

## General Manager's Report February 28, 2011

### GOVERNMENT AFFAIRS UPDATE

#### FEDERAL

In RT's continuous efforts to secure financial means to deliver the District's services and increase funding for public transit operations and capital projects, I traveled to Washington, DC last week to meet with federal representatives and staff. I presented an overview of RT priority projects to Congresswoman Doris Matsui and FTA Administrator Peter Rogoff. I also met with staff representing the Senate THUD subcommittee; Congressman Dan Lungren; Senate Banking, Housing & Urban Affairs Committee; Senator Barbara Boxer; Senator Dianne Feinstein; and Democratic Professional Staff for the House Transportation & Infrastructure Committee.

I have included the brochure discussing RT's key projects and policies that we distributed on this trip. Our meeting with Federal Transit Administration, Peter Rogoff, focused on the Blue Line to CRC. As you recall our project was included in the President's FY 2012 proposed budget for \$50 million. On Tuesday, February 15<sup>th</sup>, the Federal New Starts Report was released and our project received an overall rating of medium. As a result we had a very productive meeting with FTA focusing on how to move our project to final design and entering into a full funding grant agreement.

Representative John Mica, the Chair of the House Transportation and Infrastructure Committee, began the congressional committee's ten-state national tour of "listening sessions" to assist in crafting a new long-term surface transportation authorization bill. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), the most recent multi-year surface transportation measure expired in September 2009 and has had four extensions to continue to provide transportation funding. Across the country, many transportation stakeholders will have the opportunity to testify on the need for federal funding and comment on the performance of federal transportation programs that fund highway, public transit and rail projects.

Last week, the House Transportation and Infrastructure Committee approved another extension of SAFETEA-LU (HR 662). The Surface Transportation Extension Act of 2011 will see the 2005 measure funded through the end of FY 2011 (September).

#### STATE

On February 10<sup>th</sup>, both I and MAC Chair, Jan Zolin, testified before both the Senate Budget Subcommittee and Assembly Budget Subcommittee to discuss the State Transit Assistance program and present testimony in support of Governor Brown's legislative budget proposal that currently maintains funding for public transit. After several hearings, Budget Subcommittees in the Assembly and Senate submitted their respective action reports and last week, both the Assembly and Senate Budget Committees approved the re-enactment of the Fuel Tax Swap and associated weight fee proposal outlined in Governor Brown's budget plan. The Legislature is expected to move the state budget forward through conference committees and floor approvals during the first week of March.

**RT MEETING CALENDAR**

**Regional Transit Board Meeting**

March 14, 2011  
RT Auditorium  
6:00 P.M

March 28, 2011  
RT Auditorium  
6:00 P.M

April 11, 2011  
RT Auditorium  
6:00 P.M

**Executive Committee Meetings for 2011**

Will be approved and scheduled by the Chair  
On an as needed basis.

**Mobility Advisory Council**

March 3, 2011  
RT Auditorium  
2:30 P.M

April 7, 2011  
RT Auditorium  
2:30 P.M

May 5, 2011  
RT Auditorium  
2:30 P.M

**Quarterly Retirement Board Meeting**

March 7, 2011  
RT Auditorium  
9:00 A.M

June 6, 2011  
RT Auditorium  
9:00 A.M

September 13, 2011  
RT Auditorium  
9:00 A.M

**ParaTransit Board Meeting**

March 24, 2011  
2501 Florin Road  
6:00 P.M

**Agenda Item # 11**

May 26, 2011  
2501 Florin Road  
6:00 P.M

July 28, 2011  
2501 Florin Road  
6:00 P.M

EFFECTIVE FEBRUARY 2011



## Key Transit Projects Update

# SACRAMENTO REGIONAL TRANSIT DISTRICT

# Sacramento Regional Transit District

## Shaping the Future of Sacramento

The Sacramento region and its leaders are committed to smart growth and transit. Both the State of California and the Sacramento region have approved separate transit-supportive funding initiatives. This digest provides a quick overview of these initiatives and policy issues with highlights of the Sacramento Regional Transit District's (RT) transit and transportation projects that will help shape, support and advance transportation infrastructure in our region.

## A System that Works

Beginning in 1987 with RT's Starter Line, each of RT's new light rail projects have exceeded ridership projections. Twenty-four years ago, light rail carried approximately 6,000 passengers each day. Today, RT carries 55,000 passengers on its light rail system daily. Sacramento's light rail ridership has steadily increased. In FY 2009, RT's light rail service had the third-highest percentage increase in the nation and carried over 16 million boarding passengers in Fiscal Year 2010. Combined, RT's bus and light rail system transports 110,000 passengers on a typical weekday. The system operates 365 days a year, serving more than 3,300 bus stops and 48 light rail stations to assist Sacramentans and visitors in using transit to get to where they want to go.

## Goals to Increase Ridership

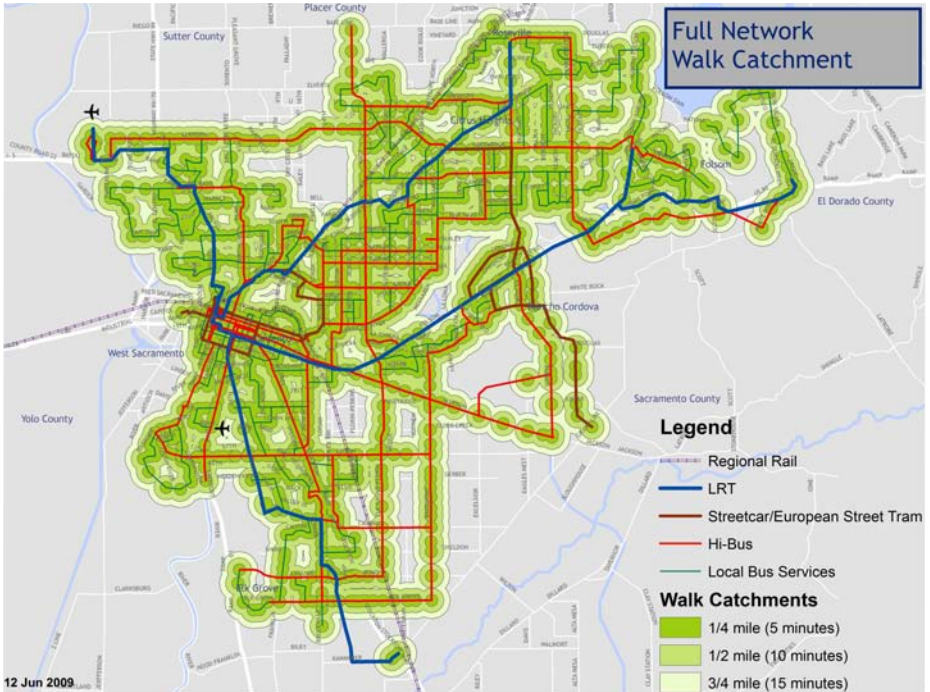
In 2007, in order to increase ridership, RT's long-range transportation plan was initiated to examine ways to expand the system and make it more attractive. One of the challenges for transit systems in the U.S. is that as a nation, we have to overcome decades of commitment to building and designing entire communities around the automobile. In Sacramento, we are striving to change this by planning and building compact, walkable and transit-friendly communities that will encourage people to leave their automobiles behind. To assist in the region's growth, future light rail projects include a 4.3-mile extension to serve the South Sacramento corridor, as well as a 13-mile light rail extension to the Sacramento International Airport. Also, RT has a list of ready-to-go projects that will strengthen the regional economy and put people to work on transit projects that will continue to improve the region's transit system.

It is a regional goal to boost the numbers of people using the system today and, with your support, transit will continue to grow in Sacramento, livable communities will thrive, the air will be cleaner, and people's lives will be healthier.



TransitAction is the vision that will shape the future of transportation in the Sacramento region. RT's TransitAction Plan will provide this new transit vision that will address the changing needs of our communities. Serving as a long-range Transit Master Plan, it will provide the planning, policy, financial and operational framework for developing and delivering transit projects and programs through 2035. The RT Board of Directors adopted the Transit Master Plan on August 10, 2009.

## Transit Accessibility Map (5 to 15 minute walk to transit service)



# TransitAction - A New Way of Thinking

## Identify Transit's Role in the Region's Future

RT embarked on a major update to its long-range transportation plan, referred to as the Transit Master Plan (TMP). The plan signals a new direction for the region, in which policymakers and planners, with extensive input from the public, are rethinking investment choices in the face of growing concerns about climate change, volatility in fuel costs, and other issues. At the same time, the region is engaged in a collective exercise to rethink how we live and how we travel in the face of these forces.

TransitAction is the product of RT's long-range transportation plan update. RT considers the TransitAction plan a "people's plan." TransitAction was developed over an 18-month community outreach period in concert with the neighborhoods that it will serve. RT's updated long-range transportation plan includes updates of the Short Range Transit Plan and ADA/Paratransit Plan.

Adopted by the RT Board of Directors in August 2009, TransitAction is the beginning of a pragmatic, visionary plan built on the region's Blueprint Plan and Metropolitan Transportation Plan updates, which emphasize transit-supportive Smart Growth principles, such as bus rapid transit, streetcars, light rail, complete streets and Transit Oriented Development.

As a visionary plan, TransitAction will not be held to the same fiscal constraints as the regional MTP. The result is that it should include consideration of transit services and projects that would be funded from sources that may not exist today, but could reasonably be assumed to happen or be pursued within the lifetime of the plan.



# The Big Picture – The Region’s Blueprint

## Connecting Smart Land Use with Transportation Decisions

The Blueprint Project brought together local officials, civic groups, environmental advocates, the building development community, business leaders and the public in a first-ever attempt to guide how the Sacramento region will grow over a 50-year period. After various workshops and regional forums were concluded, more than 5,000 participants provided input on how the region might look under different land use scenarios. Forum participants overwhelmingly favored a greater range of housing choices, reinvestment in already developed areas, and increased use of alternative transportation modes, such as transit and bicycling, as well as closer integration of jobs and housing.

Following a three-year effort to create a vision for the Sacramento region’s future growth, a plan was adopted. In 2004, the Sacramento Area Council of Governments (SACOG) Board of Directors adopted a Preferred Blueprint Scenario. This scenario promotes compact, mixed-use, transit-supportive land use and development patterns, coupled with a much greater investment in quality public transit choices. The Preferred Blueprint Scenario calls for significantly expanded regionwide transit utilization by 2050.

- 6.9 percent of the region’s commute trips (currently 3.3 percent)
- 41 percent of commute trips to downtown Sacramento (currently 19 percent)
- 911,000 daily public transit trips (currently 130,000)

The Blueprint serves as the framework to guide local governments in land use and transportation planning through 2050, and is also currently a model for national transportation land use legislation.



# Metropolitan Transportation Plan for 2035 (MTP)

Following historic approval of the Blueprint, SACOG updated the region's Metropolitan Transportation Plan (MTP) for 2035. MTP 2035 is a 28-year plan for transportation improvements in the six-county Sacramento region based on projections for growth in population, housing and jobs. The MTP 2035 is the first MTP for the Sacramento region to proactively link land use, air quality and transportation.

RT is an active participant in the MTP 2035 process. In March 2008, SACOG adopted the MTP 2035. The plan increases the total bus and rail transit service hours across the region by more than 150 percent compared to 2005. Public transportation plays an increasingly critical role in personal mobility and economic development in the Sacramento region. Ensuring convenient access to jobs, schools, entertainment, recreation and critical services, such as banking, medical care and shopping, will require a balanced transportation network of roads, public transit, bikeways and sidewalks to manage our diverse needs.

SACOG is currently engaged in the process of updating the 2008 MTP. Based on extensive public input to date, it appears that the preferred option will include a greater emphasis on smart and sustainable land use, with an expanded focus on compact, transit-compatible and walkable communities. The updated MTP is slated for adoption in fall 2011.



# South Sacramento Corridor Phase 2

## Project Overview

The proposed South Sacramento Corridor Phase 2 (also referred to as the Blue Line to Cosumnes River College) project will extend RT's South Corridor light rail service 4.3 miles from its existing terminus at Meadowview Road to Cosumnes River College. The extension will expand the South Sacramento corridor from downtown Sacramento, and will link two Los Rios community colleges with a combined enrollment of over 36,000 students. At Meadowview Road, the South Sacramento Corridor Phase 2 project connects with the Blue Line to downtown and northeast Sacramento, and to the city of Folsom on the Gold Line, providing a convenient and seamless regional transit network and cost-effective transit solution to the region's growing congestion.

The project will add four new light rail stations, 2,700 park-and-ride spaces and a major transit center at the Cosumnes River College Station near Highway 99 to provide additional peak-period transportation capacity between the region's southern communities and downtown Sacramento. Downtown Sacramento is the largest employment center in the region where 20 percent of the trips are made by public transit. The project will also help the region meet its air quality goals, as well as facilitate economic development opportunities along the alignment and boost the region's economy with 1,700 new jobs.

The South Sacramento Corridor Phase 2 light rail extension is expected to generate 2,210 new transit trips and 1,942 hours of user benefit on an average weekday. It will improve air quality in a region currently designated as a severe non-attainment area for ozone and moderate non-attainment for PM10 under the federal Clean Air Act. The project will promote smart growth with Transit Oriented Developments at two of the four new stations.

A Record of Decision was received from the Federal Transit Administration in December 2008. RT has provided the Grantee Financial Submittal package in October 2010 in anticipation of a request to enter Final Design and start the process for the Full Funding Grant Agreement. The current schedule anticipates authorization to enter Final Design in FY 2011 and completion of a Full Funding Grant Agreement by the end of calendar year 2011.

### Project Cost:

\$270 million (2011\$)

### Federal Program Support:

5309 New Starts – \$85 million to support South Sacramento Corridor Phase 2





# SAFETEA-LU and Financing Future Reauthorization

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act – a Legacy for Users (SAFETEA-LU) and the transportation acts before it established programs and policies providing significant funding to state, regional and local governments, including transit agencies. Over the six-year authorization timeframe (FY 2004-2009), SAFETEA-LU authorized a total of \$52.6 billion for transit programs. After numerous extensions, a reauthorization deadline is rapidly approaching as SAFETEA-LU is set to expire on March 4, 2011.

As Congress works to authorize a new transportation act, to be effective it is crucial that any future federal transportation program incorporate transportation solutions with a multi-modal framework that has a continuous sustainable funding source to meet the nation's growing transportation infrastructure needs. The current gasoline tax rate of 18.4 cents per gallon cannot adequately sustain a future federal transportation program. To allow for growth in the federal investment, there is a need to identify new funding sources to sustain and grow this crucial program.

Prioritization of funding should be given to urban locations that are considered non-attainment areas for air quality and include regions making a commitment to land use plans that create more compact, transit-supportive neighborhoods. Financial incentives should also be given to these regions to continue implementing smart growth practices. Adoption of smart growth and Transit Oriented Development are key in cleaning our air and reducing our dependency on foreign oil.

As Congress and the Administration begin the process of reauthorizing highway and transit legislation, it is important to emphasize the continuing significance of the federal role in transportation. Public transit networks provide mobility to millions of Americans, spurring development, reducing energy consumption, and job creation across the country. Significant demographic changes, such as an aging population, will continue to create demand for public transit services. Vibrant transit networks play a significant role as a multi-modal transportation solution and have a crucial and direct impact on the vitality and economic well-being of our nation. They not only provide for the seamless movement of the public, but for goods and services as well.

Escalating operations, capital and maintenance costs – added to the current economic downturn – have placed unprecedented budget constraints on transportation programs at every level of government throughout the country. Adding to these fiscal challenges is the proposed elimination of the Federal Transit Administration’s New Starts Program, an essential funding program for new transit infrastructure projects, and the projected decline in revenue for the Highway Trust Fund (HTF), the primary source of federal funding of highway and transit systems. Despite these dire financial situations, demand for modern and efficient public transit and transportation infrastructure grows, and a significant increase in funding will be necessary for the nation’s transportation and public transit systems to remain competitive.

Notwithstanding the range of other Congressional and Presidential priorities, RT understands that transportation authorization funding is one of the top priorities for Congress and the President to meet the nation’s continuing infrastructure needs. RT expresses support for promptly devising appropriate solutions and enacting an adequately funded multi-year, multi-modal transportation authorization bill that will preserve and augment flexible federal funding for public transit.

### **RT's major capital expansion projects to be pursued in a future federal surface transportation reauthorization**

- South Sacramento Corridor Phase 2 (Blue Line to Cosumnes River College) light rail extension
- Green Line to the Airport light rail extension
- Bus Maintenance Facility 2
- Light Rail and CNG Bus vehicle replacement
- Double Tracking (light rail service to the City of Folsom)
- Sacramento Intermodal Transportation Facility
- Sacramento Downtown Streetcar
- Northeast Corridor enhancements

# Green Line to the Airport

## Project Overview

The proposed Green Line to the Airport project (also referred to as the Downtown Natomas Airport “DNA” light rail extension) from downtown Sacramento to the Sacramento International Airport includes 13 miles of new light rail service with 14 new stations. The project will serve the future Railyards development, the future Sacramento Intermodal Transportation Facility, the Richards Boulevard Redevelopment Area (River District), and the communities of South Natomas and North Natomas.

The Green Line to the Airport light rail extension project is an integral part of a coordinated mass transit and smart growth plan the Natomas community embarked upon three decades ago. When completed, riders from Sacramento, Rancho Cordova, Folsom or Elk Grove can travel by public transit to the Natomas Town Center, Power Balance Pavilion (formerly Arco Arena) or Sacramento International Airport.

## Project Status

In March 2008, the Programmatic Environmental Impact Report (PEIR) was certified by the RT Board of Directors. The PEIR is an informational document that describes the significant components of the Green Line to the Airport project, provides a basis for understanding the project’s environmental effects, and identifies the means to avoid or minimize those effects. The Final EIR was released to the public for review in February 2009.

In December 2008, the RT Board of Directors directed RT to proceed with a design-build delivery strategy for the first phase of the Green Line to the Airport – known as the Green Line to the River District. Work started in December 2009 to build the first mile of the Green Line to the Airport project, from 7<sup>th</sup> and H streets in downtown Sacramento through the Railyards development (240-acre master-planned Transit Oriented Development) to Richards Boulevard and the future Township 9 development (2,300 new residential units in a mixed-use, infill development). The target revenue operation date is summer 2011.

The Green Line to the Airport portion of the project accomplished a significant milestone in 2010 with the completion of the Transitional Analysis. The Transitional Analysis updated the 2003 Alternatives Analysis and recommended solutions to many of the engineering issues not fully addressed in the Alternatives Analysis, such as station placement, patronage, operating plans and cost.

The analysis also recommended a strategy, which would allow the light rail project to compete favorably in the New Starts process, including a funding strategy that makes best use of local and federal funds. The next step of the project will be the completion of the Draft Environmental Impact Statement/Report (DEIS/R) and Preliminary Engineering in FY 2012.

**Project Cost:**

\$856 million – to the Airport (double track, transit bridge over the American River)

\$44 million – 7th and H streets to Richards Boulevard (all costs 2011\$)

**Federal Program Support:**

5309 New Starts – \$428 million to support the Green Line to the Airport (50 percent federal share). The Green Line to the River District is funded with local dollars and it is anticipated that the Measure A monies used to construct this portion of the Green Line to the Airport project will be federally authorized as a portion of the local share for the entire project to the airport. RT will ultimately be seeking federal language that allows the funds used for the Green Line to the River District to be counted as local match dollars when applying for federal funds to build the subsequent segments.



# Bus Maintenance Facility (BMF2)

## Project Overview

The Bus Maintenance Facility (BMF2) is a high priority two-phase project that has broad regional backing. The facility was acquired in January 2007 by RT for \$10.4 million and is on the former McClellan Air Force Base. Through reuse of an existing industrial complex at McClellan, the BMF2 project cost was reduced from a planned \$70 million to \$38 million.

BMF2 will alleviate bus congestion at RT's sole maintenance facility in midtown Sacramento and permit future expansion of the RT bus fleet to 450 vehicles. RT's 29th Street facility houses the region's only transit-accessible fast-fueling Compressed Natural Gas (CNG) facility. If a major incident were to disrupt or otherwise damage the 29th Street maintenance facility, RT would be crippled. With a second maintenance facility, RT could still fuel its entire standard bus fleet and the region's other bus and fleet operators that convert their vehicles to CNG. Additionally, RT is the designated evacuation services provider for many entities, including the City of Sacramento and Sacramento County.

Building permit applications were submitted to the County of Sacramento in December 2010, and the CNG fueling system procurement is underway with bids due in March 2011. Construction of the CNG fueling facility will begin in spring 2011 with the design of the fueling, revenue collection and support equipment building 100 percent complete. Construction of the high capacity natural gas supply pipeline begins in spring and will be complete this summer. New transformers and power lines are scheduled for installation in April 2011.

## Project Cost:

\$38 million (2011\$)

**Federal Program Support:** 5309 Bus Discretionary Funding – \$17 million to support a second state-of-the-art maintenance facility





# Bus Replacement and Light Rail Vehicle Replacement

## Project Overview

RT must replace existing buses and light rail vehicles to integrate timely replacement of transit vehicles and aging light rail vehicles that will reach the end of their useful lives, as well as expand services to meet increasing demand and population growth.

- ❖ RT is committed to providing environmentally-sensitive transit services. RT's bus fleet is 100 percent clean fuel, CNG.
- ❖ RT's TransitAction Plan anticipates a significant expansion of RT's fleet beyond its current 275 vehicles.
- ❖ Paratransit service expansion is necessary to address the needs of a growing senior population and individuals with disabilities who have special mobility needs.
- ❖ Enhanced Bus and Bus Rapid Transit services are planned for major commuter corridors, including Stockton Boulevard, Watt Avenue and Sunrise Boulevard.
- ❖ RT facilitates the acquisition of replacement and expansion buses for all operators in the SACOG six-county region. As such, RT will continue to coordinate the funding requests of all operators.

## Project Cost:

\$120 million – replacement of Siemens light rail vehicles

\$63 million – replacement of CNG and neighborhood bus vehicles (all costs 2011\$)

## Federal Program Support:

5309 Bus Discretionary, CMAQ and Surface Transportation Program – \$160 million to support regional bus and light rail vehicle replacement (2013-2017)



# Sacramento Intermodal Transportation Facility

## Background

In 2006, SACOG identified the Sacramento Intermodal Transportation Facility (Intermodal) as the region's highest priority transportation project for federal funding.

The first phase of the Intermodal project will relocate and straighten the mainline Union Pacific freight and passenger rail tracks, passing through the station area. The track relocation project will include new passenger platforms and pedestrian connections between the terminal and the platforms. These improvements will allow for increased capacity for both freight trains and passenger service on the shared Union Pacific line between Nevada and the Sacramento region, with additional benefits to regional rail service on the Amtrak and Capitol Corridor lines through Yolo and Solano counties en route to the San Francisco Bay Area. The track relocation will also address safety concerns given the proximity of the rail line adjacent to the Robert T. Matsui United States Courthouse and eliminate rail-passenger conflicts by providing grade-separated access.

The City of Sacramento has been awarded \$27 million in State Proposition 1B funds, \$37 million in FHWA ARRA funds, Intercity Rail ARRA funds, and other federal funds for construction of the Track Relocation Project. These funds and an additional \$4 million of local funds complete the project funding for construction. In addition, several millions of local and federal funds were used to design and implement environmental work. Construction is expected to begin in March 2011.

The Intermodal project involves revitalization of the City's historic rail depot building in downtown Sacramento and creation of a premier regional transportation district. The new Intermodal station will serve the region's wide range of transportation modes with regional and statewide service benefits. The Intermodal project encompasses 16 acres of the 240-acre Railyards development area and will serve an anticipated 15 million patrons by 2025. The City of Sacramento has secured private investment in the properties surrounding the Intermodal station to maximize the land use, transportation and air quality benefits of this significant infrastructure investment.

The greater Sacramento region, including the counties of Sacramento, El Dorado, Placer, Sutter, Yolo and Yuba, and the 22 cities within them, recognize the regional asset represented by completion of the Intermodal project. Currently, the Sacramento Valley Station (Amtrak Depot), is the regional transportation link for Amtrak and the Capitol Corridor commuter rail service. With 16 daily roundtrip trains connecting Sacramento and the San Francisco Bay Area, this is the third busiest intercity passenger rail route in the United States. The planned Intermodal station will be a central connection point for intercity and local buses, light rail transit, passenger rail, and future high-speed rail and regional rail service for the six-county metropolitan region. The project will be developed in phases as funding becomes available.

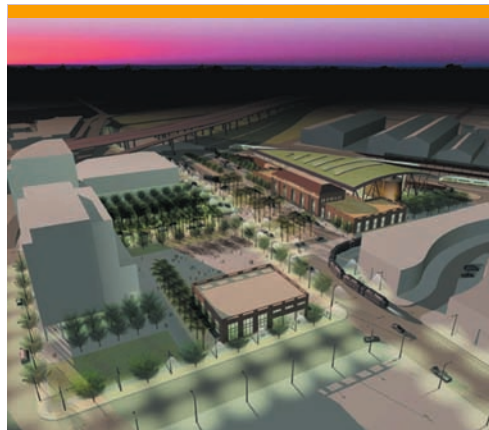
**Federal Program Support:**

Provide funding for Phase 2 of the Intermodal project to improve the Sacramento Valley Station

**Services at the new Sacramento Intermodal Transportation Facility will eventually include:**

- Amtrak Intercity Rail
- Capitol Corridor Rail
- San Joaquin Rail
- RT Light Rail and Bus Service
- Other Regional Transit Operators
- Greyhound Lines
- Amtrak Thruway Bus
- Taxis and Airport Shuttles
- Future Streetcar
- Future Regional Commuter Trains
- Future California High Speed Rail

*The Sacramento Intermodal Transportation Facility is pictured here in an artist's rendering*



# State and Local Funding Support

## Project Overview

In the past, the Sacramento region and State of California were quick to provide local match funding. Unfortunately, the current global economic downturn has created severe budget challenges and limited transit's traditional sources of funding. Transit funding has been dramatically reduced over the last four years. California Governor Jerry Brown has proposed an FY 2012 budget to support public transit infrastructure and assist California's economy by wisely investing in the utilization of public transit.

Even with these challenges, RT is positioned to take advantage of transit funding the voters of California have approved. With an increased focus on the environment, public transit is a critical part of the solution.

## State Infrastructure Program

In 2006, with California facing over \$500 billion in infrastructure needs to meet the demands of a growing population, Governor Brown and the State Legislature initiated the first phase of a comprehensive Strategic Growth Plan to address California's critical infrastructure needs over a 20-year period. In November 2006, voters approved transit-supportive ballot measures that utilized general obligation bonds to fund state and local transportation improvement projects. The passage of Proposition 1B demonstrates the commitment by California's citizens to improve transportation throughout the state. Proposition 1B provides \$19.9 billion in general obligation bonds allocating \$3.6 billion to California transit agencies for capital improvements.

## Measure A Renewal

Prior to the passage of Proposition 1B, Sacramento county voters overwhelmingly supported renewal of Measure A, a 30-year, 1/2-cent countywide increment to the retail sales tax to fund local transportation and air quality improvements. As part of the renewal, local funding for public transit, and senior and disabled transit programs increased 8 percent over current funding levels.

The renewal of Measure A has provided much-needed local funding to support existing transit operations and extension projects that include the South Sacramento Corridor Phase 2 and the Green Line to the Airport light rail extension projects.



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