	60
24	Madison - Greenback	60	60	60	-	-
25	Marconi	30/60	60	60	-	-
26	Fulton	30	30	60	60	-
28**	Fair Oaks - Folsom Blvd	30	60	60**	60**	60**
29	Arden - California Ave.	(2)a.m.&(2)p.m. peak trips				
30	J St. (DASH Bus)	15	15	20	30	30/60
31	J St. - River Park	60	60	-	-	-
33	Dos Rios	20	20	-	-	-
34	McKinley	30	30	60	60	-
36	Folsom (Blvd.)	30	30	60	60	-
37	Tahoe Park - 21st Ave.	60	60	-	-	-
38+	P/Q Streets	30	30	60	60	60+
47	Phoenix Park	60	60	60	-	-
50E	EBus - Stockton	15	15/20	-	-	-
51	Broadway - Stockton	15	15	30/15	30	30/60
54	Center Parkway	30/60	60	60	-	-
55*	Scottsdale	60	60	60	60	60*
56	Pocket - C.R.C.	30	30	30	30	30
61	Fruitridge	30	30	60	60	60
62	Freeport	30	30	30	30	30
63	24th St. - Hogan	60	60	-	-	-
64	24th St.	60	60	-	-	-
65	Franklin South	60	60	70	-	-
67	Franklin	30	30	60	60	60
68	44th St.	30	30	60	60	60
72	Rosemont - Lincoln Village	30	30	60	60	60*
73	White Rock	60	60	60	-	-
74	International	60	60	60	-	-
75	Mather Field	60	60	60	60	60*
76	La Riviera - American River	(2)a.m.&(2)p.m. peak trips				
80*	Watt - Elkhorn	60	60	60	60	60*
81	Florin - 65th St.	15/30	15/30	15/30	30	30
82	Howe - 65th St.	30	30	60	60	60
83	14th Ave.	30	30	-	-	-
84	Watt - North Highlands	60	60	60	-	60*
86	San Juan - Silver Eagle	15	30	60	60	60
87	Howe	15	30	60	60	60
88	West El Camino	30	30	60	60	60
89	Gateway Oaks	(2)a.m.&(2)p.m. peak trips				
91	Citrus Heights - Sunrise	30	30	60	60	60
93	Hillsdale	30	60	60	60	60
94	Citrus Heights - Auburn Blvd.	60	60	-	-	-
95	Citrus Heights - Antelope Rd.	60	60	-	-	-
100	Antelope Express	(4)a.m.&(3)p.m. peak trips				
101	Don Julio	(2)a.m.&(2)p.m. peak trips				
102	Hillsdale Express	(4)a.m.&(4)p.m. peak trips				
103	Auburn Blvd.	(4)a.m.&(4)p.m. peak trips				
104	Sunset	(3)a.m.&(3)p.m. peak trips				
105	Madison	(3)a.m.&(3)p.m. peak trips				
106	Madison Express	(2)a.m.&(2)p.m. peak trips				
107	Greenback Express	(2)a.m.&(2)p.m. peak trips				
109	Hazel Express	(2)a.m.&(2)p.m. peak trips				
140	Ziggurat - Downtown	15	60	-	-	-
141	3rd, 5th, 15th, 16th	15	60	-	-	-
142	9th - 10th	15	30	-	-	-
143	Old Sac - Convention Center	10	10	15	-	
200 and up		See individual schedules				

– Dash indicates no service during that time period.

* Asterisk indicates no night service on Saturdays, Sundays, and holidays.

\+ Plus indicates no night service on Sundays and holidays.

( ) Indicates number of peak period trips.

** Two asterisks indicate service between Butterfield and Mather Field/Mills only.

\# Evening service between the Sunrise and Historic Folsom light rail stations ends at approximately 7 p.m. Please refer to the light rail timetable for schedule information.

Refer to route timetable for exact details of service.

Service Frequencies on Major Streets

On some major streets, portions of the following bus routes are combined to provide more frequent service:

Rt.	Areas Served	Pk	Mid	Sat	Sun	Eve
20-22-23	**Arden Way:** Arden/Del Paso LR - Arden Fair Mall	15	15	15	15	30
21-91	**Sunrise Blvd.:** Sunrise Mall - Sunrise/Coloma	15	15	30	30	30
30-31	**J St:** Downtown - CSUS	10	15	20	30	30/60
62	**Freeport Blvd:** Downtown to Fruitridge	30	30	30	30	30
81	**Florin Road:** S. Land Park - Florin Mall	15	15	15/30	30	30
67-68	**29th/30th Streets:** 29th St. LR - Arden Fair Mall	15	15	30	30	30
80-84	**Watt Avenue:** Don Julio - Watt/Manlove LR	30	30	30	60	60*

Figure 8 – RT Light Rail Transit System

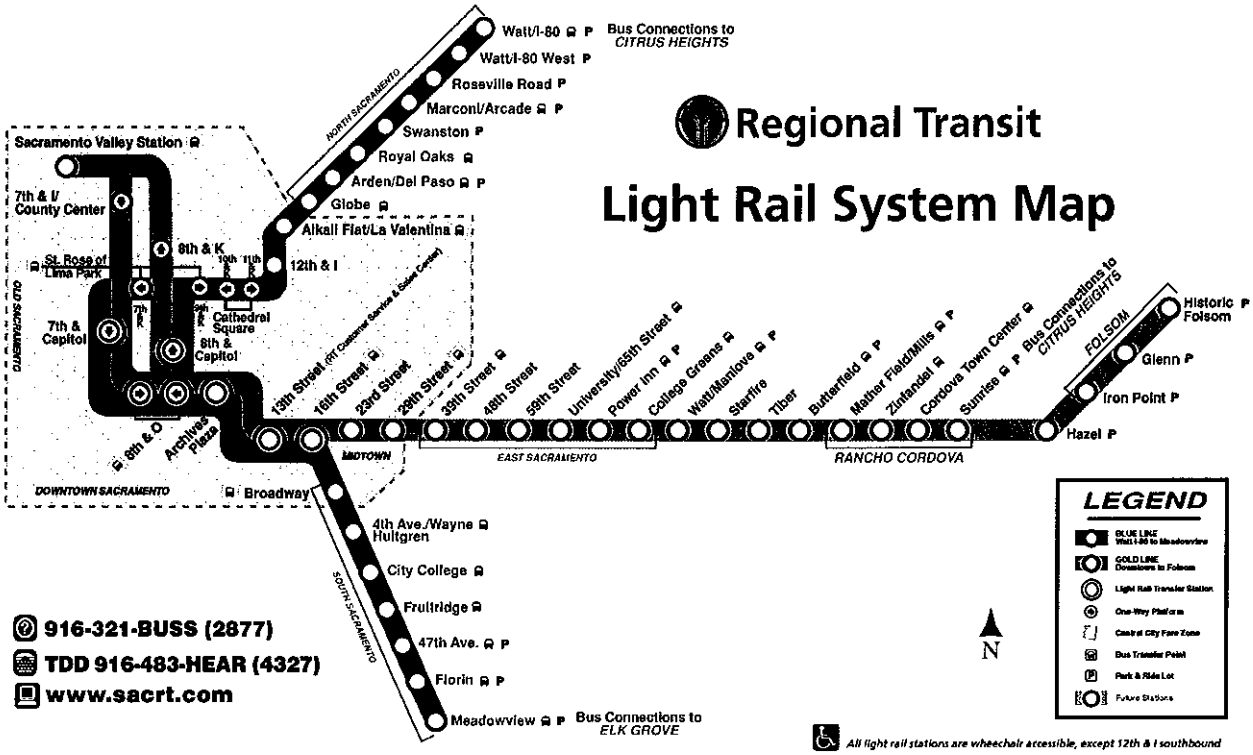


Figure 9 - RT Current Fare Structure

Fare Type	*Price*
Basic Monthly Pass	$100.00
Basic Semi-Monthly Pass	50.00
Basic Daily Pass	6.00
Discount Daily Pass	3.00
Basic Single Ticket	2.25
Discount Single Ticket	1.10
Basic Central City Ticket	1.10
Discount Central City Ticket	.55*

*Available only within Central City Zone

Service Design

Fixed Route Bus

RT operates 98 bus routes covering a 418 square mile area. Buses run 365 days a year, generally from 5 a.m. to 11:30 p.m. every 15 to 75 minutes, depending on the route. RT also provides a "Neighborhood Ride" service to six neighborhoods using smaller, community shuttle vehicles. The fleet includes 236 standard CNG buses (including 4 replica historic streetcars) and 17 shuttle buses.

Service Policies

Generally, RT's span of bus service is from 5:00 a.m. to 11:30 p.m., seven days a week. During the day, buses run every 15 to 60 minutes, depending on the route and service is provided every 30 - 60 minutes during the evening. To provide the service, headways will continue to vary by time of day as well as by route. These variations may be based on loading standards and passenger comfort, as Sacramento's climatic conditions may warrant.

Existing peak hour headways range from 15 minutes to 60 minutes on regular routes, with most services in the 15 to 30 minute range. Two or more routes may overlap coverage along certain roadway segments and thereby provide combined headways substantially less than 15 minutes. Express limited routes usually offer two to four peak

direction trips during the a.m. and p.m. peak periods only.

Load factor is a measure of vehicle occupancy. A load factor of 1.0 would mean that all the seats are taken and there are no standees. Because RT buses and light rail vehicles are designed to accommodate standees, load factors of greater than 1.0 are considered to be acceptable. RT determines maximum load factor standards to represent the greatest number of passengers that can be comfortably carried in RT vehicles.

RT practice is for buses to have a maximum load capacity of 60 passengers, based upon 40 seated passengers and design capacity for 20 standees. This results in a maximum load factor of 1.5. The 106 new Orion low-floor buses have only 34 seats. This is a 15% reduction in seating capacity from the existing bus fleet; however the total capacity per bus is still approximately 60, depending on the number of wheelchairs on board. Based on available fiscal year 2008 on/off counts, less than 1% of weekday trips exceeded a load factor of 1.25, and just over 1.5% percentage of weekday trips exceeded a load factor of 1.0.

Community Bus Service (CBS)

In September 2000 and January 2001, RT implemented a demonstration fixed-route neighborhood shuttle bus service to provide a convenient connection from various communities to its light rail and fixed route bus system. The neighborhood ride service also provides for route deviation. The community shuttle service model is a unique concept for RT and differs from other types of services that RT has provided in the past. This type of service provides more mobility for local, intra-community trips. In FY 2005, RT established Community Bus Service (CBS) within the Operations Division, incorporating the "Neighborhood Ride" routes into the division.

Recognizing changing demographics, the service is designed to focus on lower density communities with the goal of operating an accessible, personal, and convenient neighborhood bus service that connects residential areas to a light rail station, other bus routes, or commercial areas.

To operate the shuttle system, RT purchased a total of 17 shuttle buses that are able to carry 18 to 20 passengers with accommodations for two (2) wheelchairs. These vehicles are well suited to operate on residential streets. A distinctive and attractive paint scheme decorates the vehicles used for the service, thus attracting attention to the service. The maintenance, fueling, and fare collection procedures for these vehicles have been incorporated within RT's current system. RT opened a new facility at McClellan Park to park and dispatch the CBS vehicles. Currently, RT operates nine (9) CBS routes in six community areas: Carmichael, North Sacramento, Downtown Sacramento, Tahoe Park, Phoenix Park (South Sacramento), and Citrus Heights.

Focus of Future Service Plans

In September 2003, in conjunction with the opening of new light rail service to south Sacramento, significant bus service improvements and changes were implemented. These bus improvements and changes provide better connections with South Sacramento line light rail stations. In addition, new bus service was initiated in the South and North Natomas communities.

During the time frame of the SRTP, a top priority will be to improve the schedule reliability of its existing service. RT routinely makes minor schedule changes throughout the year to better reflect actual bus running time, however, significant schedule problems may warrant a change in the service frequency.

Service Planning Process

RT's service planning relies on many sources of information including passengers' comments, information received through Unmet Transit Need Hearings, the Customer Relations Department, public meetings, and rider surveys. Ridership and other route-level data are also important sources of information. Additionally, RT uses bus driver/supervisor comments and on-board observations to better understand problem areas. Information from all of these sources is used to develop annual service plans to both expand and improve service.

RT routinely reviews route performance data to evaluate the productivity of its services. Unproductive service is examined in order to improve ridership and possibly reallocate the resources to under-served or not served areas with high demand for transit service.

RT also continually receives requests for new service from current riders and potential riders. The constraint on operating funds has limited the ability to more aggressively implement new service.

There are a number of pressures on existing service that will continue to require more buses just to maintain current service levels. These reflect trends that have already begun and include:

- Traffic congestion and its effect on travel speeds.
- Bus overcrowding--particularly on school tripper services and some peak service routes.
- Increasing numbers of wheelchair boardings/alightings and bicycle loadings, which add to schedule running times.
- More overall boardings due to regional population and employment growth.

Future Service Design

Several high growth and traditional urban "in-fill" communities have been targeted for near-term service enhancement, as RT resources permit. They include North and South Natomas, and Arden Arcade, and the fast growing Sunrise-Douglas area in Rancho Cordova. These areas have been identified as specific communities that should be targeted for improved transit service. The development of new services for these communities will be done together with representatives of the affected community area. Service plans for these communities would be implemented, with RT Board approval, during RT's annual major service changes.

During the time frame of the SRTP, a number of major transit improvements are planned, including the extension of light rail on the South Line and continued work to advance the Downtown/Natomas/Airport Line. Improvements are also planned for the

Northeast Corridor. In order to support and enhance the planned light rail transit system expansion, RT's bus fleet must also grow.

There are many possibilities for new service:

- Community Bus Service:

In FY 2004, the Sacramento Area Council of Governments (SACOG) completed a Community Bus Planning Study for the Oak Park and Meadowview communities. This study recommended that RT consider implementation of Neighborhood Ride routes in both communities as operating resources allow. In addition, a number of other communities have requested new and expanded shuttle service, including Arden Arcade, Carmichael, North Natomas, and Rancho Cordova.

Through Measure A renewal funding, there is one million dollars annually dedicated resources for these types of community circulation services.

- Bus Rapid Transit (BRT)

RT defines Bus Rapid Transit (BRT) as bus that is designed to operate more like a light rail system by providing service primarily on a dedicated fixed guideway. Features include the use of exclusive lanes, traffic signal prioritization, limited stops, pre-paid or electronic fare collection, and rapid boarding from all doors. These features allow the service to operate with improved speed and greater reliability. RT does not currently provide BRT service, but RT may provide BRT service in the future.

The RT 20-Year Vision identifies Stockton Boulevard, Sunrise Boulevard, Watt Avenue, and Florin Road as future Bus Rapid Transit (BRT) Corridors. Planning is underway on Watt Avenue for the County to potentially build a BRT contra flow lane and mixed flow lanes as part of the new Highway 50 interchange. Local supporters are also evaluating Sunrise Boulevard for BRT between Folsom Boulevard and Sunrise Mall. However, there are no plans to construct and/or operate bus rapid transit within the timeframe of this SRTP.

As the corridor with the highest bus transit ridership, Stockton Boulevard was selected as the first corridor to explore and demonstrate the cost-effectiveness and feasibility of bus enhancements in the Sacramento region. In October 2001, the Sacramento Area Council of Governments (SACOG) initiated the Stockton Boulevard Bus Enhancement Study to support the implementation of a phased project. The study concluded in April 2002 with a recommendation to combine traditional traffic engineering strategies with innovative transit technologies to improve the operations and quality of bus service along the Stockton Boulevard corridor for modest capital investment. The project was recommended to be implemented in phases.

- Enhanced Bus Transit Service

Enhanced Bus Transit is defined as enhancements to bus service designed to improve the speed and service provided. While an Enhanced Bus Transit Corridor may have special bus lanes in some places, they would not include exclusive guideways. Enhanced Bus Transit incorporates features such as signal prioritization, queue jumps, and improved passenger amenities. Enhanced Bus Transit can be implemented incrementally providing features towards the potential future implementation of BRT.

As the corridor with the highest bus transit ridership, Stockton Boulevard was selected as the first corridor to explore and demonstrate the cost-effectiveness and feasibility of bus enhancements in the Sacramento region. In October 2001, the Sacramento Area Council of Governments (SACOG) initiated the Stockton Boulevard Bus Enhancement Study to support the implementation of a phased project. In January 2004, RT began the first phase of service featuring traffic signal priority, queue jumps, vehicle and bus stop branding and limited stop service. In 2006, SACOG awarded RT a $100,000 Community Design Grant to evaluate the service before implementing the next phase.

Light Rail Service

Existing Service Design

The light rail system is approximately 37 miles in length, with 48 light rail stations. The system operates on the following three "trunkline" corridors:

- The Northeast Corridor operates from the Watt/I80 Light Rail Station through Downtown Sacramento along Interstate 80.
- The Amtrak/Folsom Corridor operates from Downtown Sacramento to the Historic Folsom Light Rail Station parallel to Highway 50.
- The new South Line Corridor extends from Downtown Sacramento to Meadowview Road in South Sacramento.

The majority of the RT light rail system operates in an exclusive right-of-way adjacent to the Union Pacific Railroad on a separate double track. The normal makeup of a train consist at RT is a four car train, and this is the maximum length that can operate on the RT system. The light rail train length is constrained by both platform length and the size of city blocks. Light rail also operates in the street, along transit/pedestrian malls in the downtown area, and in exclusive rights-of-way with some grade separations in the suburban areas. Light rail service is provided 365 days a year from approximately 4 a.m. to midnight, seven days a week.

The light rail alignment is generally at grade with the exception of some grade separations in each corridor. There is a grade separation over the American River and another over the Union Pacific Railroad (UPRR) at Grand Avenue. In the Amtrak/Folsom Corridor, the alignment is grade separated over the UPRR right-of-way, in a segment between the 16th and 23rd Street stations in the downtown area, over the UPRR between 65th and Power Inn stations, and over Sunrise Boulevard. In the South

Corridor, the alignment is at-grade, including surface level street crossings with the exception of the Florin Road grade separation.

Summary of Proposed Light Rail Extensions through 2014:

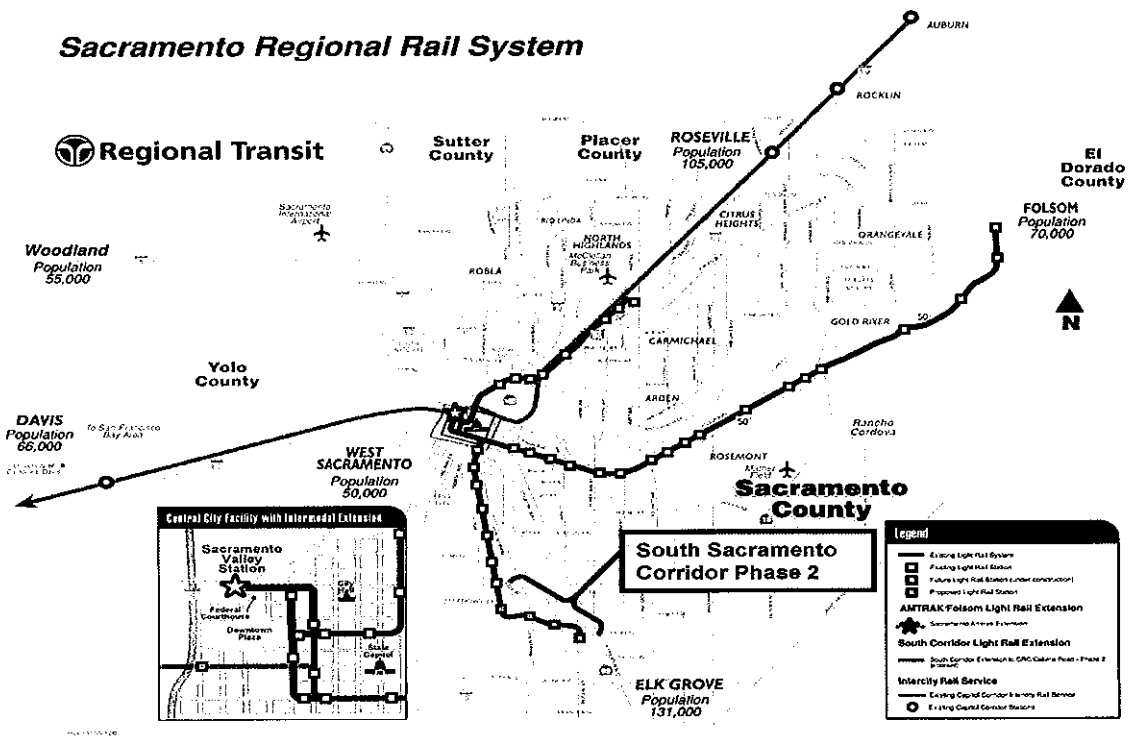
The RT system has substantial expansions planned for the light rail system during the time frame of this document. If RT is able to implement all the proposed light rail extension projects by 2014, the RT light rail system would include four light rail corridors covering approximately 43.2 miles with 55 light rail stations. Refer to Table 1 for a summary of the proposed light rail extensions planned through 2014 and to Figure 9 for the proposed RT light rail system through 2013.

Table1 Summary of RT Light Rail Extensions through 2014

Light Rail Corridor	FY to begin Service	Miles of Tracks Added	Total System Track Length	Peak Fleet Required	Peak Fleet Required by Year	Total Fleet Planned	Stations Added	# of Stations
Existing Northeast & Folsom Corridor		20.6	20.6	32	32	36	31	31
South Line Phase 1	2004	6.3	26.9	16	48	97	7	38
Amtrak/Folsom: To Sunrise Station	2004	2.8	29.7	4	52	97	3	41
Amtrak/Folsom: To Amtrak Station and Historic Folsom	2006	8.1	37.8	4	56	97	7	48
Amtrak/Folsom: Peak Support	2011	0.0	37.8	8	64	97	0	48
Northeast Corridor – Peak Support	2010	0.0	37.8	8	72	97	0	48
South Line Phase 2	2012	4.0	41.8	12	84	97	4	52
DNA: Downtown to Richards Blvd. Station	2010	1.1	43.2	0	84	97	3	55
Light Rail System Totals		**43.2**	**43.2**	**84**	**84**	**97**	**55**	**55**

- ***The name of the Amtrak Terminus in downtown Sacramento was recently changed to the Sacramento Valley Station.***

Figure 10 - RT Proposed Light Rail System in 2013



Light Rail Extension Projects Operational in 2006:

- South Sacramento Phase 1 Light Rail Extension Project ("The South Line")

The South Line is a two-phased 11.3 mile light rail extension that is projected to add more than 15,000 passengers to the light rail system by 2015. Phase 1 of the South Line light rail extension began revenue service in September 2003 and is currently estimated to provide for nearly 10,000 boardings per weekday. This extension added 6.3 miles of track to RT's light rail system and 24 total light rail vehicles to the fleet to accommodate the South Line operations. This line connects with the Amtrak/Folsom Corridor light rail line at the 16th Street Station. The South Line travels through the downtown core adjacent to the Union Pacific Railroad Corridor and terminates at Meadowview Road in South Sacramento. Seven new stations were added to support this line, including: Broadway, 4th Avenue/ Wayne Hultgren, City College, Fruitridge, 47th Avenue, Florin, and Meadowview. The three southernmost stations also have park-and-ride facilities.

For a portion of the length of the combined light rail-railroad corridor, the Union Pacific tracks were shifted eastward to provide room for the light rail tracks. The Union Pacific trackage is partially double tracked south of the South Sacramento yard adjacent to Sacramento City College and single track north of this location. The light rail line is double tracked for the entire segment. Grade crossing gates and signals were repositioned and modified to serve both the railroad and the light rail systems. The grade crossing gates and signals provide signal priority for light rail with respect to vehicular cross traffic. The South Line Phase 1 Light Rail Extension is graphically depicted on Figure 11.

- Amtrak/Folsom Corridor Light Rail Extension Project

On October 15, 2005, the Amtrak/Folsom Corridor light rail extension to Historic Folsom was opened completing a 10.2 mile extension from Mather/Mills Field station through Sunrise station. This extension was projected to bring approximately 6,000 new riders to the system and from the onset the actual ridership exceeded the projection. The service has improved accessibility to transit for Rancho Cordova and Folsom communities. Recent estimates indicate that approximately 4,500 boardings per weekday occur at stations associated with the light rail extension from the Mather Field/Mills station to Historic Folsom.

This light rail extension and the proposed service enhancements required the addition of 8 peak light rail vehicles to operate the line, and 8 more for the provision of additional service during peak commuter hours.

In December 2006, RT completed the Amtrak/Folsom extension with the opening of the Sacramento Valley Station.

The entire Amtrak/Folsom Corridor extension was completed incrementally:

- In June 2004, RT completed a short extension of the existing Amtrak/Folsom Corridor track 2.8 miles from the Mather Field/Mills Station to the new Sunrise Station. This project also included 2 miles of double tracking to the starter line.

- In 2005, RT extended the light rail track on the Amtrak/Folsom Corridor an additional 7.4 miles from the Sunrise Station to Historic Folsom.

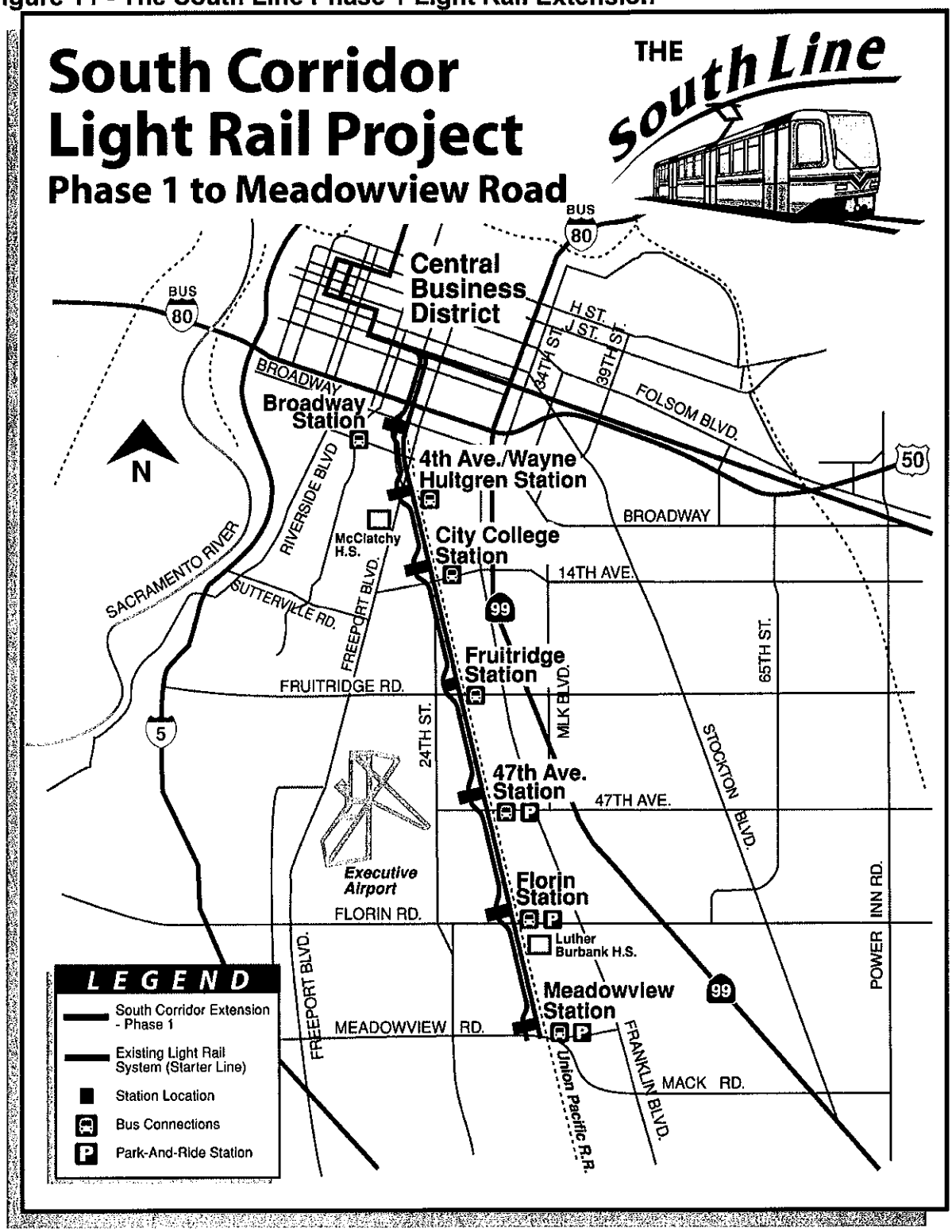
- In December 2006, RT completed a .7 mile extension to the Sacramento Valley Station in downtown Sacramento.

Track relocation and other facility modifications were implemented to provide for double-tracking from downtown Sacramento to a point approximately two miles east of Sunrise Boulevard. The remaining track further east to the Historic Folsom Station in Downtown Folsom is single track. The portion of track between 8th and I Streets and the Sacramento Valley Station is single track.

Because of expected ridership increases and concerns about travel times on this extension, RT is proposing to implement augmented peak period service to downtown Sacramento in the Amtrak/Folsom Corridor. Double tracking between Sunrise and Historic Folsom would provide RT the opportunity to increase peak hour service frequency to 7 ½ minute intervals in the Amtrak/Folsom Corridor.

The Amtrak/Folsom extension includes the addition of 10 new stations including: 7th and I Street Station, 8th and K Street Station, Downtown Sacramento's Sacramento Valley Station, Zinfandel Station, Cordova Town Center Station, Sunrise Station, Hazel Station, Iron Point Station, Glenn Drive Station, and the Historic Folsom Station. An additional station could potentially be added in the future at Horn Road as funding becomes available. Another proposal includes a station between Hazel and Sunrise stations (Mine Shaft property); likely to be funded privately.

Figure 11 - The South Line Phase 1 Light Rail Extension



Future Service Plan

RT has identified a number of major transit improvements that are scheduled for

implementation. Specifically, a rail development program which includes the South Sacramento Corridor Light Rail Project (South Line Phase 2), the Downtown/Natomas/Airport Corridor Project, and the Northeast Corridor Double Tracking Project to provide additional train services. To support and enhance the existing light rail transit system, ongoing capital projects are also underway to increase passenger carrying capacity, improve operational reliability and flexibility, and increase system safety.

The South Line Phase 2 Extension and the potential DNA Phase 1 Line Extension could add approximately 11 additional miles of track and potentially 10 new stations to RT's light rail system.

- South Sacramento Phase 2 Light Rail Extension Project ('The South Line')

Phase 2 of the South Line is proposed to begin revenue service in 2012. This extension would add 4.1 miles of track to the South Corridor by extending the light rail track from Meadowview Station to Cosumnes River College. To provide this service would require the addition of 14 light rail vehicles to the RT fleet. This extension is currently undergoing FTA review for financial capacity and conceptual engineering process. The project proposes to follow the Union Pacific Railroad right-of-way south from Meadowview Road, turn east and run north of the proposed extension of Cosumnes River Boulevard, follow the Boulevard to Bruceville Road, and then turn south to serve Cosumnes River College/College Square development. A NEPA Record of Decision was received from FTA in February of 2009.

- Downtown-Natomas-Airport (DNA) Corridor Project

The proposed service to be provided in the DNA Corridor will serve one of the fastest growing areas in the Sacramento region. By 2025, the population in South Natomas, North Natomas, and the Sacramento International Airport area is anticipated to increase from 44,000 residents to nearly 106,000 residents. Similarly, employment growth in the area is expected to increase from 26,000 to 58,000.

RT is currently undertaking environmental review of the DNA Corridor Project. On December 15, 2003, the RT Board of Directors adopted a Locally Preferred Alternative (LPA) that includes light rail in the Truxel Road Corridor. Now that an LPA has been adopted, RT and its consultants have completed a Programmatic Level EIR (PEIR) and distributed the document for public review on December 28, 2007. RT has undertaken a transitional analysis and further environmental and engineering work on MOS-1, to produce a Final EIR and to break ground on construction of MOS-1 in 2009. Our intention is to complete MOS-1 to Richards Boulevard for operation in late 2010.

Figure12 - Amtrak/Folsom Corridor Light Rail Extension

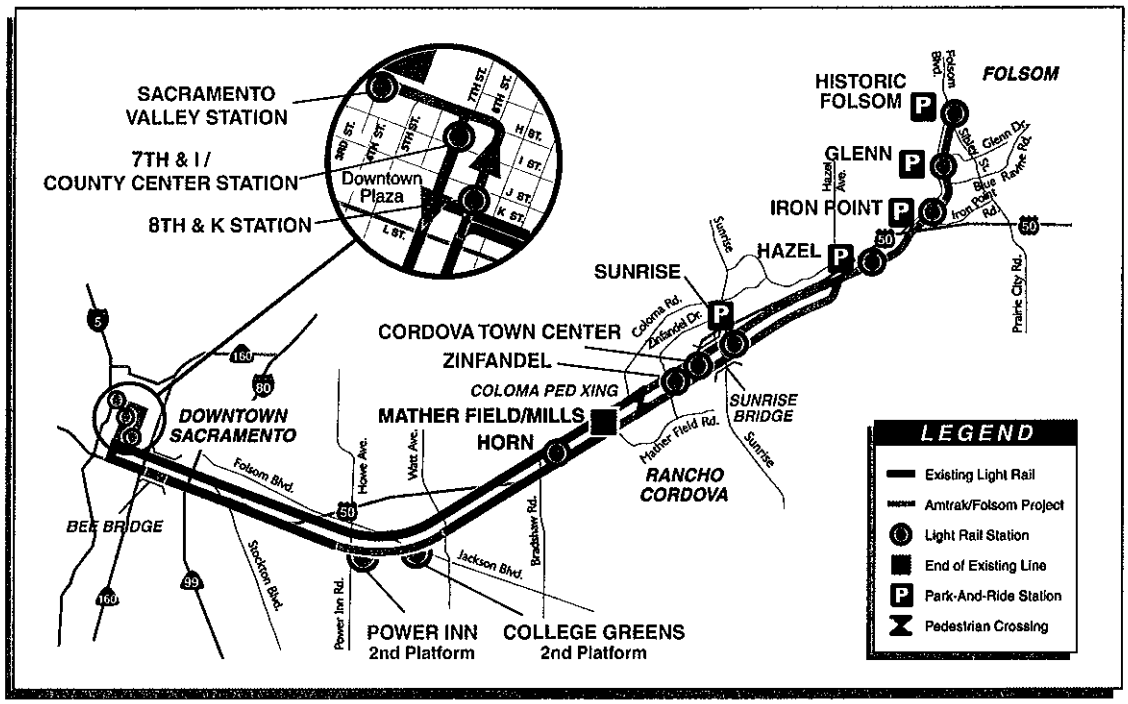
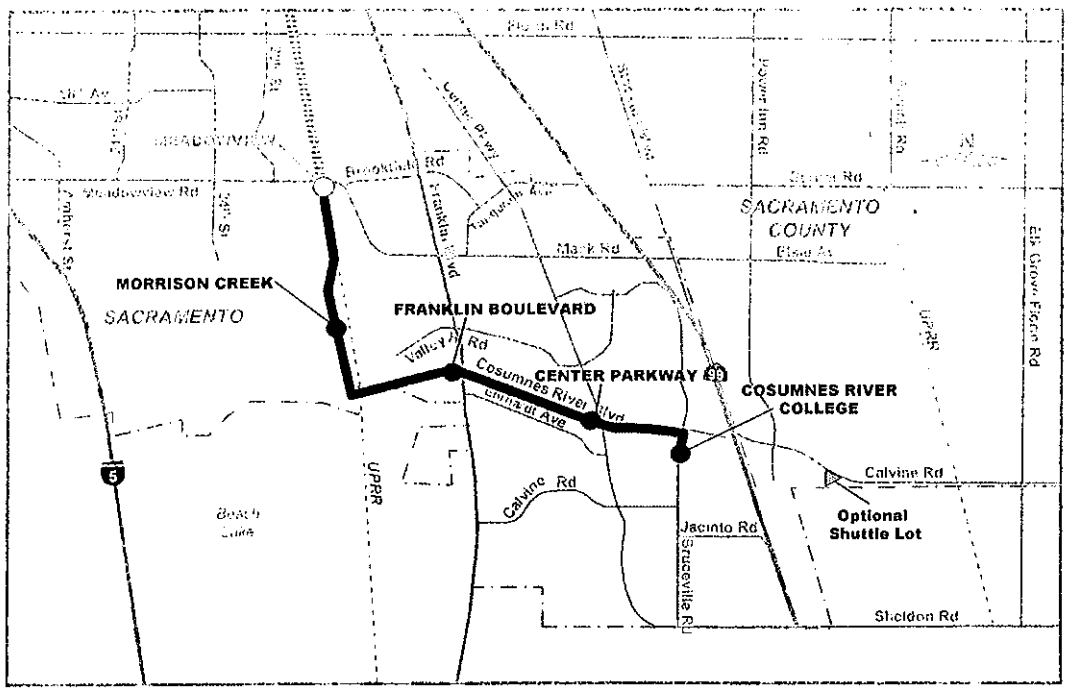


Figure 13- Proposed South Line Phase 2 Light Rail Extension



The DNA corridor project would extend light rail approximately 13 miles from Downtown Sacramento through the Natomas community, and ultimately to the Sacramento International Airport. The DNA line would add a fourth corridor to the RT system and is planned to be completed in three minimum operable segments (MOS), depending upon funding availability and competitiveness for Federal New Starts funds:

- MOS 1a – Richards Boulevard (2010);
- MOS 2 – Natomas Town Center (2013)
- MOS 3 – Sacramento International Airport (2017)

- Northeast Corridor Service and Facilities Enhancements Project

Several improvements are proposed for the Northeast Corridor of RT's light rail system. These improvements are designed to improve operational flexibility, schedule reliability, increase system safety, as well as provide passenger amenities and expanded services. This project includes: facilities improvements at the Arden/Del Paso light rail station, relocation of the bus transfer activities to the Swanston light rail station, straightening and double tracking of the existing light rail line through the former Lumberjack property near Royal Oaks light rail station, improving traction power and signaling, and double tracking portions of the light rail line between the Watt/I-80 Station (northeast terminus) and downtown Sacramento to accommodate additional light rail service. Double tracking would provide RT the opportunity to initiate limited stop service and increase service frequency to 7½ minute intervals. Trains could depart from Watt/I-80 before the local train, and stop at Roseville Road, Swanston, and Arden/Del Paso light rail stations, resuming local service along 12th Street from Alkali Flat Station to 13th Street Station. In March 2002, the RT Board approved the Initial Study and Negative Declaration for the Northeast Corridor Facilities Enhancement Project.

Light Rail Service Policies

As was previously stated, beginning September 2003, RT began service on three light rail corridors, the Northeast Corridor, the Amtrak/Folsom Corridor, and the South Corridor. The Northeast Corridor and the South Corridor are interlined and they will continue to operate between Watt/I-80 and the Meadowview Light Rail Station. The South Line will operate between downtown Sacramento and the Meadowview Road Station in South Sacramento. The Amtrak/Folsom Corridor operates between the Sacramento Valley Station (in downtown Sacramento) and the Historic Folsom Station in the City of Folsom.

The combined headway for these three corridors will be split as evenly as possible to provide more frequent service for passengers who travel within the downtown area. This will allow for improved transfers between the light rail lines and it will also balance the traction power requirements.

Figure 14 - Downtown-Natomas-Airport (DNA) Corridor

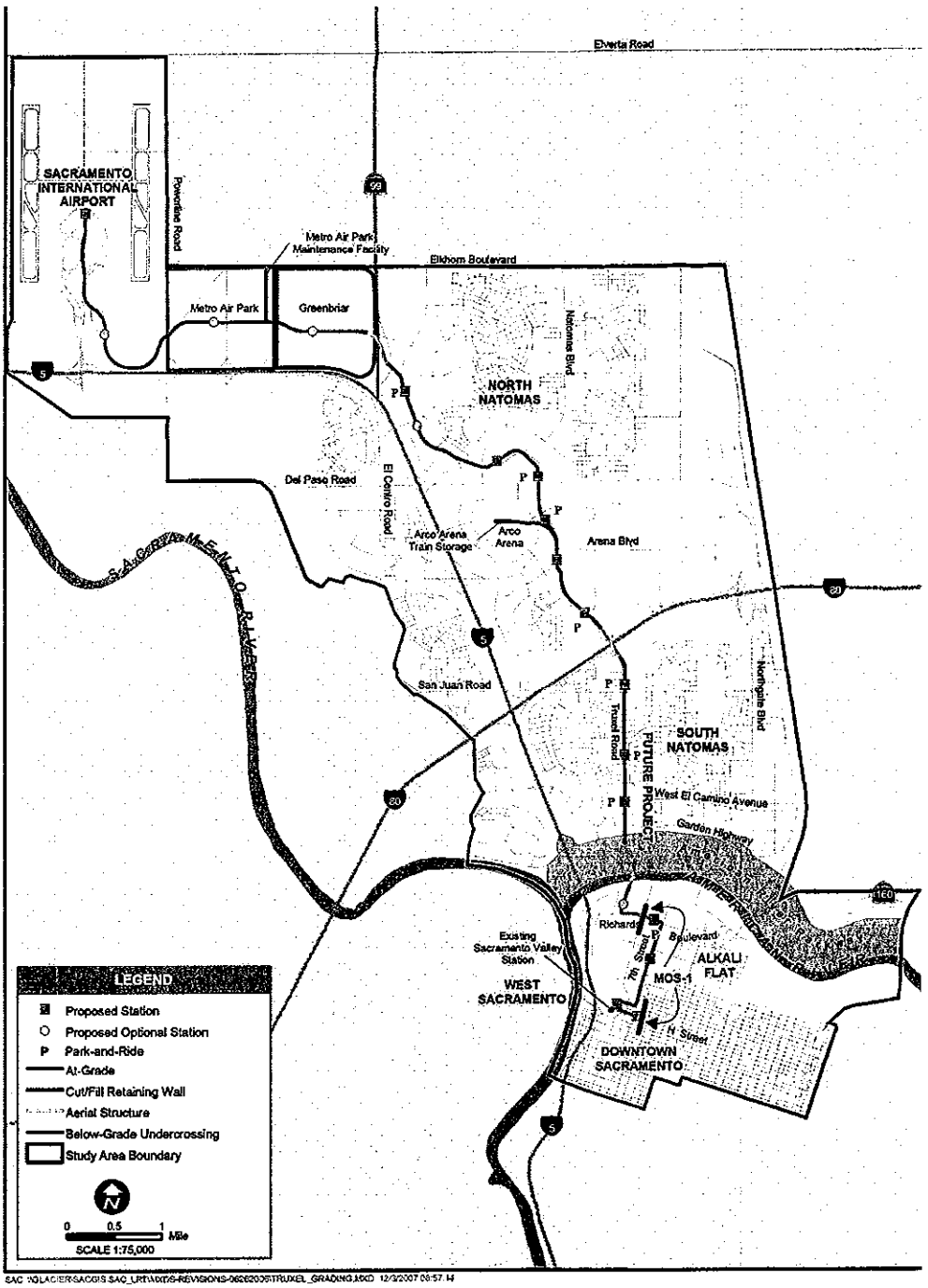


Figure ES-2
DNA Project

The continuation of weekday peak hour headways of 15 minutes for light rail service is planned for the Northeast Corridor, the South Corridor, and the Amtrak/Folsom Corridor based on the maximum train length of four vehicles and maximum load factors. However, in order to meet the projected demand for service on the Amtrak/Folsom Corridor from the City of Folsom to downtown Sacramento, RT will operate augmented peak hour service with a planned train length of 2 to 3 cars.

Load factor is a measure of vehicle occupancy. A load factor of 1.0 would mean that all the seats are taken. Because RT's light rail vehicles are designed to accommodate standees, load factors of greater than 1.0 are acceptable. RT does not have a policy with regard to a load factor standard. However, as a practice, RT defines maximum load factor standards to represent the greatest number of passengers that can be comfortably carried in RT vehicles. Passenger comfort and loading standards are considered in the formulation of train consists.

For RT's light rail system, the load capacity is 100 persons per car, based on 60 seated passengers and 40 standees. This is RT's standard practice, and it results in a load factor of 1.67. According to the car manufacturer, the current fleet of light rail vehicles has a design capacity of 60 seated passengers and 164 standees. If RT applied this as its maximum load capacity, the result would be a load factor of 3.73. However, this load condition is not desirable, especially in consideration of passenger comfort.

Current System Ridership

RT's ridership has increased steadily over the past several years. Beginning in fiscal year 1995, various improvements to service such as additional local and express routes, expanded weekend service, and additional light rail trips helped to attract new riders to RT. Ridership between 1997 and 2006 increased by more than 30 percent, as depicted in Figure 15.

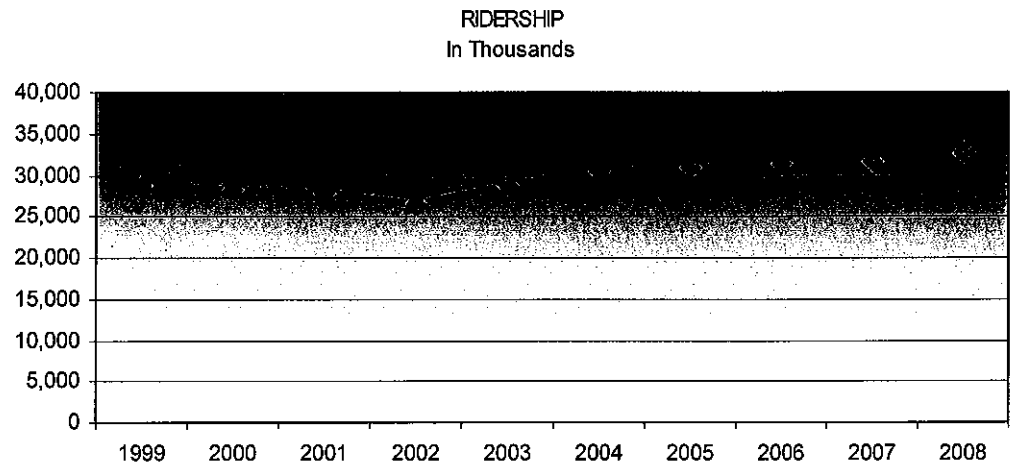
RT develops system ridership data through annual on-board ride checks on bus routes, light rail on/off counts, and LRT boarding counts. Ridership statistics are calculated for each line by time period and travel direction.

Projected Ridership

The proposed service modifications outlined in this document will result in an increase in system wide boarding passengers. During the timeframe of the SRTP (2000-2010), total system wide ridership is projected to increase by 32 percent, from over 28 million in FY 2000 to over 37.2 million in FY 2010.

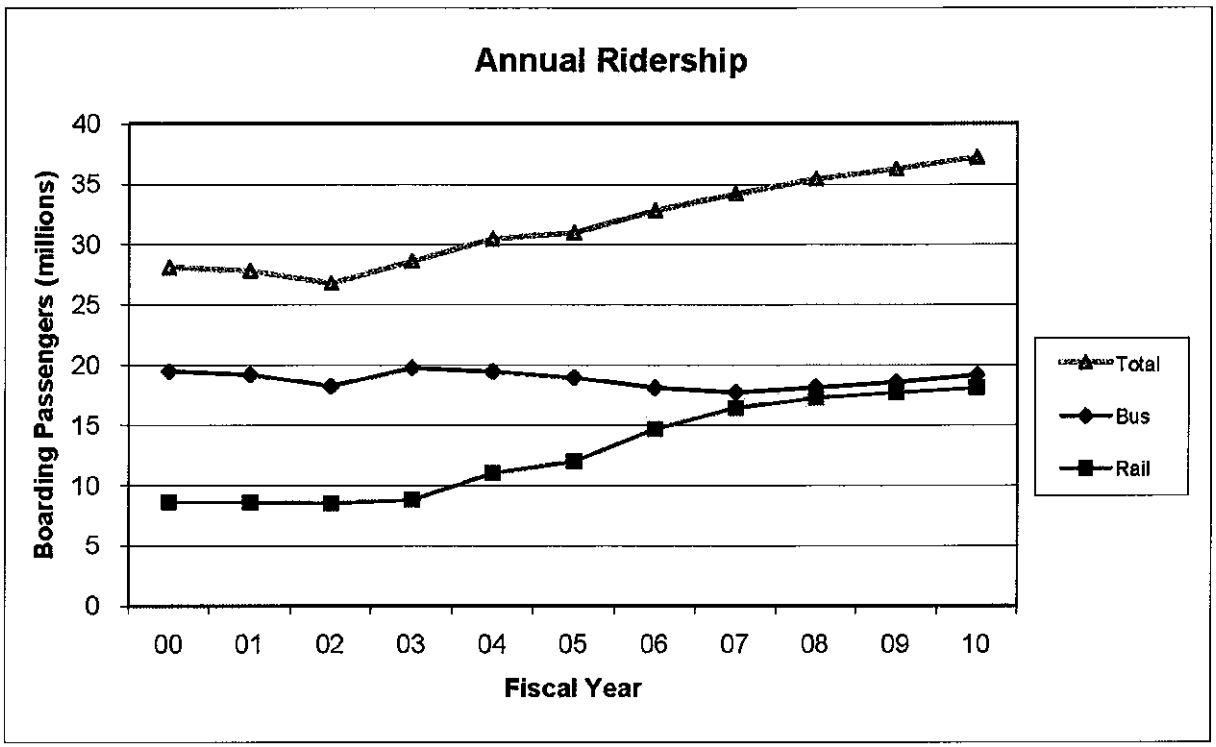
Figure 15 - Ridership – FY1997 – FY2006

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Ridership (in 000's)	28,593	28,120	27,734	26,610	28,616	30,469	30,938	31,230	31,567	32,559
% change	29.80%	-1.65%	-1.37%	-4.05%	7.54%	6.48%	1.54%	0.94%	1.08%	3.14%



Source: Sacramento Regional Transit District, *2008 Comprehensive Annual Financial Report*)

Figure 16 - Project System Ridership through FY 2010

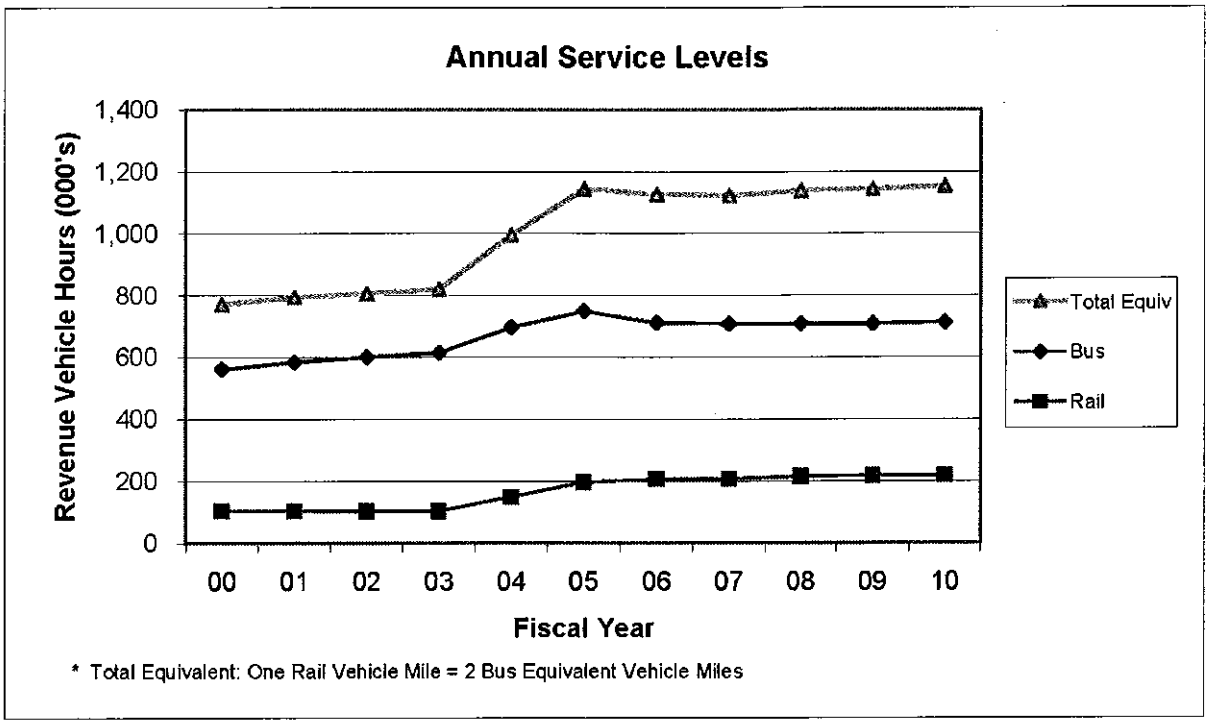


Projected Revenue Hours

For the growth in service outlined in the SRTP, projected revenue vehicle hours have been derived, and are shown in Figures 16 and 17.

Between 2000 and 2010, bus revenue vehicle hours are projected to increase at the rate of about 4.4 percent per year. Rail vehicle miles remain constant until the year 2003, when the new light rail extensions began revenue service. Bus service increased in concert with light rail extensions to provide connections between local communities and the new light rail services. Between FY 2008 and 2010, service is projected to increase to Natomas, Arden Arcade, and Rancho Cordova.

Figure 17 - Revenue Vehicle Hours through FY 2010



Service Design Improvements

Service/Needs Evaluation

RT staff is continually evaluating the performance of both bus and LRT service with respect to ridership, vehicle loadings, on-time performance and other measures of service quality. A more formal and in-depth review of service performance is done on an annual basis. This annual analysis identifies routes and route segments that may be improved by inclusion in RT's Service Improvement Program, as well as verifies which community areas should be slated for route restructuring and realignment as identified in the Short-Range Transit Plan.

Service Improvement Program

The RT Service Improvement Program has been developed in order to maximize the effectiveness of RT service. It is an iterative process that is repeated annually. It serves two purposes. First, it insures that service resources are being used to produce the greatest amount of service possible, by allocating unproductive service resources to new or improved service. The Service Improvement Program also insures that adequate efforts have been undertaken to improve service performance before elimination of poor performing services.

The keys to the Service Improvement Program are aggressive target marketing and market research. The Service Improvement Program allows flexibility to RT staff to develop a specific improvement plan for each target route or route segment.

RT's Service Improvement Program leads off with an annual review of existing service and identification of target routes. The target route identification is based on a productivity measure of passengers per vehicle hour. The standard is set at 70% of the RT system average productivity for that type of service. In this way, one common standard is applied to all routes, days, and time periods. On average, about 5%-10% of RT's routes will fall below this standard and be identified as target routes for improvements.

The next step is development of an improvement plan for each target route. Improvement plans are then implemented and afforded ample time to show results. The results of the improvement plan are closely monitored. Upon completion of the designated time for service improvement, usually 9 months to a year, results are evaluated. Targeted service, which meets the performance standard (i.e. 70% of average productivity), is then left unchanged. Services that have not shown necessary improvement are reanalyzed and further improvement strategies pursued. At this point, they may also be considered for elimination, with their resources then made available for other new or improved services.

Service Review and Identification of Target Routes

The annual review of current service performance will include four areas:

- Demographics and Market Data

  Demographic information and available market data for the existing RT service will be reviewed. Staff will identify markets that are not being served adequately.

- Service Efficiency and Utilization

  Service efficiency and utilization data will be summarized. Routes will be ranked by ridership productivity and the productivity standard will be used to identify poor performing routes, as discussed above.

- Schedule adherence and operational concerns

  Schedule adherence data and operational concerns for current RT service will be reviewed. Staff will identify routes or route segments with schedule adherence problems or operational issues.

- Customer Satisfaction

Passenger Service Reports and survey data will be reviewed to determine weaknesses in the quality of RT services.

Improvement Strategies

After this review of service is completed, an improvement plan for each targeted service will be developed. Improvement actions that may be undertaken include:

- Target Marketing
- Bus Stop Improvements
- Schedule Improvements
- Route Realignment
- Frequency Reductions (reallocating service hours to new or improved routes)
- Eliminate Service (reallocating service hours to new or improved routes)

Improvement actions that require significant service changes will be included in RT's annual major service change proposal. Improvement plans will be given nine months to one year to take effect. Services targeted for improvement will be closely monitored.

Service Planning Process

RT's approach to service planning has four main thrusts;

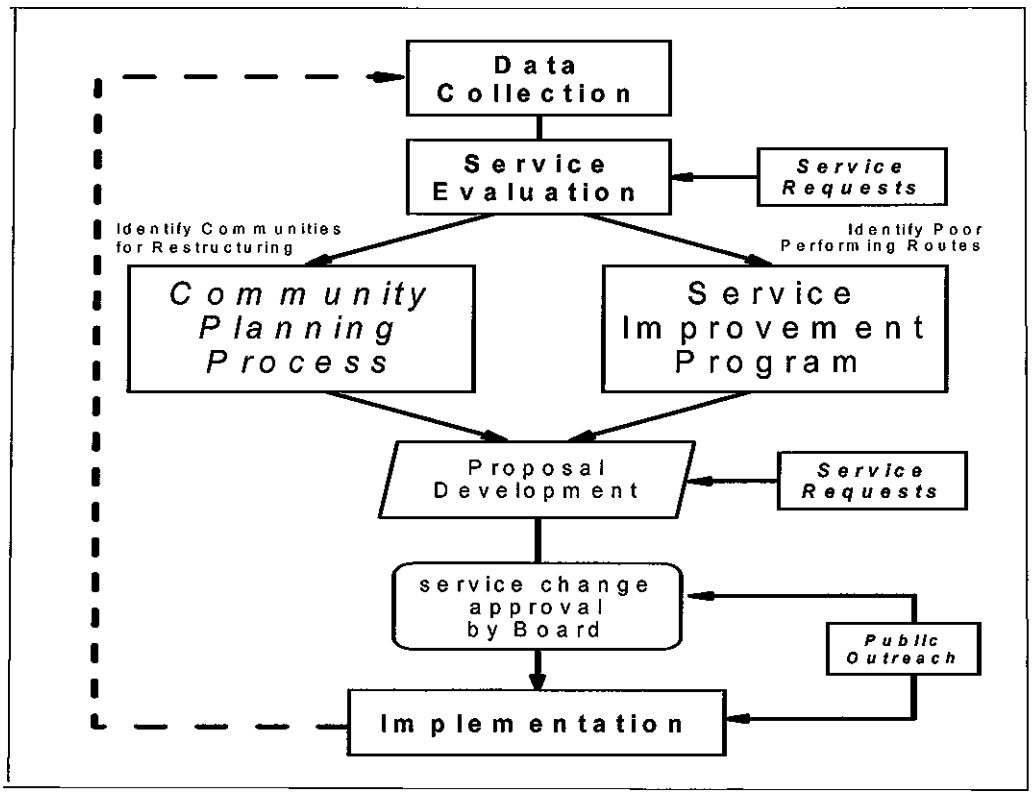
1) Engage the public in building a public transportation system that will meet its needs
2) Regularly evaluate new and existing service performance
3) Implement strategies for improved performance
4) Reinvest the resources of unsuccessful services consistent with RT's overall service concept

RT has implemented a revised Service Planning Process as depicted in Figure 18. This process is managed by the RT Planning and reviewed by Executive Management staff. The process provides the framework for a coordinated and comprehensive review of existing and proposed service, as well as increased opportunities for community involvement in service development. At the same time, it insures that operating efficiency and cost-effectiveness will be maintained.

Data collection and analysis forms the basis for RT's Service Planning Process. It is important not only for facilitating the development of service changes, but in providing the ability for RT to assess its overall effectiveness in delivering high-quality and efficient service. Data collection occurs year-round at RT, with data compilation and analysis being completed in the fall for the previous fiscal year (July-June). Bus and light rail ridership data is collected annually by route and stop by a staff of part-time route checkers, and daily by route by bus operators using the electronic fareboxes.

The Sacramento Area Council of Governments assists RT staff by providing demographic data from a number of sources to RT. RT staff is beginning to make use of SACOG's detailed demographic data by using a Geographic Information System (GIS). As staff expands its use of GIS capabilities, much better demographic data will be provided for planning purposes.

Figure 18 - RT Service Planning Process



Public Participation and Outreach

As presented earlier in this document, RT plans to make modest near-term changes to improve service in the Sacramento region in the immediate future; with plans to implement a much more aggressive future expansion plan when funding is available. Each year, operating and financial data from the previous year is reviewed to identify which community area is a priority for restructuring and realignment of service during the next year. Staff then embarks upon a community based planning process to develop a restructuring plan for inclusion into the annual service change proposal presented to the RT Board of Directors.

While the planning process may differ from community area to community area to fit local needs and desires, the process includes three major steps. First, RT staff meets

with elected officials to explain RT's overall service strategy, the reasons for restructuring service in the particular community, RT's limitations and opportunities for service enhancements in the community and RT's action plan for the rest of the process. RT staff also asks elected officials for their recommendations of community groups and representatives they might feel should be included in planning efforts.

Next, working with community groups in the affected area, RT staff conducts a workshop with community representatives to explain existing service performance, discuss future growth and community needs, and identify priorities and opportunities for improvements which would better serve the community. Because RT is not expected to have sufficient operating funds for major service improvements in the future, staff will be vigilant about providing an explanation to the community regarding the limitations upon RT's ability to implement service changes. After this workshop, RT staff develops a conceptual plan for restructuring service in the area. The Plan is presented at another workshop at which RT staff would gather community response. Using the input from this workshop, staff will develop a final draft restructuring proposal that will be presented to the general public and the RT Board of Directors.

One of the foundations of RT's improved Service Planning Process is a comprehensive public involvement program. RT's Planning, Public Information, and Customer Relations Departments coordinate the public involvement program for the Service Planning Process. It is important to hear from a wide variety of interests to identify a set of service improvements that will meet the needs of RT's patrons and enhance regional mobility. The public involvement program consists of three parts. The first, the Community Planning Process has already been discussed. In addition, RT staff involves the public in service planning through two other means: consideration of service requests and a public outreach program.

Service requests may be generated by RT staff, through private and governmental organizations, interest groups, and the general public; requests are normally recorded as Passenger Service Reports (PSRs) through the Customer Relations Department, but requests are also received from other RT departments, senior management, and the RT Board of Directors. RT also receives service requests through SACOG's annual Unmet Needs Process. RT receives dozens of service requests annually, reflecting the fact that the Sacramento region does not have enough transit service.

When service change requests are received, a preliminary review is conducted to determine the scope of the proposed change, its relative merit, the urgency of the request, and the ability of RT to implement it without being part of a larger service change package. Staff is able to implement a significant number of service change requests without cost and without the need for RT Board approval. Most serious changes cannot be implemented immediately due to financial and equipment constraints. Each service request is responded to, categorized and filed for reference during the service change process.

Public outreach efforts will be undertaken for all major service change proposals. Public outreach activities include:

- Notification of RT patrons

RT patrons are notified of proposed service changes through a variety of mediums. Most important is the placing of mini-posters and car cards on buses and light rail vehicles. Brochures or flyers describing the proposed changes and requesting rider input are provided on all vehicles. During the public review period for service change proposals, RT staff will ride trips on the most severely affected bus routes and act as ambassadors at affected light rail stations, handing out service change proposal information, and requesting patron input on the change proposal. Notice of service change proposals is also provided to patrons through RT's monthly rider newsletter.

- Notification of neighborhood residents

When a service change proposal includes providing service along a street previously without service, residents along the street will be notified and their comments requested before a final route decision is made. RT staff also will provide notice to neighborhood and business associations of proposed service changes.

- Notification of general public

The general public is notified of proposed service changes through press releases to all media outlets in the Sacramento region as well as through ads placed in newspapers in the affected communities. In addition, service change proposals are posted on RT's website.

- Notification of public agencies

Notification of public agencies and officials in areas affected by the proposed changes will occur through letters, phone calls and individual meetings prior to the RT Board's consideration of service change proposals.

The public will be invited to provide input in writing (letter, e-mail, or fax) or by phone. Opportunities for public comment will be provided at workshops and public meetings with RT staff, and at public hearings before the RT Board of Directors during service change approval.

During the update of the Transit Master Plan, Short Range Transit Plan, and ADA/Paratransit Plan in 2007, the public will have the opportunity to provide input on future transit services for the Sacramento region.

Operations Program

The SRTP is intended to discuss how RT does business. As a public transit service provider, the plan outlines how we deliver service, what service RT wants to deliver and how it might be improved, as discussed in the Service Description and Service Design chapters of this document. It is also relevant to discuss those aspects of RT's business that are concerned with how the agency functions. How does RT monitor the service it provides to ensure that it meets the published schedule? Who are the people that work at RT and how are they being further developed to deliver quality service? How are the bus and light rail fleets maintained so that they are available to provide transit service? The answers to these and other questions are provided in this section of the SRTP.

Service Reliability and On-Time Performance

The on-time performance of RT's bus system is of the utmost importance to RT's passengers. Over the years, due to increased congestion in this region, bus schedule adherence has deteriorated. If buses and trains do not operate on schedule, many people will choose not to use them. Reliable service is one key to customer satisfaction and RT strives to provide on-time service.

RT's newest coaches (2300 series to present, approximately 110 vehicles) are all equipped with Clever Devices stop announcement systems. While the primary reason for purchasing Clever Devices may have been to automatically announce bus stops for the ADA requirements, Clever Devices equipped buses also collect time and location data that RT can use to track the on-time performance of the routes that a Clever equipped bus travels during a day.

Since July 2004, the time point events have been captured from the Clever equipped fleet. A time point event is a record from Clever Devices that can be positively identified as what time a bus was at a stop that is also a time point on a route. The monthly system-wide number is an aggregate of correctly identified records and is not route, day or time specific. Clever equipped buses provide information on a route and on a day type (Weekday, Saturday or Sunday) basis. These buses are rotated through the system so that each block RT operates has a Clever equipped bus on it for at least one week out of every month. A summary of available time points readings related to on time performance from July 2006 through February 2007 is provided below.

On-Time Performance Summary, July 2006-February 2007

Service Level	Events	Late*	% On Time
Saturday	150,180	21,620	85.6%
Sunday/Holiday	160,648	16,312	89.8%
Weekdays	1,006,907	103,804	89.7%
Total	**1,317,735**	**141,736**	**89.2%**

* Service is considered "late" six minutes past scheduled time

Reporting the on-time performance of the RT bus system has been in effect since September 2004. On average, weekday service tends to be between 80% and 90% on time. Saturday service is usually the worst, dipping as low as 75% on time. Sunday service is generally the best, sometimes reaching as high as 92% on time.

Future improvements to the Clever Devices equipped fleet will allow RT to begin tracking on-time performance at the trip level. At that time, RT will be able to quickly and easily improve the running efficiency of the bus system by tweaking the schedule in order to keep the bus moving throughout the system rather than having to wait at time points because there is too much time in a schedule.

RT acknowledges that routes that have high ridership and provide important linkages must also have superior service. However, due to the enormous growth in Sacramento County, RT is also continually faced with tremendous demand for new service. As congestion grows in the region, the demands for added resources on existing routes will grow. Increases in bus service hours and operating costs may be needed to maintain headways on existing routes in response to increased travel times from traffic congestion, heavy passenger loading, and other impacts. It will be essential that there be an objective measure of service reliability to add service prudently.

Employee Development

RT has recently developed an Employee Development Plan as a result of a desire of the District to be an Employer of Choice while serving the transit needs of Sacramento and surrounding communities. The plan provides a comprehensive, long term, organization-wide plan that will add to the programs already in place and enhance the learning capabilities and employee satisfaction of all RT employees. The plan also envisions the development of a high performance workplace while insuring the operational success of the Agency. The implementation of the EDP is in concert with RT's Strategic Plans. It provides the training and work environment that all employees need to do their best work. A major element of the plan is the incorporation of the findings of the employee survey which contains information on employee training needs and other information that would add to RT's goal to be an Employer of Choice.

In recent years, RT consolidated its training efforts in the Human Resources Management departments. As a result of the consolidation, RT was able to present more training programs at a reduced cost to a greater number of employees.

RT has successfully implemented an intense training program for new bus operators. A combination of classroom training and behind-the-wheel training allows RT operators to gain experience and successfully perform their job. The training schedule has been improved to allow RT to train operators efficiently and minimize the time it takes to have an operator available for service.

In addition, an annual training program that emphasizes customer relations and RT policy and procedures has been developed for all employees. This allows RT staff to

exchange ideas, information, and experience with other individuals from various departments and all levels of the organization.

Furthermore, RT currently has an Operator Awareness Training Program focused on providing RT operators with the tools needed to become proficient with the requirements of the Americans with Disabilities Act (ADA) and to become sensitive to the needs of persons with disabilities and senior citizens.

Vehicle Maintenance

Bus Vehicles

RT's compressed natural gas (CNG) bus fleet is one of the least polluting in the nation and it surpasses the California Air Resources Board stringent emission standards. The CNG buses were purchased in response to a strong local desire to clean regional air, and the buses are more efficient than the diesel powered vehicles they replaced. The successful transition to CNG has placed Sacramento at the forefront of clean-fuel bus technology and created a model for the transit industry. During the run-up in Gasoline and Diesel fuel prices in 2008, the stability of CNG prices contributed significantly to RT's ability to continue to provide bus service while other systems were reducing routes and hours.

The bus maintenance and overhaul program is based upon the bus manufacturer's recommended maintenance procedures for each make and model of bus. Several preventive maintenance (PM) procedures are performed at recommended intervals; additional procedures are performed on a daily basis. Buses are inspected daily by bus operators as well as mechanics. The driver's daily inspection consists of pre-trip and post-trip inspections of tires, lights, mirrors, windshields, etc. The mechanic's daily inspection consists of similar features such as a check of the wheelchair lift, all vehicle lights, mirrors, windshields and windows, and a visual safety check of safety equipment (seat belts, fire extinguishers, tires, etc.), among others.

RT's fleet of buses is inspected on a regular basis to maintain its efficiency and effectiveness. The bus maintenance and overhaul program is based upon the bus manufacturer's recommended maintenance procedures for each make and model of bus. The average mileage for an RT bus is between thirty-five and forty thousand miles per year. Over the last year, the RT bus fleet averaged 6,836 miles between failures. The spare ratio is used to provide a standby fleet in the event a bus is removed from service due to a failure.

Several PM procedures are performed at recommended intervals based upon accumulated mileage or the number of days following the previous inspection (whichever comes first). Additional procedures are performed on a daily basis. A computerized maintenance system identifies preventive maintenance inspection intervals for each vehicle to assure that maintenance is provided on a regular basis.

Weekly inspections are done for the brake system, suspension system, and safety components. Adjustments are made as needed. A visual inspection of all under floor running gear, including steering and wheelchair lifts is also done weekly.

Each successive level of preventive maintenance requires an increasing number of the vehicle's operating systems to be inspected, adjusted, serviced, and/or replaced.

During a preventative maintenance inspection, the following occurs:

- An assessment is made regarding the structural integrity of all components.
- Parts are checked for leaks, rust or corrosion, damage, or missing pieces.
- Several parts are lubricated.

During a tune-up, the engine compartment is steam cleaned, and injectors, valves, racks, seals, filters, fluid levels, etc. are checked. For CNG buses, the spark plugs are also changed.

In addition, the following checks occur:

- Bus fareboxes receive PM twice a year at 185 and 365 days. The procedure consists of inspecting, adjusting, and cleaning the farebox coin mechanism, bill transport, cash box, and keypad.
- Each vehicle's wheelchair lift is inspected every 60 days and every 6 months.

- CNG buses have a PM check at the following checkpoints:

- 10K/60 days: Every 10,000 miles or at the 60 day mark.*
- 20K/120 days: Every 20,000 miles or at the 120 day mark.*
- 40K/240 days: Every 40,000 miles or at the 240 day mark.*
- 60K/365 days (1 year): Every 60,000 miles or at 365 day mark.*

*(whichever is earlier)

CNG buses receive frequent tune-ups in accordance with the following schedule:

- 17,500K/180 days: Every 17,500 miles or at 180 day mark.
- 35,500K/360 days (1 year): Every 35,500 miles or at 360 day mark.
- 71,500K/720 days (2 years): Every 71,500 miles or at 720 day mark.

CNG buses are also subject to regular maintenance of their fire suppression system, which occurs at 30/180/365 day intervals.

Shuttle Buses

RT's fleet of shuttle buses has a PM check at the following checkpoints:

- 4,000/90 days: Every 4,000 miles or at the 90 day mark.

- 8,000/180 days: Every 8,000 miles or at the 180 day mark.
- 16,000/365 days: Every 16,000 miles or at the 365 day mark.

Shuttle buses receive frequent tune-ups in accordance with the following schedule:

- 17,500K/180 days Every 17,500 miles or at the 180 day mark.
- 35,500K/365 days (1 year): Every 35,500 miles or at the 365 day mark.
- 71,500K/720 days (2 years): Every 71,500 miles or at the 720 day mark.

New Bus Maintenance Facility

RT's current maintenance facility is located at 29th and N Streets in Midtown Sacramento adjacent to RT's administrative offices. This facility was originally designed for about 200 buses on approximately 9 acres and is inadequate for current and future needs. In 2001 RT began looking for sites for an additional bus maintenance facility. This search led to selecting a site on Main Avenue and Raley Boulevard which received Board approval in 2002. However, in 2003 as the redevelopment plans for the former McClellan Air Force Base materialized, a superior and less costly site emerged. The Main Avenue/Raley Boulevard proposal was abandoned for a future site at McClellan Business Park building 655, a former maintenance facility. A California Environmental Quality Act (CEQA) analysis and Negative Declaration was prepared. As an interim solution RT began parking buses at a lot between P and Q Streets adjacent to RT's existing facility. While this is workable for 275 buses, the overcrowding results in operational inefficiencies and higher labor costs.

In 2006, the McClellan Business Park Facility (BMF2) began a limited operation with the relocation from the midtown facility of the smaller vehicle Community Bus Service program. In January 2007, RT completed the transaction and now owns this facility. As presently planned, BMF2 will be occupied in 2 phases. The first phase will include a second CNG station, which eliminates the bus system's vulnerable dependence upon one CNG refueling station. This first phase will also reduce deadhead miles and provide bus storage north of the American River in case of disaster. Phase one (Figure 4-1) will accommodate 125 buses and return the midtown facility to an appropriate scale of operation. This is planned to be completed by late 2007 or early 2008.

Phase 2 will allow this facility to accommodate an additional 125 buses. This will give RT a maintenance capacity for 470 buses, sufficient for the foreseeable future and including large capacity and/or articulated buses for the enhanced and bus rapid transit programs (there are currently no detailed plans for operating articulated buses). Phase 2 of the BMF2 facility is planned to start in 2015 and be completed in 2016. This second phase will relieve demand upon the present Midtown Sacramento facility and make possible its planned rehabilitation in 2011/12. However, discussions are underway at RT that consider a 3-phase implementation of BMF2.

Long-range conceptual planning also includes a bus maintenance facility in the south area which would significantly reduce deadhead miles. If this were to become a third facility it must be preceded by population growth and a major system expansion.

However, the sale of the present Midtown Sacramento facility has been under discussion. In this scenario a far more valuable piece of real estate is "traded" for a less expensive property and RT ends up with two facilities more strategically located than in the present or near future situation.

Light Rail Vehicles

The light rail vehicle maintenance program consists of periodic inspections based upon mileage. Unscheduled maintenance occurs when cars are removed from service, or "road calls." RT defines several conditions for road calls. These include defective brakes, electronic faults or propulsion problems, and vandalism. On average, there are 85,000 miles between light rail vehicle failures.

As the fleet expands, RT will maintain a ready reserve to allow for unscheduled maintenance when there is a road call. This is essential considering that the light rail system will be operating with an expanded mixed fleet of advancing age. Approximately 60% of the cars are between 17 and 20 years old.

RT acknowledges that the light rail fleet will be larger than required in order to meet the peak demand between fiscal years 2004 and 2008. This variance is due to the fact that RT acquired 21 used UTDC vehicles from VTA. While this acquisition will initially provide excess capacity, it will also provide a cost-effective solution for RT's light rail fleet expansion requirements, as these vehicles can be used for the South Sacramento Phase 2 light rail extension. Furthermore, the UTDC cars will allow RT to take the 36 Siemens light rail vehicles out of service so that a midlife overhaul can be performed.

- Siemens-Duewag Light Rail Vehicles

Daily Pre-Trip Inspection: Prior to starting revenue service for the day, the LRV operator conducts this inspection, which consists of a walk-through of the consist and a basic test of routine functions such as doors, lights, mirrors, couplers, pantographs, etc. The cars are inspected every evening by maintenance to review the overall condition of the vehicles.

Weekly Inspection: Checks critical safety components on the top, underside and interior of the LRV. At prescribed intervals, filters are replaced and motor brushes are inspected and repaired as necessary.

10K Inspection: Preventive maintenance inspections are performed at 10,000-mile intervals. There are three separate inspections denoted at the 10K, 20K, or 30K intervals. All inspections include a comprehensive check of safety, critical and general vehicle components, including: car body, pantograph, trucks, propulsion system, vehicle control circuit, braking systems, low voltage circuits, HVAC systems, door, and couplers. Additional items, which do not need inspection as frequently, are assigned to one of the three intervals in order to balance out the time required to perform each preventive maintenance inspection. On average, one LRV is in maintenance every weekday undergoing preventive maintenance at the 10K level.

Routine incremental inspections at the 10K, 20K, 30K levels, along with the daily and weekly inspections, continue until the 150,000-mile level is attained.

Annual Check: In addition to the routine inspections, on an annual basis, all wheels are trued and the vehicle heating, ventilation, and air conditioning (HVAC) systems are checked. Filter/dryers are replaced and performance tested during the spring, in preparation for the summer cooling season.

150K or Intermediate Inspection: Includes calibration of all electronic components, measuring the resistors, inspection of the vehicle trucks, and all elements of the 10K, 20K, and 30K inspections.

300K or Major Overhaul: The Siemens vehicles had a major teardown and inspection performed at approximately 300,000 miles. Evaluation of the cost effectiveness of this inspection showed that the wear on the components did not justify the invested cost of labor and time out of service. The decision made was that continuation of this inspection was not necessary. This was a general overhaul of all major subsystems on the LRV and it required approximately 1,300 person-hours to complete. The LRV was unavailable for a three to four week period. During this overhaul, vehicle components were removed, disassembled, inspected/repaired, reassembled, calibrated, and reinstalled on the LRV. These components include trucks, traction motors, brake motors/actuators, slewing rings, bolsters, couplers, camshaft controller, resistor banks, pantograph, main circuit breaker, and HVAC units. In addition, numerous other items on the LRV were inspected, adjusted, and lubricated or replaced. The LRV was then detailed, brake rate testing accomplished, and the vehicle was returned to service.

- CAF Light Rail Vehicles

CAF maintenance intervals are required by design specification to be consistent with the intervals applied to the existing fleet of Siemens vehicles. The procedure and specific components identified for a particular interval may vary from the Siemens vehicles because of technology differences. As an example, the controls for propulsion, braking, doors, and HVAC are microprocessor controlled on the CAF vehicles, while these same controls are relay based on the Seimens vehicles. These differences will be identified in the standard operating procedures and maintenance checklists that pertain to light rail vehicle maintenance. The standard operating procedures and maintenance checklists will be prepared following CAF maintenance training and receipt of the final maintenance manuals.

- UTDC Light Rail Vehicles

RT intends to modify the UTDC maintenance intervals to reflect those used for the Siemens and CAF vehicles. This will be done in a manner that does not supersede the maintenance interval recommended by the manufacturer. The actual procedure and specific components included in a maintenance interval will vary between these vehicles

and the Siemens and CAF vehicles. Differences in these vehicles include braking, car control units, couplers, and suspension. The light rail maintenance standard operating procedures and maintenance checklists will reflect these differences.

The light rail vehicle maintenance and overhaul program consists of periodic inspections based upon mileage, as well as daily and weekly inspections. Prior to starting revenue service for the day, the LRV operator conducts an inspection which consists of a walk-through of the car and a basic test of routine functions such as doors, lights, mirrors, couplers, pantographs, etc. A maintenance person who reviews the overall condition of the vehicles inspects the cars every evening.

Future Light Rail Maintenance Facilities Plans

RT proposes to develop additional running repair facilities in the future. The primary purpose of a running repair facility is to store, clean, and maintain vehicles. The intent is not to make major component exchanges. Major components are any component that can be removed and replaced on a vehicle that would allow the vehicle to be returned quickly to service. Trucks, heating and air conditioning units, pantographs, couplers, and inverters are examples of major components. Vehicles will be dispatched from the running repair facilities on a daily basis.

An additional running repair facility may be required in order to support the potential implementation of Phase 1 of the proposed DNA Line light rail extension in 2014. The DNA environmental analysis includes plans for the development of a new running repair facility to be located near the terminus to allow more efficient operations due to proximity to the line. Several potential sites along this corridor are being identified and will be considered as potential locations for future light rail maintenance facilities.

Ideally, RT would like to be able to locate its running repair facilities near the terminus point of each line in order to minimize the deadhead mileage when cars are either added to or removed from trains during peak service hours to reduce operating costs. Considering that the existing light rail heavy repair facility is located near the end of the Northeast Corridor line, it is a great distance from the remainder of the light rail system. Furthermore, the connection between Academy Way and the remainder of the light rail system is hindered by two segments of a single-track operation. These segments include the track between the Swanston Station and the Royal Oaks Station (Lumberjack curve), as well as the track over the American River Bridge. The obstruction of either of these single-track sections will prevent the operation of vehicles to and from the facility.

Accessible Services

In 1990, the federal Americans with Disabilities Act (ADA) was enacted. The act requires transit systems nationwide to provide access for persons with disabilities, and to establish a paratransit program that is complementary to its fixed route services. Since 1992, RT has contracted with Paratransit, Inc., a non-profit organization, to provide complementary paratransit service. The number of ADA paratransit trips provided annually by Paratransit, Inc. has increased over 37% since 1992. This service has and will expand gradually to complement RT's fixed route bus and rail service in accordance with the requirements of the ADA. RT currently provides over $10 million in operating funds annually to support this service.

RT is committed to serving persons with disabilities and seniors with accessible, courteous service. Through a variety of system enhancements, RT has continued its efforts to make the bus and light rail service more accessible to seniors and persons with disabilities. Enhancements to the fixed route system include, but are not limited to, a number of covered mini-high light rail station platforms, installation of Braille signs with raised lettering, and fare vending machine faceplates which have instructions printed in Braille and raised prints, with raised print arrows, for visually impaired and blind patrons. RT's buses are equipped with accessible lifts for use by persons traveling in a wheelchair. The lifts are also equipped with handrails for use by persons needing to use the lifts as standees. Because of larger lift dimensions and aisle widths, most RT buses accommodate larger mobility devices that are not considered "common."

Operations Policies

Paratransit riders must meet the ADA eligibility requirements to qualify, and they must register in advance for service. Paratransit, Inc. operates seven days a week (including holidays). Pick up times are scheduled between 4:30 a.m. and 1:00 a.m. daily. Patrons must call in advance to book, schedule, and confirm "Ready Times." Reservations are accepted as far as two days in advance of the scheduled trip. The current fare for a one way ride is $4.00 effective September 1, 2006.

Paratransit Maintenance Program

The paratransit vehicle preventive maintenance program consists of periodic inspections based upon mileage. The program includes three "A" level inspections, each at 3,500 mile intervals, and a "B" level inspection at the 10,500 mile mark. The "A" level inspection involves an oil and oil filter change and a chassis lubrication, among other components. The "B" level inspection includes the elements of the "A" level, plus engine tune-ups, parts replacement, and brake and wheel inspections. Of course, lifts are regularly inspected. As with bus and rail vehicles, a pre-trip inspection is performed daily before a paratransit vehicle begins revenue service.

All routine preventive maintenance of paratransit vehicles is scheduled to reduce the impact upon service. "A" level inspections are approximately 4.5 hours in duration and

"B" level inspections are 8 hours in duration.

System Safety

RT conducts its operations under the auspices of a System Safety Program Plan (SSPP). The SSPP is a master plan document that presents a comprehensive safety program for bus and rail operations within RT's service area. It delineates procedures and strategies for the identification, assessment, prevention and control of hazards.

The direction of the safety effort at RT is set forth in the preamble of the safety policy statement signed by the General Manager. A summary of these values is identified as follows:

- Each department and each employee shares a responsibility to minimize the hazards of their work.
- RT will commit the resources necessary to operate and maintain a safe transit system.
- All hazards can be identified, eliminated or managed to a safe and acceptable level.
- RT complies with all pertinent safety, health and environmental regulations.
- Communication of safety concerns is vital for achieving and maintaining a quality safety effort.

RT provides for safety of its employees, contractors, patrons and the public by enforcing safety legislation and all applicable environmental, health and security provisions contained within regulatory authority administered through the California Occupational Safety and Health Administration (CALOSHA), the California Public Utilities Commission (CPUC), the California Environmental Protection Agency (CalEPA), and through standard provisions in each contract.

Security

RT has made a significant commitment to improved passenger safety and security in recent years and continually monitors security measures to ensure their effectiveness. RT has increased its allocation of costs for safety and security services in recent years to an annual amount of about $9 million.

RT has a contracted Police Services Department composed of Sacramento City police officers and Sacramento County sheriff's deputies. These officers respond to law enforcement problems and emergencies on buses, light rail vehicles, and at light rail

stations throughout the day, seven days a week. Police support RT's Fare Inspection Officers by citing individuals for fare and other violations of transit system regulations. Recent legislation gives RT the opportunity to increase the authority of its supervisory personnel to enforce its rules. RT provides security guards on trains at night and at park-n-ride lots.

Affirmative Action/Equal Employment Opportunity

The RT Board of Directors has adopted an Equal Employment Opportunity/Affirmative Action (EEO/AA) Program. The purpose of the Program is to set forth specific, realistic and positive result-oriented procedures to be applied in good faith towards the objective of equal employment opportunity. The objective of the Program is to eliminate any Regional Transit practice or activity that may have an adverse or disparate impact on any individual. RT has developed an EEO/AA Plan, which includes mechanisms for evaluating the effectiveness of RT's EEO/AA Program and compliance with provisions of the applicable regulations, executive orders and laws.

The responsibility for the development, implementation and monitoring of RT's EEO/AA Program lies with the EEO/AA Officer who is also the District's Chief Administrative Officer reporting directly to the General Manager/CEO. The EEO/AA Officer designs and implements internal audit and reporting systems that: measure the effectiveness of the EEO/AA program; indicate any need for remedial action; and determine the degree to which goals and objectives have been obtained. Formal reports related to EEO/AA activities within RT are prepared when necessary and program results are reviewed and discussed with the General Manager and appropriate management personnel, especially if corrective action is deemed necessary.

Marketing Program

RT develops an annual marketing plan that outlines the marketing goals and objectives of RT; as well specific programs developed to achieve each objective. RT's marketing plan acts as catalyst to educate the public on the existing transit services, to promote the ease of using RT's services, and to understand the transit passenger's needs.

Market Research Program

RT has increased its use of market research and customer satisfaction surveys to find out who its future customers are, and how it can attract and retain them. RT may also use market research as a tool for setting goals and to redesign services. RT will combine market research with advertising, customer service, promotions and pricing strategies for a balanced marketing mix.

Service Promotion

RT produces a number of materials to communicate information regarding RT service to passengers and to promote transit usage to potential riders. Brochures, flyers, and posters, and the "Bus and Light Rail Timetable Book" provide information on RT's service and service changes. RT has also implemented route promotional campaigns designed to increase transit awareness and ridership in selected neighborhoods and along specific corridor streets.

When major service changes are implemented, the RT Ambassador Program (consisting of about 20 employees from various departments within RT) greets bus and light rail passengers at major RT bus stops and light rail stations with new pocket timetables and flyers regarding the route changes.

Accessible Services Outreach

RT has prepared a number of marketing materials to promote its accessible services. Working closely with the Mobility Advisory Committee (MAC), brochures describing RT's accessible services on buses and light rail vehicles, Mobility Advisory Committee, and RT's policy regarding service animals, have been recently produced. Signs and information displays to guide passengers at RT bus stops, light rail stations, transit centers, and on board buses and light rail vehicles have been designed in accordance with the Americans with Disabilities Act (ADA) of 1990.

Public Information

RT's Public Information Department produces a number of marketing efforts that are designed to increase transit awareness and system ridership for RT's passenger base, and to educate and inform potential customers of the attractive option transit provides. These include the following:

- A monthly newsletter is produced and distributed to approximately 9,000 riders. Other information materials such as flyers, interior car cards and in-vehicle mini-posters that promote specific transit programs are distributed to promote service changes and transit service availability.

- Corporate partnerships with major employers, transportation management associations (TMAs), businesses and public agencies have been formed to increase commuter ridership. In addition, RT works with Employee Transportation Coordinators (ETCs) to assist with transportation program planning for large employers, and to distribute complimentary tickets to introduce transit to new employees. Transit training field trip seminars are conducted on a semi-annual basis to provide ETCs with hands-on experience riding RT buses and light rail, so that they may educate their employees and promote public transit usage.

- RT has developed partnerships with public agencies and organizations such as Caltrans, the City and County of Sacramento, the Sacramento Area Council of Governments (SACOG), Pacific Gas & Electric Company, Sacramento Municipal Utility District, Sacramento Metropolitan Air Quality Management District, Friends of Light Rail, and the Downtown Sacramento Partnership. These public partnerships enable RT to work cooperatively to help improve the Sacramento region's air quality by promoting the use of transit.

- Extensive school outreach programs are designed to promote transit ridership and increase safety awareness among elementary, second and college students, faculty and staff.

- RT participates in about 20 annual events in the greater Sacramento community, including the California State Fair, Clean Air Week, Earth Day, Grand Carnival of Lights Parade, the Jazz Jubilee and National Transportation Week. Prepaid personalized trip planners are provided to attendees and complimentary tickets are provided at selected events to encourage the use of transit.

Fare Promotions and Incentives

- Class Pass: RT offers the "Class Pass," which is available to any group with ten (10) or more students who are pursuing a high school diploma. The pass permits unlimited use for these groups traveling during the hours of 9:00 AM – 3:30 PM. Teachers can use the pass as a resource for conducting class field trips.

- CSUS/Los Rios Transit Pass: RT has cooperative agreements with California State University at Sacramento (CSUS) and the Los Rios Community College District (Los Rios) to provide a discounted student transit pass to enrolled CSUS/Los Rios students. Students may utilize RT services with their student identification card and a current registration sticker. CSUS employees also participate in the program with valid identification.

- Jury Program: The County of Sacramento and RT have a program for jurists. In June 1998, the Sacramento County Board of Supervisors made a decision to continue to provide parking at no cost to jurors. In an effort to reduce the need for parking, the Court joined forces with Regional Transit to create a "Jurors Ride Free" to the courthouse ticket pilot program that would offer free transit tickets to jurors using RT's bus and light rail system to travel to and from the courthouse.

Capital Improvement Planning

Purpose of the Capital improvement Plan (CIP)

The 5-Year Capital Plan document represents the culmination of RT's efforts to strategically plan and prioritize capital activities over the next five years from FY 2008 to FY 2012. This document also provides visibility of proposed projects beyond the five-year window. This document is intended to be a "living document." The five-year window will shift or roll as the "current" fiscal year elapses. On an annual basis, the 5-Year Capital Plan will be reviewed, updated, and reissued in its entirety as one year drops and a new year is added.

Key Elements of RT's Capital Improvement Program

The key components of RT's CIP include the following:

- System Expansion
- Fleet Program
- Infrastructure Program
- Facilities Program
- Equipment Program
- Transit Technologies Program
- Transit Safety and Security
- Planning and Studies
- Other Programs

The primary focus of the 5-year CIP through FY 2012 is maintaining a state of good repair for fixed route and paratransit services, in addition to expansion of the light rail system. Major projects included in the Capital Improvement Plan are the replacement of RT's 1993 and 1996 CNG bus fleet by 2009, overhaul of the light rail vehicle fleet, paratransit vehicle replacements, light rail station rehabilitation, and improvements to light rail services including extension of light rail to Cosumnes River College and limited stop service in the Folsom and Northeast corridors.

The complete CIP summary is depicted in Appendix (E).

In compiling the CIP, RT strives to program projects that will help to meet unmet transit needs identified by the Sacramento Area Council of Governments (SACOG) in its Unmet Transit Needs hearing process. Appendix (E) also contains an assessment of how RT's proposed CIP addresses various unmet transit needs.

Background

- November 28th, 2005: The Board was presented with plans for development of RT's multi-year Capital Improvement Program. The process for setting priorities were defined and discussed using a four-step process that addresses:

  1. Program Criteria
  2. Project Specific Criteria
  3. Project Schedule and Readiness
  4. Funding Availability

- September 7th, 2005: RT's Capital Program Committee (CPC) released a call for proposed projects between FY 2008 and FY 2039 throughout the District and the Public using a three-phased approach:

  - Phase 1: Initial Capital Project Submittals were received late September, 2005.

  - Phase 2: Review Submittals: Each project was screened by the CPC to validate the need for the project and to obtain a general understanding of the scope, magnitude, and urgency.

  - Phase 3: Validate, Refine, and Prioritize Submittals: Projects that survived the initial screening were requested to provide more detailed information in the areas of scope, justification, cost estimates (typically, all costs are in 2006 dollars, exceptions are noted), schedule, urgency, cash flow, impacts to the operating budget, etc. to assist the CPC in its review and evaluation of priorities.

- July 24th, 2006: The Draft 5-Year Capital Plan was presented to the Board. This plan represented staff's preliminary outlook and proposed prioritization for capital projects to fund from FY 2008 to FY 2012. A binder with supporting information on the Draft 5-Year Capital Plan was also distributed for information and review.

- August 21, 2006: Staff met with the Operations and Planning Committee to receive comments and recommendations regarding the Draft 5-Year Capital Plan.

- August 24, 2006: Staff met with the Finance and Administrative Committee to receive comments and recommendations regarding the Draft 5-Year Capital Plan.

- September 11, 2006: Staff met with the full RT Board to receive comments and recommendations regarding the Draft 5-Year Capital Plan. The concept of identifying "Tier 2" projects to fund if revenue becomes available was discussed.

- September 25, 2006: An updated 5-Year Capital Plan document was distributed to RT Board Members with potential Tier 2 projects identified.

- November 13, 2006: RT 5-Year Capital Plan (FY 2008 to FY 2012) was adopted by the RT Board.

The Capital Planning Process

The Capital Planning Committee (CPC) has been established to assist the General Manager in the development and management of the CIP. The CPC is responsible for monitoring, evaluating and administering the ongoing CIP. The CPC is tasked to review and recommend projects and to monitor the capital program of projects. The CPC provides management oversight in the development and maintenance of the annual capital program, which includes anticipated funding from federal, state and local sources. The program addresses facilities, major equipment, and rolling stock needs, and is updated annually, providing input to the annual capital budget process.

The CPC develops the annual capital budget by soliciting new projects, preparing project selection criteria, prioritizing projects, developing a budget activity schedule, and implementing the overall capital budgeting process. A ranked listing of proposed capital projects, along with recommended funding is then submitted to RT's executive management for review and approval and subsequently to the Board of Directors for approval.

The 5-Year CIP is the ultimate outcome of this process.

Guiding Documents

There are several guiding documents that determine which projects are included in the RT Capital Program. Guiding Documents include:

- Metropolitan Transportation Plan (MTP): The Metropolitan Transportation Plan is a 28-year plan for transportation improvements in our six-county region. SACOG is the Metropolitan Planning Organization responsible for developing the state and federally required MTP every three years in coordination with the 22 cities and six counties in the greater Sacramento region.

- Measure A Renewal: RT projects were included in plans for Measure A Renewal. Board Actions included:

  - Formal Board Support for Renewal of Measure A: Issue Paper Dated 7/28/03. This was actually a motion to endorse and support renewal of MSA with a minimum of 1/3 cent dedicated to Regional Transit. The MTP also contains assumptions on transit services, which are complementary to the two major light rail projects. These include the following:

    - Expansion of bus service at an average annual rate of 3%.
    - Expansion of ADA/paratransit services at an average annual rate of

5%.
- Implementation of regional rail service (phase 1) in 2007.
- Construction of a new bus maintenance facility in 2007.
- Support of an ongoing capital maintenance and replacement program for RT facilities, equipment and vehicles.

– Measure A Renewal: Issue Paper Dated 4/23/04 (No Resolution Number): This was a motion to (1) provide MSA renewal recommendations to the STA Board and 2) overall policy guidance on MSA to RT. References the RT 20-Year Vision and Resolution 02-04-0062. It notes that under any Measure A funding scenario, a minimum allocation is needed sufficient to ensure the following:

  - Core System: Preservation of existing service levels which include the necessary funding to ensure implementation of the committed services for both the South Line Phase II and the Northeast Corridor, provide for system safety, security and reliability, afford minimum expansion of service; and ensure the ability to replace and/or repair essential transit infrastructure.

  - System Growth: Effectively position RT to successfully leverage federal and state funding for future system growth and expansion.

- RT Fleet Management Plan: This document identifies fleet requirements, including replacement schedules, and proposed expansion. In addition, it identifies major system expansions and the facilities required to maintain the fleet. This document is required by the Federal Transit Administration. The latest document is dated March 2009 and covers FY2009-2017.

- RT Transit Master Plan: This document outlines RT's long range plans. It provides the basis for the "RT Vision" and input into the Metropolitan Transportation Plan. The Transit Master Plan is in the process of being updated, as the current plan is from 1993. *Board Action:* Resolution 93-10-2033 - Adopted the 10/25/93 Certification of the Final Environmental Impact Report, Make Findings of Fact, and the Sacramento Regional Transit District's Transit Master Plan. When updated, it will impact the RT Capital Program.

- RT Vision: This was developed based on Multi-Corridor Study and the Transit Master Plan. It shows proposed expansion. *Board Actions include:*

  – Resolution 02-04-0061: Authorizing the General Manager to Retransmit RT's 20-Year Vision to the Sacramento Area Council of Governments (4/8/02): This was to restate RT's support for a full ½-cent local sales tax dedicated to funding RT transit service for inclusion in the Metropolitan Transportation Plan prepared by SACOG. This plan included:

Light Rail Corridors

- DNA
- South to Elk Grove and Laguna
- West to West Sacramento and Davis
- NE to Antelope Road and Roseville
- Cal-Traction Line (?)

Bus Service

- 10 or 15 minutes Headways on Major Arterials
- Enhanced Bus Service on Stockton, Watt, and Sunrise
- Augmented Service including Evenings, Weekends
- Neighborhood Shuttle Service

Other Transit Service

- Regional Rail Commuter Service
- Augmented Paratransit Service

Other Provisions

- Community Design ($400 million)
- Bikeways ($100 million)
- Maintain Student Discount Fares

– Resolution 02-04-0084: Adoption of RT 20-Year Vision - Dated 4/29/02. This included what could be done with various MSA renewal scenarios. Per the presentation, renewal at current 1/6 cent would include SSCP2, DNA to Natomas Town Center, Regional Rail, and the Northeast Corridor Enhancements. This plan assumed MSA would be renewed with a full ½ cent sales tax dedicated to funding RT service. Updated plans don't include DNA construction.

- RT Planning Studies and Documents. This includes various documents, including:

– The Multi-Corridor Study: This study was presented as information only to the Board. Issue Papers were dated between 3/13/00 and 4/23/01. These studies contributed to the Transit Master Plan and the RT Vision.

– Environmental Documents: Major projects include environmental documents.

- RT Strategic Plan (2004 – 2009): This document identifies RT values, its vision through 2009, strategic goals, and key initiatives to achieve those goals. *Board Action:* Resolution 04-01-0021: Adopted the RT Strategic Plan (2004 – 2009).

- The Annual Budget Process: Each year, the Operating and Capital Budget for the new Fiscal Year are adopted by the Board. The funding allocated for Capital Projects is based on available capital revenue and project priorities as identified by the CPC.

- General and Community Plans: RT will consider projects identified in general/community plans for inclusion in the RT Capital Program.

Financial Plan

Transit is and will continue to be an integral part of the development of the Sacramento region. RT has plans for future light rail and bus service in the Sacramento Region. In addition, RT has significant capital replacement and infrastructure maintenance needs for its existing bus and rail system. As a result, it is increasingly important to ensure that there are adequate financial resources available for RT cover the capital and operating expenditures of the proposed capital and service improvements as well as the ability to operate and maintain the existing level of service.

An important first step in developing a transit plan is to determine what financial resources are likely to be available in the future. This chapter discusses the revenues and expenses that RT can anticipate over the next several years. An assessment of costs and financial resources available to enable RT to implement the transit plan is presented in this chapter. This section will discuss funding sources available to RT for operating and capital expenses, and will assess RT's capacity to build, operate, and maintain the transit system.

Current Revenue Sources

In the sections that follow, descriptions of the principal local, state, and federal revenue sources that support Sacramento's transit operations, capital replacement and potential system expansion are presented.

Local Revenues

- **Sacramento County Measure A Sales Tax Funds**
  - Funds generated by Sacramento County's Measure A Sales Tax Ordinance, which was approved by the voters in 1988 and renewed in 2004. Measure A added one-half cent to the County's sales tax for transportation purposes. RT currently receives approximately one-third of the countywide Measure A revenues each year and uses these funds for transit capital and operating needs. Starting in FY 2009, RT will receive approximately 38 percent of Measure A revenues.

- **Local Transportation Fund**
  - Funds generated by the state sales tax, and used for transit operating support purposes.

- **State Transit Assistance**
  - Funds generated by the sales tax on gasoline and diesel fuel sales. These funds are dispersed to transit agencies for a variety of transit capital and operating support needs.

- **Passenger Fare Revenues**

  - Funds generated by passenger monies deposited in the fare box and the sale of tickets and passes. The RT Board of Directors approved a three-phase fare restructuring in August 2005. This was followed by an accelerated fare increase in reaction to a State reduction in financial support. The RT Board of Directors approved a fare increase of about 18 percent in December 2008. Fare restructuring increased the monthly pass price from $85.00 to $100.00, increased the base fare from $2.00 to $2.25, and decreased K-12 student discounts from 70% to 60%. (K-12 students on free or reduced lunches are eligible for a discounted pass through their school.) Fare revenue is the only significant revenue source that RT directly controls.

State Revenue Sources

Described below are the state transit revenue sources. These revenue sources include the State Transit Assistance (STA) program and State Transportation Improvement Program funds.

- **State Transportation Improvement Program (STIP)**

  - Funds distributed by the State for projects that relieve traffic congestion on state and local roads and highways.
  - This includes the new proposition 1B funds

- **Traffic Congestion Relief Program**

  - State funds approved in the FY 2000 State Budget for specific RT major capital projects.

- **Other State Funds**

  - These funds include Proposition 116 Rail Bond funds, Transit Capital Improvement (TCI) funds, and Transportation System Management (TSM) funds programmed since 1990 on a variety of RT rail expansion projects.

Federal Revenue Sources

Sources of federal revenue come from the current "Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users" (SAFETEA-LU). This federal transportation reauthorization program succeeded the Transportation Equity Act for the 21st Century (TEA-21) to maintain most of the existing transportation funding programs contained in TEA-21. SAFETEA-LU authorizes the federal transportation program through Fiscal Year 2009. Beyond FY 2009, it is assumed that Congress will maintain the same level of support for federal transportation programs.

The following funding programs are available through SAFETEA-LU:

- **Section 5307 Urbanized Area Formula**
  - Funds distributed by formula to large and small urban areas for a variety of transit planning, capital and preventive maintenance needs.
- **Section 5309 Fixed Guideway**
  - Funds distributed by formula to urban rail transit operators for repair and rehabilitation of commuter and light rail systems.
- **Section 5309 Bus Discretionary**
  - Funds for bus purchases and bus support facility projects. These funds are specifically earmarked by Congress each year.
- **Section 5309 New Starts**
  - Funds for fixed guideway projects. New Start projects are recommended by the Federal Transit Administration based on rigorous criteria, and selected for funding by Congress.
- **Section 3037 Jobs Access and Reverse Commute/New Freedom**
  - Funds for operating new service that provides increased access to job opportunities, either through new service routes or expansions of existing routes into non-traditional service hours. New Freedom funds are intended to expand transportation options for persons with disabilities.
- **Federal Highway Discretionary Funds**
  - Funds distributed for a variety of transportation planning, construction and equipment acquisition needs. Projects are approved for funding by local agencies and forwarded to appropriate state and federal agencies for funding authorization. Funds in this category include Regional Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Program.

Operating Expenses

As discussed in the 2000 SRTP, between 1991 and 1998, RT was very successful at holding the line on operating expenses. During that period, RT's operating cost per equivalent vehicle hour actually declined slightly in constant (1998$) dollar terms. Also, during that period, RT's operating expenses increased an average of 4.2%. Excluding the federally mandated expenses for the ADA (Americans with Disabilities Act)

paratransit services, RT's operating expenses for fixed route services (bus and rail) increased an average of only 3.0% per year from 1991 to 1998.

However, this cost containment could not be sustained indefinitely. In recent years, RT has had to spend considerably more for items such as safety, insurance, training, security services, and maintenance of aging facilities than was being spent in previously. For example, security service contracts with the Sacramento County Sheriff and City Police departments now cost about $9 million annually. RT currently spends over $10 million per year for ADA services. RT must maintain a drug-testing program for employees. RT has a safety department to insure compliance with the many OSHA and PUC regulations. There is a grants administration section to apply for state and federal grants and track the myriad of regulations and requirements that are associated with these grants. Training requirements have increased and now require a full-time staff of three people. These functions either did not exist or were very minimal during the plan period of the 2000 SRTP.

Most recently, the State's diversion of Transportation Congestion Relief Program (TCRP) and other funds to balance the State budget combined with declines in State sales tax revenues to reduce RT's income by over $18 million in just one year. Declines in State sales tax revenue are projected to continue well into 2010, due to a worldwide recession.

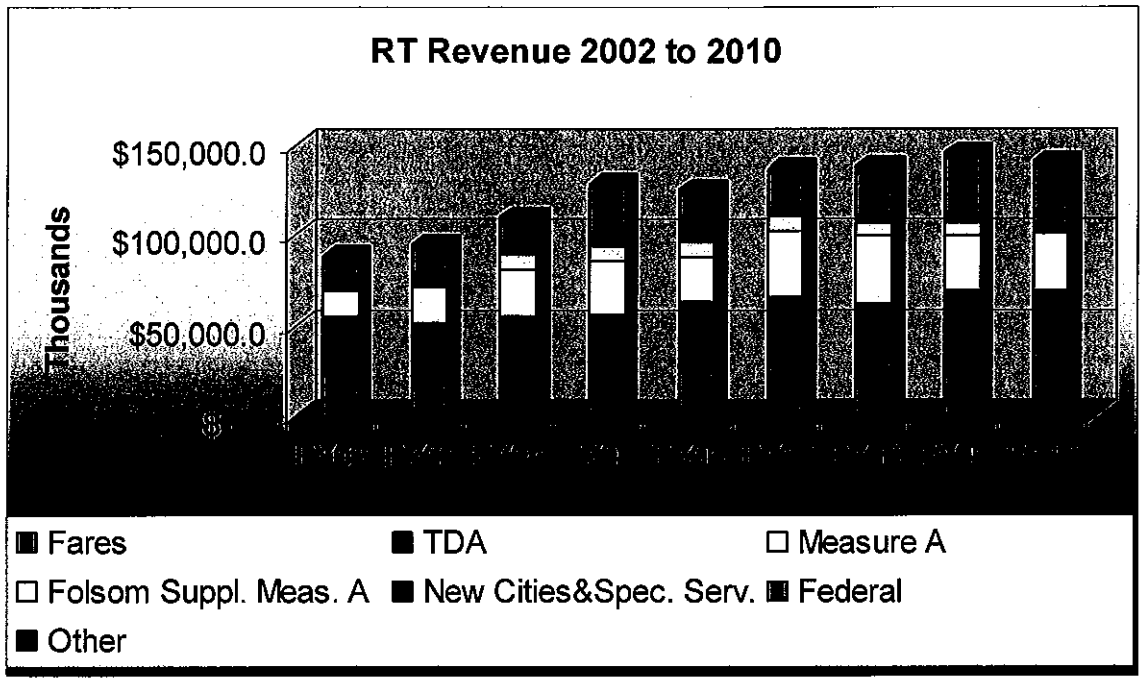
Between FY 2008 and 2010, annual operating expenses were projected to increase at an average annual rate of nine (9) percent. However, due to severe funding cuts from the State, RT has proposed a budget for 2009 and 2010 that holds cost increases flat. This is being accomplished through hiring and position freezes, furloughs among certain classes of employees, and additional cost reduction measures throughout the organization. The goal behind these cost-saving measure is to avoid any further service reductions, at the direction of the RT Board of Directors.

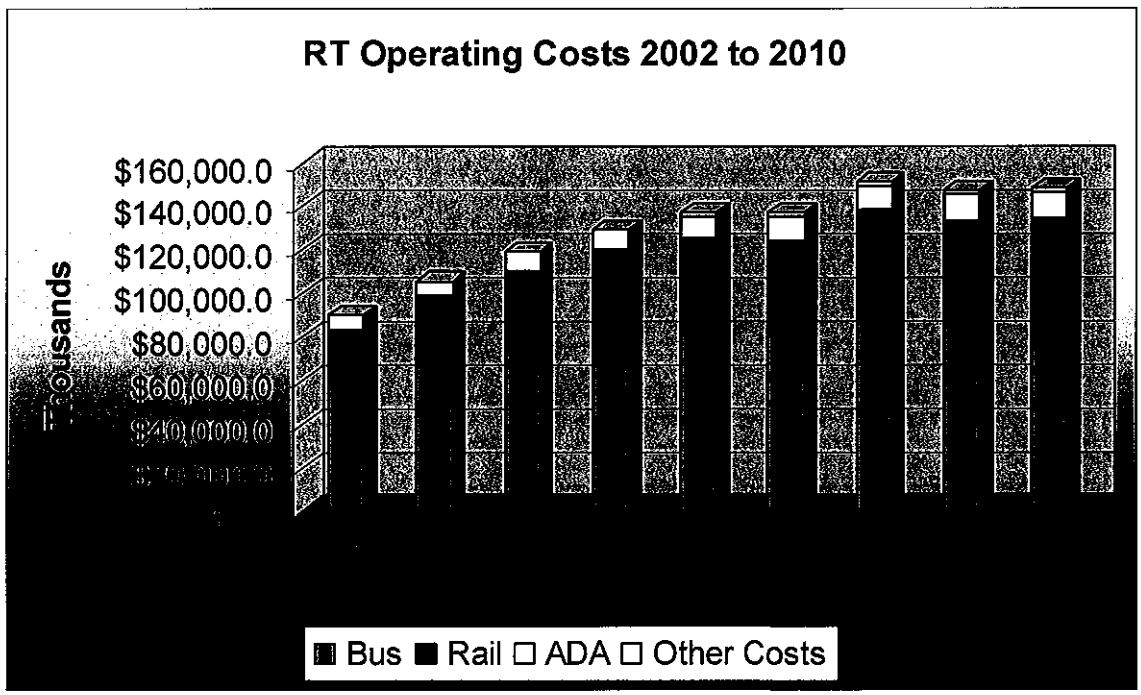
Operating Expenditures and Revenue Projections

RT is dedicated to cost containment, and intends to maintain the average annual growth in operating at no more than about 1% above inflation, with the noted exception of 2009 and 2010. Assuming an average annual inflation rate of about 3.0 percent, the growth in operating costs would increase at about 4.0 percent per year beyond 2010. This rate assumes small increases in labor and fringe rates and cost of materials. Although ADA expenses have been increasing rapidly to their current level of $10 million per year, in the future ADA expenses are expected to increase only slightly higher than general price inflation.

Figure 19 shows projections of forecasted operating revenues and expenditures through FY 2010.

Figure 19 – Projected Operating Revenues and Expenditures through FY 2010





Capital Element

RT's Five-Year Capital Plan was approved by the RT Board of Directors on October 10, 2008. This purpose of this plan is to outline and strategically plan and prioritize capital

infrastructure needs through FY 2012. On an annual basis, the Five-Year Capital Plan will be reviewed, updated, and re-issued.

The Five-Year Capital Plan provides input into the Short Range Transit Plan's Financial Plan. The next update of the SRTP will incorporate the latest version of the Five-Year Capital Plan to reflect current plans for capital infrastructure development and rehabilitation.

The Five-Year Capital Plan Summary is shown in its entirety in Appendix E.

Risk Analysis

Although RT's operating and capital plans are financially viable, they are not without risk. Figure 20 shows the increasing amounts of federal and Measure A funding that will be required for operating expenses. Should assumptions about sales tax growth and future amounts of federal funding prove optimistic, it would become necessary to adjust RT's transit service plans.

Another key factor in maintaining financial viability is that RT must have sufficient operating revenues to fund the increased operating costs when the new rail service comes on line. With the renewal of Measure A by Sacramento County voters in November 2004, RT will have the ability to maintain existing service levels and operate planned light rail extensions through the South Sacramento Phase 2 Extension. Beyond FY 2011, RT will need additional local revenues to grow both bus and light rail services according to RT's 20-Year Vision and the results of the TransitAction Plan.

A final risk is that RT must have sufficient revenues for the replacement and rehabilitation of RT's bus and light rail vehicle fleet. RT believes that there will be sufficient state and federal funds (including Congestion Mitigation and Air Quality, State Transportation Improvement Program, and federal discretionary funding sources) to fund RT's replacement and rehabilitation program.

Financial Forecast Summary Projections

Figure 20 shows revenues forecasted for both operating and capital between FY 2002 and 2010[1].

Figure 20

SUMMARY STATISTICS	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10
Total Revenues Available for Operations ($000's)									
Fares	$ 21,846.0	$ 20,742.0	$ 22,003.5	$ 21,113.1	$ 25,071.8	$ 27,101.3	$ 29,865.8	$ 36,807.7	$ 42,161.7
TDA	$ 33,571.0	$ 31,235.0	$ 33,444.0	$ 35,269.9	$ 37,861.1	$ 39,150.1	$ 32,568.3	$ 33,056.8	$ 27,656.1
Measure A	$ 14,111.4	$ 19,464.1	$ 25,815.6	$ 29,605.3	$ 25,251.4	$ 36,339.3	$ 37,245.7	$ 30,420.8	$ 31,085.0
Folsom Suppl. Meas. A	$ -	$ -	$ 7,700.0	$ 7,700.0	$ 7,700.0	$ 7,700.0	$ 7,700.0	$ 7,019.6	$ -
New Cities&Spec. Serv.	$ 6,779.0	$ 6,564.6	$ 5,897.3	$ 4,969.8	$ 4,587.1	$ 5,295.2	$ 4,732.1	$ 4,743.9	$ 4,129.6
Federal	$ 6,584.7	$ 13,372.5	$ 12,471.8	$ 27,312.8	$ 22,453.0	$ 18,273.0	$ 21,426.2	$ 29,819.5	$ 31,032.0
Other	$ 5,648.2	$ 3,849.8	$ 2,902.6	$ 2,296.5	$ 2,799.7	$ 2,603.4	$ 4,923.2	$ 3,959.3	$ 4,509.3
Subtotal	$ 91,341.3	$ 99,571.9	$ 113,478.0	$ 129,373.9	$ 130,751.0	$ 146,111.9	$ 145,505.1	$ 147,609.5	$ 140,553.7
Operating Costs ($000's)									
Bus	$ 56,327.7	$ 65,663.1	$ 75,177.5	$ 79,086.0	$ 81,190.2	$ 80,733.2	$ 87,772.0	$ 83,947.2	$ 84,157.8
Rail	$ 27,175.0	$ 33,562.0	$ 35,525.2	$ 41,245.2	$ 43,803.6	$ 43,935.3	$ 50,175.4	$ 49,594.4	$ 49,772.8
ADA	$ 6,449.5	$ 6,413.2	$ 8,417.2	$ 9,016.0	$ 10,053.3	$ 10,773.7	$ 11,081.5	$ 11,958.5	$ 11,958.5
Other Costs	$ -	$ -	$ -	$ -	$ 2,082.3	$ 2,079.3	$ 2,081.5	$ 2,079.0	$ 2,077.5
Subtotal	$ 89,952.2	$ 105,628.3	$ 119,119.9	$ 129,347.2	$ 137,129.3	$ 137,521.5	$ 151,110.4	$ 147,579.1	$ 147,966.6
Total Op Revs	$ 91,341.3	$ 99,571.9	$ 113,478.0	$ 129,373.9	$ 130,751.0	$ 146,111.9	$ 145,505.1	$ 147,609.5	$ 140,553.7
Total Op Costs	$ 89,952.2	$ 105,628.3	$ 119,119.9	$ 129,347.2	$ 137,129.3	$ 137,521.5	$ 151,110.4	$ 147,579.1	$ 147,966.6
Transfers to Capital	$ 1,389.1	$ (5,056.4)	$ (5,641.9)	$ 26.7	$ (6,378.3)	$ 8,590.4	$ (5,605.3)	$ 30.4	$ (7,412.9)
Service Levels - Revenue Vehicle Miles (millions)									
Bus	7.745	7.921	8.586	8.239	7.688	7.638	7.440	7.232	7.232
Rail	2.101	2.101	2.879	3.429	3.688	4.125	4.190	4.190	4.190
Total Equiv	11.946	12.123	14.324	15.096	15.464	15.893	15.821	15.613	15.613
Service Levels - Revenue Vehicle Hours (000's)									
Bus	600.880	614.613	696.713	749.976	710.921	702.795	678.496	652.288	652.288
Rail	102.704	102.704	149.763	197.253	208.864	209.725	216.705	216.705	216.705
Total Equiv	806.268	820.021	996.238	1,144.482	1,128.629	1,122.245	1,111.905	1,085.697	1,085.697
Ridership (millions)									
Bus	18.236	19.756	19.447	18.940	16.778	17.461	16.808	16.260	16.861
Rail	8.541	8.828	11.022	12.015	14.452	14.490	15.952	17.144	17.778
Total	26.777	28.584	30.469	30.956	31.230	31.951	32.559	33.404	34.639
Fare Recovery Ratio (fixed route)	26.2%	20.9%	19.9%	17.5%	20.1%	21.7%	21.7%	27.6%	31.5%
Cost per Passenger									
Bus	$ 3.09	$ 3.32	$ 3.87	$ 4.18	$ 4.84	$ 4.62	$ 5.28	$ 5.16	$ 4.99
Rail	$ 3.18	$ 3.80	$ 3.22	$ 3.43	$ 3.03	$ 3.03	$ 3.15	$ 2.89	$ 2.80
Total	$ 3.12	$ 3.47	$ 3.63	$ 3.89	$ 4.00	$ 3.90	$ 4.24	$ 4.00	$ 3.87
Cost per Revenue Vehicle Hour									
Bus	$ 93.75	$ 106.84	$ 107.90	$ 105.45	$ 114.20	$ 114.87	$ 129.36	$ 128.70	$ 129.02
Rail	$ 264.60	$ 326.69	$ 237.21	$ 209.10	$ 209.73	$ 209.49	$ 231.54	$ 228.86	$ 229.68
Total Equiv	$ 103.57	$ 120.99	$ 111.12	$ 105.14	$ 110.75	$ 111.09	$ 124.06	$ 123.00	$ 123.36
Capital Revenue ($millions)									
Local	$ 29.5	$ 19.5	$ 28.8	$ 7.1	$ 20.2	$ 15.1	$ 15.5	$ 39.7	$ 52.3
State	$ 5.1	$ -	$ -	$ -	$ 24.1	$ 7.3	$ 27.4	$ 13.9	$ 34.1
Federal	$ 4.6	$ 13.7	$ 23.7	$ 9.3	$ 1.3	$ 8.3	$ 12.5	$ 11.2	$ 46.9
Total	$ 39.2	$ 33.2	$ 52.3	$ 16.3	$ 45.6	$ 30.8	$ 55.3	$ 64.8	$ 133.4
Cumulative ($M)	$ 593.6	$ 626.9	$ 679.1	$ 695.4	$ 741.0	$ 771.8	$ 827.1	$ 891.9	$ 1,025.3
Capital Costs ($millions)									
General & ADA	$ 11.9	$ 9.6	$ 3.3	$ 7.2	$ 5.2	$ 9.0	$ 7.5	$ 6.6	$ 6.9
Bus	$ 14.2	$ 18.6	$ 23.3	$ 2.0	$ 1.2	$ 14.2	$ 24.8	$ 29.6	$ 1.3
Rail	$ 76.2	$ 93.3	$ 136.7	$ 59.1	$ 38.3	$ 35.8	$ 19.2	$ 67.9	$ 123.2
Total	$ 102.2	$ 121.5	$ 163.3	$ 68.4	$ 44.7	$ 59.0	$ 51.6	$ 104.1	$ 131.4
Cumulative ($M)	$ 620.5	$ 741.9	$ 905.2	$ 973.6	$ 1,018.3	$ 1,077.3	$ 1,128.8	$ 1,232.9	$ 1,364.4

[1]RT will amend the SRTP as part of the Transit Master Plan update to reflect anticipated future Congressional approval of a Full Funding Grant Agreement (FFGA) for the South Sacramento Corridor Light Rail Phase 2 Project.

Conclusion

As a result of the financial analysis, RT does indeed have the financial ability to build and operate all the projects identified in the Short-Range Transit Plan. As with any financial forecast, there is some risk in the uncertainty of future economic conditions. These risks, however, do not outweigh the financial viability of the future transit service contained in the Short-Range Transit Plan.

RESOLUTION NO. 09-04-_____

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

April 13, 2009

SETTING A PUBLIC HEARING FOR MAY 11, 2009 TO CONSIDER AN AMENDMENT TO THE SHORT RANGE TRANSIT PLAN (SRTP)

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

THAT, a public hearing is hereby set for May 11, 2009, at the regularly scheduled Board meeting beginning at 6:00 p.m., to hear a presentation of the proposed amendment to the Sacramento Regional Transit District's Short Range Transit Plan, and to hear public testimony regarding such amendment. The hearing will take place in the RT Auditorium at 1400 29th Street, Sacramento, CA 95816.

_____
STEVE COHN, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary