

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	10/22/18	Open	Action	10/17/18

Subject: City of Folsom Annexation to Sacramento Regional Transit District

## ISSUE

Whether or not to conditionally approve the annexation of the City of Folsom into the Sacramento Regional Transit District's operations.

## RECOMMENDED ACTION

Adopt Resolution No. 18-10-\_\_\_\_, Conditionally Approving Annexation of the City of Folsom into Sacramento Regional Transit District and the Associated Annexation Agreement.

## FISCAL IMPACT

**Fiscal Year (FY) 19:** If approved, with an effective date of January 1, 2019, the fiscal impact for operating the service for the first 6 months would be as follows:

SacRT would generate and record additional operating and non-operating revenues of approximately \$2M and additional operating expenses of approximately \$1.9M, resulting in a conservative net positive surplus of approximately \$100K. This calculation accounts for first year startup costs and the retention incentive.

In addition, the City of Folsom has a positive undistributed Net Asset fund balance, as well as other undistributed transit fund balances. These balances would increase SacRT's cash reserve and future capital or operating budgets for service in the City of Folsom. It is estimated that these funds could be over \$1M. These funds will need to be set aside and utilized for City of Folsom services.

Note: These calculations do not include any additional late night light rail service, as this is being funded through the Environmental Council of Sacramento (ECOS) lawsuit funding.

## DISCUSSION

### Background:

In October 1997, SacRT and the City of Folsom entered into a Light Rail Maintenance and Operations agreement under which SacRT agreed to construct a light rail extension to the City of Folsom subject to the City agreeing to bear all incremental increased costs for the service extension.

The Folsom light rail extension opened in October 2005 and, since that time, SacRT has provided light rail service and maintenance of stations from Sunrise Boulevard into the City of Folsom and back to Downtown Sacramento. The City of Folsom has paid for these services using a

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Approved:

Presented:

Final 10/17/18

General Manager/CEO

VP, Finance/CFO

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combination of various transportation funds provided directly to the City of Folsom.

Under the original Operations and Maintenance agreement, SacRT provided light rail service Monday through Friday from the hours of 5:30 a.m. to 8:00 p.m. on an hourly basis with one to three light rail cars, depending on demand. As ridership grew and service demand increased, these service levels increased to include service Sunday through Saturday. This service was later improved to half hour service ending at 7:00 p.m., with peak demand of 4-car consists to accommodate high ridership levels.

More recently, on June 11, 2018, SacRT expanded the service to late night hours and weekends, basically providing service 7 days a week from the hours of 5:30 a.m. to 11:49 p.m., with the expectation that the service expansion will be paid for with funds that Caltrans is obligated to pay SacRT under a lawsuit settlement with the Environmental Council of Sacramento (ECOS); these funds were originally dedicated to funding 15-minute service to Folsom upon completion of double-tracking, but SacRT and Caltrans are in the process of executing an amendment to the 2009 agreement concerning these funds to permit use to increase the span of service to Folsom. This additional anticipated funding is expected to cover the operating costs for another 3 years.

While SacRT has operated light rail service to Folsom, Folsom has continued to operate intracity bus service within the city as the Folsom Stage Line service.

Earlier this year SacRT, in conjunction with the partnership efforts from the City of Folsom and Sacramento Area Council of Governments (SACOG), received two highly competitive State funding awards totaling \$85 Million (out of a total project cost of \$144 Million) to increase and improve light rail service on the Gold Line. Components of the project include effectuating 15 minute frequency service in Folsom via double-tracking portions of the Gold Line, which will allow trains to pass each other, and acquiring 20 new low-floor light rail vehicles to provide enhanced service. The reason for this success was that SacRT was able to show the regional efforts of working to increase and improve mobility for the entire Sacramento County region.

With the success of these grant applications and the additional service, the two agencies have been working closely together to find ways to improve mobility by seeking new service opportunities, increasing operational efficiencies, and improving fare options that can be passed on to the public. With SacRT's renewed focus on improving our customers' experience through safe, clean, innovative and reliable transit services, SacRT can provide an additional level of commitment to the riders to find new ways to improve transportation options.

The option being brought to the SacRT Board on October 22, 2018, and the City of Folsom Council, on October 23, 2018, provides a great opportunity for the City of Folsom to enter into an annexation agreement with SacRT.

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**Significant business terms identified in the Annexation Agreement and Exhibits:**

**Revenues:**

SacRT will be the direct recipient of all revenues associated with operating light rail and bus services on behalf of the City of Folsom, in return for providing the same existing level of service offered by the City of Folsom today, if not greater, with the exception of evening light rail service, which will be continued only if sufficient future funding is identified. These revenues include Federal and State grant funds, fare revenues, billboard and advertising revenue, and other sundry revenue and reimbursements, which total approximately \$4M annually.

Going forward, the City of Folsom will continue to directly receive 2% of the Local Transportation funds assigned to pedestrians and bicycles as provided by the County of Sacramento through the Findings of Apportionment Schedule. This amount is roughly \$60,000 annually.

**Asset, Liabilities, Undistributed Net Assets:**

As the direct operator for all transit services, SacRT will receive all the assets, liabilities and undistributed net assets upon the close out of the fund, which is anticipated to be completed shortly after December 31, 2018.

In addition, the remaining transit fund balances will be transferred to SacRT after an accounting of all revenues and expenses and consideration of the cash flow. All funds transferred, including any fund balance, will be used to directly benefit the Folsom Stage Line service.

**Maintenance and Branding:**

SacRT will be responsible for maintaining the existing bus stop shelters, stops, and pay the City of Folsom to maintain the light rail parking lots. Attachment 1 contains the details for maintenance.

SacRT will maintain and service the buses that will be transferred. The branding and logos for the buses will remain under control of the City of Folsom.

**Service and Fares:**

Under the Annexation Agreement, SacRT would commit to providing the same level of bus service to the City of Folsom that Folsom Stage Lines is currently offering. SacRT is adding the benefit of SacRT systemwide paratransit services, with the purchase of the SacRT Paratransit pass. In the near future, the City of Folsom and SacRT will work to determine if there are efficiencies that can be gained or if there are future funding opportunities to expand or improve services. City of Folsom residents who qualify for paratransit services, after annexation, will be able to increase the length of their trip to the SacRT complementary paratransit area boundaries. See Attachment 1.

There will be no changes to the Dial-A-Ride fares for users or companions. Further, there are no changes to single ride, daily pass, monthly and semi-monthly full fare and discount passes.

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However, through the annexation agreement, SacRT has additional fare offerings that allow for more mobility through the Folsom and Sacramento regions. See Attachment 1.

Under the Annexation Agreement, SacRT will be required to obtain City of Folsom approval for all but the most-minor changes to intracity bus service, except in the event of a declared fiscal emergency.

**Employment for City of Folsom Transit Staff:**

All transit employees at the City of Folsom will be offered positions at SacRT in accordance with the terms and conditions outlined in Attachment 1, with the goal of providing each employee a fair and reasonable opportunity to continue his or her career.

**Partnership Efforts:**

SacRT’s weighted voting provisions call for a determination of the votes of each jurisdiction based on: (a) member status; and (b) financial contributions to the district. Annexed jurisdictions receive a five-vote “membership incentive.” In addition, when the City of Folsom annexes, its financial contribution will increase through the receipt by SacRT of TDA and federal Section 5307 funds based on the City of Folsom population. The annexation agreement will commit the Board to conducting a reapportionment of the votes after both the Board and Folsom City Council have approved the annexation, with the new allocation to be effective January 1, 2019, rather than waiting until the beginning of Fiscal Year 2020.

SacRT and the City of Folsom will also work together to continue to find future funding for the construction and operational costs for Folsom double-tracking and frequency enhancement, as well as work together to provide options for SacRT to complete a bus maintenance facility within the City of Folsom to operate and deploy bus service to the Highway 50 corridor.

**Outreach to existing staff and the public:**

During this process, SacRT staff and the City of Folsom staff have worked collaboratively on an agreement that would provide staffing opportunities for all existing transit employees currently working at the City of Folsom. In addition, SacRT staff has met with the various staff members to discuss the proposal and employment options and opportunities at SacRT. The transportation operators at the City of Folsom will be given the opportunity to remain Folsom Operators or have the opportunity to work within SacRT’s existing network. These two options are subject to the Amalgamated Transit Union (ATU) approving a side agreement to the ATU Collective Bargaining Unit (CBA). SacRT also offers educational reimbursement opportunities and additional new employment opportunities for those interested in moving within the organization. As for the existing transit administrative staff, these employees will receive new training opportunities to work on other fixed route services and will be given tasks that will broaden their transit skills.

SacRT and the City of Folsom hosted an Open House event on October 10, 2018 from 3:00-6:30 PM at the Senior Center in Folsom to encourage communications with the public and users of

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Folsom Stage Lines. At this event, both the City of Folsom and SacRT provided residents with information on the proposed annexation, more specific to the levels of service and fare offerings.

**Conclusion:**

Understanding that this Annexation Agreement requires concurrence by the Folsom City Council, Staff is seeking conditional annexation approval contingent on the City of Folsom agreeing to the identified terms and conditions. The action with respect to the weighted voting allocation will be brought to the Board at a future meeting, assuming Folsom approves the Annexation Agreement.

Service	Policy/Practice/Standard	City of Folsom	RT
<b>Dial-A-Ride</b>			
	Geographic Coverage	All locations within City limits; segment of Orangevale bounded by Greenback Lane, Madison Avenue and Walnut Avenue (¾ mile from Route 10 in Orangevale)	<b>Same</b>
	Eligibility Criteria	Unconditional eligibility for all persons age 55+, persons with disabilities and Medicare cardholders; visitors and RT Paratransit eligible	<b>Same *</b>
	Hours of Service	5:25am to 7:55pm; Monday – Friday (excluding major holidays)	<b>Same, however RT may expand service</b>
	Shared Ride	Yes	<b>Same</b>
	Accessibility	All vehicles are wheelchair accessible; 2 securement positions ea.	<b>Same</b>
	Application/Registration Process	One page registration form; available at City Hall, on vehicles, download from website or by mail upon request	<b>Same. In addition, SacRT will look at options to make this available via the web.</b>
	Reservations	Ride requests are accepted over the phone, voicemail or email up until 4:00pm. Ride requests may be made 1 to 14 days in advance and requests for Monday rides can be left by voicemail over the weekend. Phone lines staffed Monday through Friday from 5:00 a.m. to 8:00 p.m.	<b>Same</b>
	Reservation Window	Rides are booked at requested pickup time with minimal negotiation	<b>Same</b>
	Pickup Window	30 minutes (15 minutes before to 15 minutes after scheduled pickup time). Driver waits up to 5 minutes upon arrival within the pickup window; if no show, dispatch calls passenger	<b>Same</b>
	Personal Assistance	Door-to-door assistance upon request and/or when needed. All receive help with boarding, wheelchair securement and/or carrying personal items	<b>Same</b>
	Availability	Guaranteed ride the following day, if reservation made by 4:00pm. No trip denials during 1 <sup>st</sup> Quarter of FY 2018-19	<b>Same</b>
	Late Cancellations and No Show Policies	None	<b>Same</b>
	On Time Performance	95% (at or before scheduled pickup in August 2018)	<b>Same</b>
	Number of Vehicles	2-4 buses (at peak times) to meet demand	<b>Same</b>
	Revenue Hours	4,675 in FY 2017-18; Average 390 hrs./month or 19 hrs./service day (estimated)	<b>Same</b>

**\*SacRT plans to operate the service with the same as parameters as Folsom, however in the future, this will be evaluated. The City of Folsom was also on this same path.**

Service	Policy/Practice/Standard	City of Folsom	RT
<b>Fixed Route (All)</b>			
	Accessibility	All vehicles are wheelchair accessible; 2 securement positions ea.	Same
	Personal Assistance	Help with boarding and wheelchair securement	Same
	PCA/Companions	One free Personal Care Attendant (PCA) per eligible passenger	Same
	Number of Vehicles	4 buses (at peak times)	Same
	Est. Revenue Hours	8,100 hrs./year (estimated)	Same, however RT may expand service
<b>Route10</b>			
	Hours of Service	5:25am to 7:55pm; Monday – Friday (excluding major holidays)	Same
	Frequency	Hourly	Same, however RT may expand service
	Number of Vehicles	Two buses, staggered one hour apart, running two hour roundtrips	Same
	Est. Revenue Hours	27.5 hrs./service day; 6,820 hrs./year (estimated)	Same, however RT may expand service
<b>Route20</b>			
	Hours of Service	7:15am to 7:45am & 3:15pm to 3:45pm; Monday – Friday (excluding major holidays; modified afternoon schedule on Wednesdays)	Same
	Frequency	Twice a day when school is in session (approximately 190 days per year)	Same, however RT may expand service
	Number of Vehicles	One bus	Same
	Est. Revenue Hours	1 hour/service day; 190 hrs./year (estimated)	Same, however RT may expand service
<b>Route30</b>			
	Hours of Service	6:00am to 8:15am & 2:35pm to 4:55pm; Monday – Friday (excluding major holidays)	Same
	Frequency	4 ½ round trips in the morning and afternoon	Same, however RT may expand service
	Number of Vehicles	One bus	Same
	Est. Revenue Hours	4.5 hrs./service day; 1,120 hrs./year (estimated)	Same, however RT may expand service
<b>Light Rail</b>			
	Hours of Service	4:43am to 11:34pm Mon-Fri 7:13am to 11:34pm Saturday 9:43am to 9:34pm Sundays/Holidays First time point at Iron Point to last time point at Iron Point	RT is currently operating evening light rail service to Folsom using funds from a lawsuit settlement. Once those funds are exhausted, RT may discontinue the evening service unless an alternate funding source is identified to fund the service. If no funding source is identified, service will return to pre-July 2018 levels, with the last trip arriving at the Historic Folsom Station at 7:18.
	Frequency	Every 30 minutes	Same
	Est. Revenue Hours	2,983 train service hours per year 5,540 train revenue hours per year (includes break time at Historic Folsom)	Same

All figures measured from Hazel to Historic Folsom, excluding deadhead			
<b>Additional Services/Benefits</b>			
<b>Paratransit Services</b>	Service Coverage	Folsom City Residents have the ability during the service hours to receive Paratransit trips within the Geographical coverage defined above.	<b>With RT operating the service, the service will be expanded for those Folsom City Residents that are Paratransit eligible. They will have the ability to take a Paratransit trip from Folsom to anywhere within RT’s complementary paratransit coverage area.</b>



**City of Folsom Transit Fares** (current as of September 24, 2018)

Dial-A-Ride Fares (City of Folsom only)	Ticket/Pass Price	City of Folsom Accepted Forms		SacRT Accepted Forms	
		Cash	Connect Card	Cash	Connect Card
Single One-way, Senior (age 55+)	\$4.00	√	√	Same	Same
Single One-way, Persons with Disabilities	\$4.00	√	√	Same	Same
<sup>1</sup> Monthly Pass, Senior and Persons with Disabilities	\$95.00		√	Same	Same
<sup>2</sup> Companions	\$4.00		√	Same	Same
Personal Care Attendant (one per passenger)	Free			Same	Same
<sup>3</sup> Children (age 3 & under)	Free			Same	Same

<sup>1</sup> Valid for unlimited rides during the calendar month purchased, within the City of Folsom

<sup>2</sup> Permitted on a space available basis

<sup>3</sup> When accompanied by a fare paying passenger. Limit of three (3) children riding free per adult

Current Fixed Route Fares (City of Folsom Fare issued or accepted)	Ticket/Pass Price	City of Folsom Accepted Forms			SacRT Accepted
		Cash/Prepaid	Connect	ZipPass	All Types
Single One-way, Basic	\$2.50	√	√		Same
Single One-way, Youth (age 4-18)	\$1.25	√	√		Same *
Single One-way, Senior (age 55+)	\$1.25	√	√		Same
Single One-way, Persons with Disabilities/Medicare Card Holder	\$1.25	√	√		Same
RT Day Pass, General Public	\$7.00	√	√	√	Same
RT Day Pass, Student /Senior/Persons with Disabilities	\$3.50	√	√	√	Same
Monthly Pass, Youth	\$50.00	√	√	√	\$20
Monthly Pass, Senior	\$50.00	√	√	√	Same
Monthly Pass, Persons with Disabilities/Medicare Card Holder	\$50.00	√	√	√	Same
Monthly/Semi Monthly Pass, Basic	\$100.00/\$50.00	√	√	√	Same
Personal Care Attendant (one per passenger)	Free				Same
<sup>3</sup> Children (age 3 & under)	Free				Same

<sup>3</sup> When accompanied by a fare paying passenger. Limit of three (3) children riding free per adult. RT defines "children" as those under 5, so there will be expanded eligibility for free rides for 4 year olds.

\* RT has a "Student" fare rather than a "Youth" fare. Student is defined as a person who is either: (a) five or six years old, as affirmed by a parent; (b) attending or enrolled to attend a School; or (c) required to obtain a high school diploma or equivalent as a condition of probation ordered by a court or as a condition of parole by a parole board.

Other Fixed Route Fares	Ticket/Pass Price	Accepted Forms		
		Paper/ Flash Pass	Connect Card	ZipPass
RT Monthly Pass, Senior	\$50.00*	√	√	√
RT Monthly Pass, Super Senior	\$40.00*	√	√	√
RT Monthly Pass, Persons with Disabilities/Medicare Card Holder	\$50.00*	√	√	√
RT Student Pass, K-12	\$20.00	√	√	√
RT Employee ID	Free	√		
RT Dependent ID	Free	√		
RT Retiree ID	Free	√		
RT Class Pass	Free	√		
RT Visitor Pass	Free	√		
RT Complimentary Pass	Free	√		
DHA ID	Free	√		
South Natoma TMA	Free	√		
Student Access Card (Los Rios CCD)	Free	√		
CSUS Commuter ID	Free	√		
CSUS Employee ID	Free	√		

\*These fares have been temporarily reduced by RT Board action. If the RT Board elects not to continue the temporary fare reduction, these fares will revert back to their pre-October 1, 2019 levels.

**Under the Proposed Annexation agreement, the following fares would be benefits that can be offered. Those benefits are listed below:**

NEW OPTIONS AVAILABLE:	Ticket Price	Accepted Forms		
		Connect Card	ZipPass	Prepaid Or Cash
RT Single Fare Ticket, Basic*	\$2.50	√	√	See above
RT Single Fare Ticket, Discount*	\$1.25	√	√	See above
RT Transfer (Cash customers)**	\$0.25			√

\*90 minute ticket usable on bus and rail if purchased on Connect Card or ZipPass

\*\*Transfers have been temporarily approved by RT Board action. If the RT Board elects not to continue the transfers, they will be eliminated from the fare structure.

Note: Currently, a person traveling in Folsom with a Single Fare Connect Card Ticket (90 minute ticket) can only utilize the pass on the Folsom Bus system. The Annexation agreement will allow the Folsom rider to buy an RT Connect Card or Zip Pass single ride ticket and ride both systems within 90 minutes for only \$2.50. For cash-paying customers, the rider will be able to ride both systems for only \$2.75, by purchasing a \$.25 transfer. The RT Transfer for cash customers is currently a pilot program

## City of Folsom Transit Facilities

### Bus Stop Shelters (Transfer Ownership)

The City of Folsom currently owns 23 individual bus stop shelters, located at the 20 bus stop locations listed in the table below. Each shelter structure includes 3 commercial advertising panels and these bus stops, including the shelter structures, passenger amenities and surrounding areas are maintained under an agreement with the City's shelter advertising contractor.

Google Stop ID	Location	Lat	Long	Notes
11066	Madison Ave. (WB) at Greenback Lane (far side)	38.677347	-121.196835	
11028	Riley St. (SB) at Natoma St. (far side)	38.67504	-121.17399	
11010	Riley St. (NB) at Wales Dr. (far side)	38.67027	-121.163259	(2) shelters
11102	Riley St. (SB) at Wales Dr. (near side)	38.67013	-121.163471	(2) shelters
11050	East Bidwell St. (SB) at Montrose Dr. (far side)	38.670031	-121.156269	
11039	Creekside Dr. (EB) at 1600 Creekside Dr. (mid-block)	38.669925	-121.148167	
11125	East Bidwell St. (NB) at Power Center Dr. (far side)	38.656134	-121.125048	
11035	East Bidwell St. (SB) at Broadstone Pkwy. (near side)	38.65534	-121.124524	
11034	Broadstone Pkwy. (WB) at East Bidwell St. (far side)	38.65299	-121.123132	
11036	Palladio Pkwy. (SB) BTW Broadstone & Iron Point Rd. (mid-block)	38.648756	-121.121863	
11123	Iron Point Rd. (EB) at Folsom Gateway Shopping Center (mid-block)	38.645464	-121.120912	
11221	Iron Point Rd. (EB) at McAdoo Dr. (far side)	38.647051	-121.150238	
11121	Iron Point Rd. (WB) at Grover Rd. (far side)	38.649612	-121.154104	
11156	Iron Point Rd. (WB) at Prairie City Rd. (far side)	38.649029	-121.164022	
11207	Iron Point Rd. (WB) at Willard Dr. (far side)	38.64768	-121.168567	
11024	Iron Point Rd. (WB) at Folsom Blvd. (mid-block)	38.642463	-121.188651	(2) shelters
11085	Blue Ravine Rd. (EB) at Natoma Station Dr. (far side)	38.654662	-121.17739	
N/A	American River Canyon Dr. (SB) at Oak Ave (far side)	38.698896	-121.189958	inactive
N/A	Greenback Ln. (EB) at Folsom-Auburn Blvd. (fare side)	38.683925	-121.17875	inactive
N/A	East Bidwell St. (SB) at Coloma St. (far side)	38.67397	-121.167949	inactive

The City will transfer ownership of these shelters and assign the existing advertising/maintenance contract to SacRT.

### Park and Ride Lots at Light Rail Stations (Retain Ownership)

The City of Folsom currently owns 3 park and ride lots and 1 overflow lot located at the following light rail stations within the City of Folsom limits:

- Iron Point Light Rail Station  
Iron Point Rd. (WB) at Folsom Blvd. (includes 1 overflow parking lot)  
38°38'39.5"N 121°11'26.0"W (38.644317, -121.190567)

- Glenn Light Rail Station  
Glenn Drive (EB) at Folsom Blvd.  
38°39'49.4"N 121°11'01.1"W (38.663725, -121.183633)
- Historic Folsom Light Rail Station  
Sutter Street (NB) at Reading St.  
38°40'34.9"N, 121°10'50.6"W (38.676351, -121.180715)

The City will retain ownership and provide maintenance service for these park and ride lots as a result of this agreement. See Exhibit E for details on the maintenance.

Bus Stops (Transfer Ownership and Maintenance Responsibility)

In addition to the above named locations, the City of Folsom currently owns and maintains 111 curbside bus stops (list attached). The City will transfer ownership for all bus stops to SacRT.

Bus Stops

Google

Stop ID	Location	Routes	Timepoint	Passenger Info	Bench/S eating	Notes
11145	9465 Madison Ave (WB)	10		√		
11069	Main Ave (NB) & Greenback Lane	10		√		
11070	Greenback Ln (EB) & Madison Ave	10		√		
11047	American River Canyon Dr (NB) & Bobwhite Ln	10	√	√		
11065	American River Canyon Dr (NB) & Boulder Canyon Way	10		√		
11064	American River Canyon Dr (NB) & Grey Canyon Dr	10		√		
11044	American River Canyon Dr (NB) & River Ridge Way	10		√		
11063	American River Canyon Dr (NB) & Oak Ave	10		√		
	Folsom-Auburn Rd (SB) & Greenback Ln	10		√		
11143	Riley St (NB) & E Bidwell St	10		√	√	FLHS
11204	Riley St (SB) & E Bidwell St	10		√	√	
11205	Riley St (SB) & Walmart Shopping Center	10		√		
11071	Wales Dr (EB) & E Bidwell St	10		√		
11201	Wales Dr (WB) BTW E Bidwell & Riley St	10		√		
11217	E. Bidwell St (NB) & Montrose Dr	10		√	√	
11140	E. Bidwell St (NB) & Blue Ravine Rd	10		√	√	
11139	Creekside Dr (WB) & E. Bidwell St	10		√		
11040	Creekside Dr (EB) & 1650 Creekside Dr	10	√	√		
11138	Creekside Dr (WB) & 1617 Creekside Dr	10		√		
11137	Creekside Dr (WB) & 1715 Creekside Dr	10		√		
11135	Creekside Dr (EB) & 1780 Creekside Dr	10		√		
11136	Creekside Dr (WB) & Oak Ave Pkwy	10		√		
11104	Creekside Dr (EB) & Oak Ave Pkwy	10		√		
11108	Oak Ave Pkwy (SB) & Creekside Dr	10		√		
11134	Oak Ave Pkwy (NB) & N Lexington Dr	10		√		
11133	Oak Ave Pkwy (NB) & S Lexington Dr	10	√	√		
11127	Oak Ave Pkwy (SB) & E Bidwell St	10		√		
11002	E. Bidwell St (SB) & Nesmith Court	10		√		
11157	Scholar Way (EB) & Cavitt Dr	10		√		
11091	Broadstone Pkwy (EB) & Palladio Pkwy	10		√		
11199	Palladio Pkwy (NB) & Iron Point Rd (across from Kaiser Surgery Cntr)	10		√	√	
11122	Iron Point Rd (EB) & Broadstone Pkwy	10	√	√	√	

Bus Stops

Google

Stop ID	Location	Routes	Timepoint	Passenger Info	Bench/S eating	Notes
11109	Iron Point Rd (WB) & Broadstone Pkwy	10		√	√	
11117	Iron Point Rd (EB) & Rowberry Dr	10		√	√	
11118	Iron Point Rd (WB) & Rowberry Dr	10	√	√	√	Kaiser Folsom, EDT transfer
11116	Iron Point Rd (EB) & Oak Ave Pkwy	10		√		
11119	Iron Point Rd (WB) & Oak Ave Pkwy	10		√		
11120	Iron Point Rd (WB) & McAdoo Dr	10		√		
11114	Iron Point Rd (EB) & Grover Rd	10	√	√	√	FHS
11022	Iron Point Rd (WB) & Black Diamond Dr	10		√		
11081	Natoma Station Dr (NB) & Natoma Station Dr	10		√		
11082	Natoma Station Dr (NB) & Parker Dr	10		√		
11083	Natoma Station Dr (NB) & Turn Pike Dr	10		√	√	
11084	Natoma Station Dr (NB) & Seaton Dr	10		√		
11086	Blue Ravine Rd (EB) & Seaton Dr	10		√		
11087	Prairie City Rd (SB) & Blue Ravine Rd	10		√		
11088	Prairie City Rd (SB) & Willard Dr	10		√	√	
11203	Bidwell St (WB) & Riley St	10		√		
11094	Empire Ranch Rd (NB) & Palomino Court	20A	√	√		
11197	Empire Ranch Rd (SB) & Broadstone Pkwy	20P		√		
11095	Empire Ranch Rd (NB) & Woodhead St	20A		√		
11196	Empire Ranch Rd (SB) & Woodhead St	20P		√		
11096	E. Natoma St (WB) & Empire Ranch Rd	20A		√		
11194	E. Natoma St (EB) & Empire Ranch Rd	20P		√		
11211	E. Natoma St (EB) & Wesley Dr	20P		√		
11097	E. Natoma St (WB) & Wesley Dr	20A		√		
11193	E. Natoma St (EB) & Golf Links Dr	20P		√		
11098	E. Natoma St (WB) & Bonhill Dr	20A		√		
11192	E. Natoma St (EB) & Bowen Dr	20P		√		
11191	E. Natoma St (EB) & Jenkins Way	20P		√		
11099	E Natoma St (WB) & Empire Ranch Golfclub	20A		√		
11190	E Natoma St (EB) & Ferguson Way	20P		√		
11101	E Natoma St (WB) & Ballou Circle	20A		√		
11189	E Natoma St (EB) & Ballou Circle	20P	√	√		

Bus Stops

Google

Stop ID	Location	Routes	Timepoint	Passenger Info	Bench/S eating	Notes
11167	Parkway Dr (SB) & Bonanza Lane	20A	√	√		
11188	Parkway Dr (EB) & Morganite CT	20P		√		
11168	Parkway Dr (SB) & Schiedigger Circle	20A		√		
11187	Parkway Dr (EB) & Dall Way	20P		√		
11169	Parkway Dr (SB) & Bridge	20A		√		
11186	Parkway Dr (EB) & Kidder Way	20P		√		
11170	Parkway Dr (WB) & Willow Bend Rd	20A		√		
11185	Parkway Dr (EB) & Humbug Creek Dr	20P	√	√		
11209	Blue Ravine Rd (WB) & Jorgensen Rd	20A	√	√		
11210	Blue Ravine Rd (WB) & Big Valley Rd	20A		√		
11213	Blue Ravine Rd (EB) & Oak Ave Pkwy	20P		√		
11171	Oak Ave Pkwy (SB) & Oak Ave Pkwy	20A		√		
11184	Oak Ave Pkwy (NB) & North Lexington Dr	20P		√		
11042	N Lexington Dr (EB) & Ainsworth Way	20A		√		
11132	N Lexington Dr (WB) & Wrentham St	20P		√		
11043	N Lexington Dr (EB) & Wesleyan Way	20A		√		
11212	N Lexington Dr (WB) & Wesleyan Way	20P		√		
11106	Prewett Dr (SB) & N Lexington Dr	20A	√	√		
11131	Prewett Dr (WB) BTW Kilsby St & Newington Way	20P	√	√		
11105	Prewett Dr (EB) & Kilsby St	20A		√		
11045	Prewett Dr (EB) & Silberhorn Dr	20A		√		
11130	Silberhorn Dr (NB) & Prewett Dr	20P		√		
11046	Silberhorn Dr (SB) & S Lexington Dr	20A		√		
11129	Silberhorn Dr (NB) & Fayette Way	20P		√		
11107	Silberhorn Dr (SB) & Wenham Way	20A		√		
11128	Silberhorn Dr (NB) & Wenham Way	20P	√	√		
11048	Scholar Way (WB) & FLC Main Entrance	20A		√		
11182	Cavitt Dr (NB) & Lothian Way	20P		√		
11172	Cavitt Dr (SB) & Lothian Way	20A		√		
11173	Cavitt Dr (SB) & Broadstone Pkwy	20A		√		
11181	Cavitt Dr (NB) & Hillswick Way	20P		√		
11180	Broadstone Pkwy (WB) & Serpa Way	20P		√		

Bus Stops

Google

Stop ID	Location	Routes	Timepoint	Passenger Info	Bench/S eating	Notes
11174	Broadstone Pkwy (EB) & Serpa Way	20A		√		
11175	Broadstone Pkwy (EB) & Eagle Way	20A	√	√		Vista Del Lago HS
11179	Broadstone Pkwy (WB) & Eagles Way	20P	√	√		Vista Del Lago HS
11216	Glenn Drive (WB) & Sibley Street	30		√		
11219	Glenn Drive (EB) & Sibley St	30		√		
	Wales Dr (NB) & Dean Way	30		√		
11162	Wales Dr (SB) & Dean Way	30		√		
11161	Wales Dr (NB) & E Natoma St	30		√		Park Folsom Retirement
11206	E Natoma St (EB) & Wales Dr	30		√		
11202	Natoma St (WB) & Wales Dr	30		√		City Hall, Senior Center
11029	CA State Prison (WB) & Folsom Prison Rd	30	√	√		
11148	Woodmere Rd (WB) & 107 Woodmere Rd	30	√	√		
11149	Woodmere Rd (SB) & 90 Woodmere Rd	30		√		
11150	Blue Ravine Rd (EB) & 140 Blue Ravine Rd	30		√		
11151	Blue Ravine Rd (EB) & Lake Forest Way	30		√		
		111	18	111	12	



**City of Folsom Vehicle Inventory (Transfer Ownership to SacRT)**

The City will transfer ownership of the following transit vehicles to SacRT as a result of this agreement:

Bus No.	Model	Mfg. Date	Acq. Date	Length	Seating Cap.	VIN	Mfg.	Type	Revenue	Tag No.	Engine Mfg.	Cost	ULB (yrs.)	*Life Miles	Fuel	Status
1147	Aerotech 220	2014	2014	23'	12/2	1GB6G5BG1E1107643	El Dorado National	CU	Yes	1437684	Chevy	\$91,100.40	10	74,857	UL	Active
1148	Aerotech 220	2014	2014	23'	12/2	1GB6G5BG1E1108274	El Dorado National	CU	Yes	1437685	Chevy	\$91,100.40	10	65,647	UL	Active
1149	Aerotech 220	2014	2014	23'	12/2	1GB6G5BG2E1108705	El Dorado National	CU	Yes	1437683	Chevy	\$91,100.40	10	86,245	UL	Active
1150	Aerotech 220	2014	2014	23'	12/2	1GB6G5BG7E1108733	El Dorado National	CU	Yes	1437682	Chevy	\$91,100.40	10	55,633	UL	Active
1151	Aerotech 220	2014	2014	23'	12/2	1GB6G5BG8E1172277	El Dorado National	CU	Yes	1437782	Chevy	\$91,100.40	10	56,449	UL	Active
1152	Aerotech 220	2014	2014	23'	12/2	1GB6G5BG4E1172471	El Dorado National	CU	Yes	1437785	Chevy	\$91,100.40	10	69,366	UL	Active
1153	Eazy Rider II	2015	2015	32'	25/2	1N9MNAFL8FC084011	El Dorado National	BU	Yes	1424663	Cummins ISB	\$456,373.78	14	83,668	Diesel	Active
1154	Eazy Rider II	2015	2015	32'	25/2	1N9MNAFLXFC084012	El Dorado National	BU	Yes	1424664	Cummins ISB	\$456,373.78	14	64,951	Diesel	Active
1194	Eazy Rider II	2015	2015	32'	25/2	1N9MNAFL8FC084140	El Dorado National	BU	Yes	1473470	Cummins ISB	\$456,288.13	14	82,003	Diesel	Active
1195	Eazy Rider II	2015	2015	32'	25/2	1N9MNAFLXFC084141	El Dorado National	BU	Yes	1473502	Cummins ISB	\$456,288.13	14	89,414	Diesel	Active
<b>**1223</b>	Eazy Rider II	2016	2016	32'	25/2	1N9MNAFL4GC084136	El Dorado National	BU	Yes	1396356	Cummins ISB	\$468,519.58	14	62,543	Diesel	Active
918	Uplander	2005	2005		3/2	1GBDV13L15D260801	Chevy	Van	No	1186529	Chevy	\$37,773.10	8	32,524	UL	Active
947	Malibu	2006	2006		5	1G1ZT51F26F266889	Chevy	Sedan	No	1144793	Chevy	\$16,844.98	8	30,840	UL	Active

\*Life miles shown as of September 19, 2018

\*\* SacRT will agree to make vehicle No. 1223 (or a vehicle of similar type and seating capacity) available within 2 hours of notification by the City, for local or regional emergency and disaster response purposes in accordance with the requirements of the Cal OES purchasing grant. In addition, SacRT agrees to provide the City with vehicle No. 1223 (or a vehicle of similar type and seating capacity) and a driver, for occasional internal City transportation uses (not to exceed 24 times or a maximum of 100 vehicle service hours annually). The City will provide at least 3 business days' notice when requesting the vehicle for non-emergency transportation purposes.

**City of Folsom Spare Parts Inventory** (Transfer of Ownership)

The City agrees to transfer the following inventory of spare parts and supplies for maintaining transit vehicles as a result of this agreement:

	<b>Mfr. Part #</b>	<b>Inventory ID#</b>	<b>Description</b>	<b>BU/CU</b>	<b>Qty.</b>	<b>Unit Price</b>	<b>Total</b>
1	0032192-70	7005402487	Control Board	CU	1	\$435.95	\$435.95
2	32519ks		IB upswitch kit	CU	3	\$258.56	\$775.68
3	710145	7005402225	T/S lever	BU	1	\$55.16	\$55.16
4	7147840	7005402224	TS Switch	BU	2	\$157.32	\$314.64
5	b117z14	7005402516	Horn contact kit	BU	3	\$170.22	\$510.66
6	64023601	7005402479	ac vent rectangle	BU	3	\$29.09	\$87.27
7	28593a	7005402394	block guides	CU	1	\$26.55	\$26.55
8	60012001	700542323	breakable panel	CU	7	\$108.73	\$761.11
9	9533n400	6011600029	thermostat	CU	1	\$47.38	\$47.38
10	31348k	6002100081	Down Valve good used	CU	1	\$306.27	\$306.27
11	26455	6003700025	w/c switch	BU	4	\$5.79	\$23.16
12	19329222	6000002122	fuel sender	CU	1	\$45.92	\$45.92
13	19352772	6000002121	fuel pump	CU	1	\$276.78	\$276.78
14	25999925	6000002021	sunshade	CU	3	\$83.02	\$249.06
15	4359193	7005402243	coolant sensor	BU	2	\$86.71	\$173.42
16	15042975	6000002186	radiator cap	CU	1	\$9.33	\$9.33
17	12656070	6000002091	o2 sensor	CU	1	\$61.65	\$61.65
18	26007091	7005402483	fuel level sender	BU	1	\$245.78	\$245.78
19	33659ks	7005402244	w/c lift controls	CU	1	\$253.69	\$253.69
20	300022	7005402393	pump motor	CU	1	\$1,085.49	\$1,085.49
21	b557a396112	55709400083	timer module	BU	1	\$94.50	\$94.50
22		55701500003		BU	3	\$28.06	\$84.18
23	1124551a	55709400094	solenoid valve	BU	1	\$42.64	\$42.64
24		55709400130	HL switch	BU	2	\$12.55	\$25.10
25	2g380	55709400134	leveling mount	CU	1	\$25.96	\$25.96
26	56181	7005402476	belt	CU	4	\$163.26	\$653.04
27	56182	55701500003	belt	CU	4	\$28.06	\$112.24
28	56183	7005402477	belt	CU	2	\$55.59	\$111.18
29	55615010	7005402354	mirror	BU	1	\$1,566.08	\$1,566.08
30	9.904E+11	7005402506	lap belt	BU	2	\$234.71	\$469.42
31	56198	7005402475	dead cable	BU	4	\$85.58	\$342.32
32	17090	7005402364	cable belt	BU	1	\$43.87	\$43.87
33	275/70/22.5 T	86301100002	Tires (4 mounted, 1 loose)	BU	5	\$250.20	\$1,251.00

	<b>Mfr. Part #</b>	<b>Inventory ID#</b>	<b>Description</b>	<b>BU/CU</b>	<b>Qty.</b>	<b>Unit Price</b>	<b>Total</b>
34		6011100442	lights	BU	6	\$116.98	\$701.88
35		6011100457	lights	BU	9	\$38.55	\$346.95
36		6011100458	lights	BU	8	\$30.03	\$240.24
37		6011100461	lights	BU	8	\$3.08	\$24.64
38		6011100456	lights	BU	2	\$36.47	\$72.94
39		7005402486	lights	BU	1	\$99.13	\$99.13
40		7005402365	lights	BU	1	\$191.46	\$191.46
41		7005402370	air bag	BU	1	\$277.46	\$277.46
42		7005402408	air bag	BU	2	\$286.74	\$573.48
43	5510e		Dual circuit battery switch	BU	1	\$41.74	\$41.74
44	CQ903A	Seon	Interior Dome Camera	BU/CU	5		
45	CJ904A	Seon	Interior Dome Camera	BU/CU	2		
46	CA904EI	Seon	Interior Dome Camera	BU/CU	1		
47	CA1004EI	Seon	Interior Dome Camera	BU/CU	1		
48	DX-HD	Seon	13 Channel HD DVR	BU/CU	1		
49	DX-HD H640	Seon	Media Cartridge HD (spare)	BU/CU	10		
50	HDO-DOCK	Seon	Hard Drive reader	BU/CU	2		
51	EN220/N	138276360017	LCD Monitor 5.6	BU/CU	2		
52	mr900		spring eye bushing	CU	8		
53	1326040	7005402540	grab strap handle	BU	6		
54	17926		coat hook	BU	2		
55	81007101		door magnet	BU	2		
56	9533n383		Thermostat	BU	2		
57	120202		valve seal kit	BU	1		
58	212 100 308		pump motor (used)	CU	1		
59	15-2981		blower motor	BU	1		
60			bike rack handles	BU	3		
61			grab handles/railing	BU	3		
62		Connect Card	Touchit screens	BU/CU	4		
63		Connect Card	Touchit mounting bracket w/wiring	BU/CU	2		
64		Connect Card	Proxmobil2	BU/CU	4		
65		Connect Card	GPSgo2	BU/CU	2		
66		Connect Card	Copilotpc	BU/CU	5		
67		Connect Card	Copilot pc bracket	BU/CU	2		

## Transition of City Employees

SacRT is offering employment to all City of Folsom Transit Fund employees, with no probation period. SacRT is offering two employment options for bus operators. SacRT has also offered positions for all non-operators that are within the type of work they were performing at the City. In addition, SacRT will be providing all employees with a pension compensation package to ensure that the employees are made whole for their service credit in the City's pension plan.

### **Operators:**

#### Option #1

Operator(s) will continue to work on the Folsom service under a special labor agreement that will allow the drivers to continue to work full or part time and receive the top hourly rate for SacRT's Community Bus Services (CBS) Operator, which is currently at \$17.07. Based on future labor agreements, the salary could be increased annually. Currently, annual increases for employees in this group that are at the top of the range are 2.5%. The Operators will maintain their City of Folsom seniority levels for schedule bidding purposes. All medical and other benefits will be at SacRT's general Operators rate, with the exception of Pension Benefits. This contract would not provide a Defined Benefit Pension Plan, but rather offer a 3% SacRT employer contribution to a 401(a) Plan, no employee match required.

#### Option #2

Operator(s) will join SacRT as a new CBS Operator, at the bottom of the SacRT seniority ranking, under the existing Amalgamated Transit Union (ATU) Labor Agreement. Under this agreement, the CBS Operator will make a starting wage of \$14.94, however within three years; the CBS Operator will have the opportunity to receive step increases to the maximum CBS rate of \$17.07. When a Bus or Rail Operator position is open, based on seniority, the employee can promote up to the training sessions for Bus and/or Rail Operators. If successful, the employee pay scale starts at \$17.78 and within 5 years increases to \$28.46 as a Bus or Rail Operator. If unsuccessful, the employee will still have employment in the CBS division. In addition, when the employee reaches the last pay step, typically there is an annual increase of 2.5%. All medical, pension and other benefits will be at SacRT's general Operator rate. These employees would be under a Defined Benefit Plan, following PEPPA rules.

### **Non-operators:**

SacRT analyzed the job duties of the existing Folsom staff and compared these roles and responsibilities with existing positions at SacRT. The two Schedulers will be converted to a SacRT Community Bus Services Dispatcher Supervisor and Administrative Technician. The Folsom Trainer will transition to a SacRT Operations Training Specialist. In all cases, the existing Folsom Employees will come in at the bottom of the pay scale for these positions but receive a significant hourly increase ranging from 9.3% to 21.2%. In

addition, SacRT's other benefits will provide the same or better coverage. These employees would be under a Defined Benefit Plan, following PEPRA rules.

**Transition Retention Incentive:**

There are two packages that SacRT is providing to employees of the City of Folsom that transfer to RT and complete six months of employment, based on the employee's vested status within the City's CalPERS defined benefit pension plan. Years of service will be calculated as the hire date at City of Folsom through the date the employee transitions to SacRT.

**Vested Members**

Vested employees will receive a payment equal to 3% of City of Folsom current annual salary times years of service at City of Folsom. Vested employees do not have reciprocity with the SacRT Pension Plans' because SacRT is not part of CalPERS; therefore, employees are losing service time under the CalPERS plan. This lump sum payment will be made into a 401(a) account, after the employee successfully completes six months of service at SacRT.

**Non-vested Members**

SacRT will contribute \$1,000 for every year of service while at City of Folsom, to the employee's 401(a) account, after successfully completing 6 months of employment at SacRT.

**Additional Information:**

All City of Folsom Transit employees will be given an employment option at SacRT. For any employee that has prior SacRT work experience, SacRT will review the individuals' employment file to ensure that there were no disciplinary issues within the last five years; if there are no negative issues, the individual will be considered for employment as specified in the following paragraph.

All transferring employees will be required to pass the Human Resource screening process, including, but not limited to, background check, drug screening and DMV record review. Further, Operators will be required to pass a driving test to ensure they meet SacRT standards. If the Operator does not pass the test, they will be provided additional training and have the opportunity to take the driving test again.

## **Maintenance of Park and Ride Lots, Bus Shelters, and Bus Stops**

### Park and Ride Lots

The City of Folsom (CITY) will continue to maintain the Iron Point, Glenn, and Historic Folsom park and ride lots. The maintenance services include trash pickup, landscape maintenance, irrigation repairs, maintenance and janitorial services for the restrooms at Historic Folsom, and other necessary maintenance related activities. The SMUD and water utilities, associated with the parking lots, will be transferred to SacRT for payment directly to the vendor. Any other contracted services will remain with the CITY, SacRT will reimburse the CITY for the services related to the stations.

The total cost for maintenance of the park and ride lots shall not exceed \$75,000 annually. Any maintenance costs in excess of the annual limit will require pre-approval by SacRT to qualify for reimbursement. Every five years the annual limit will be reviewed by the CITY and SacRT, and adjusted as necessary for inflation or other factors.

The CITY will invoice SacRT annually for the light park and ride lot maintenance costs.

### Bus Shelters

Bus Shelters are currently maintained under an advertising contract with Orion. The Orion contract will be extended by the CITY for a five year term, expiring January 24 2024. The contract with Orion will be assigned to SacRT and SacRT will be responsible for maintaining the contract. Orion will continue to provide the same level of service currently provided in the CITY of Folsom. SacRT will be responsible for providing all printed materials that Orion stocks in the bus shelters.

### Bus Stops

Bus stops are located within public CITY right of way. SacRT will own and be responsible for maintenance of amenities installed for transit service (poles, benches, trash cans).

- SacRT will repair any broken or damaged bus stop amenities (including signage, sign poles, seating, passenger information, lighting, trash receptacles or any other transit related amenities) within 60 hours of notification by the CITY.
- SacRT will remove graffiti within 48 hours of notification by the CITY.
- All graffiti removal, maintenance, clean-up, repair and/or replacement shall be at SacRT's sole cost and expense.
- SacRT shall clean each bus stop at reasonable intervals and on days agreeable to the CITY. Such routine cleaning shall include but not be limited to, trash and/or debris removal in the immediate area surrounding the bus stop.

- CITY is responsible for maintaining all aspects of the public right of way that were not installed specifically for transit service.
- SacRT will report to CITY known damage to CITY's curbs, gutters and sidewalks located immediately adjacent to a SacRT bus stop. Upon the receipt by CITY of such notice, CITY will temporarily repair damage to CITY's curbs, gutters and sidewalks in compliance with the CITY's most current curb, gutter and sidewalk repair and replacement policy. CITY will schedule permanent repairs to CITY's curb, gutters, and sidewalks in compliance with the CITY's most current curb, gutter and sidewalk repair and replacement policy. To the extent known to CITY, CITY will notify SacRT in writing to discontinue use of a SacRT bus stop if the curb, gutter or sidewalk immediately adjacent to the bus stop is damaged or deteriorated to the extent that it creates a risk of injury to pedestrians using the bus stop or immediately adjacent sidewalk with due care, until such time as the CITY makes repairs thereto.
- Notwithstanding anything to the contrary set out herein, SacRT has no duty to act as an inspector for CITY nor is SacRT obligated to indemnify COUNTY for claims arising out of or resulting from the condition of CITY's Facilities; and CITY likewise has no duty to act as an inspector for SacRT nor is CITY obligated to indemnify SacRT for claims arising out of or resulting from the condition of bus stop amenities.

RESOLUTION NO. 18-10-\_\_\_\_\_

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

October 22, 2018

**CONDITIONALLY APPROVING ANNEXATION OF THE CITY OF FOLSOM INTO  
SACRAMENTO REGIONAL TRANSIT DISTRICT AND THE ASSOCIATED  
ANNEXATION AGREEMENT**

**WHEREAS**, pursuant to Public Utilities Code Sections 102051 and 102055, the City of Folsom may annex to the Sacramento Regional Transit District ("SacRT") subject to majority vote by the Board of Directors of SacRT and the City Council of the City of Folsom regarding the terms and conditions of annexation.

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

THAT, the Board of Directors of the Sacramento Regional Transit District hereby conditionally approves the annexation of the City of Folsom, effective January 1, 2019, pending the approval of the City Council of the City of Folsom, subject to the terms and conditions of the Annexation Agreement, whereby the City of Folsom agrees to (a) transfer all assets and liabilities for Folsom transit service to SacRT, including all rights to receive transit-related funding; and (b) provide maintenance service for light rail park and ride lots subject to payment for such services by SacRT; and SacRT agrees to: (a) maintain the existing level of intracity bus service and the light rail service levels that existed prior to July 2018; (b) maintain all transit assets and amenities other than those specifically retained by Folsom; (c) offer existing employees employment with SacRT; and (d) maintain a specified fare structure, all as further set forth therein.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute the foregoing Annexation Agreement following approval by the Folsom City Council, and take all actions necessary to effectuate the annexation.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary