



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC & AGENDA

This meeting will be teleconferenced in compliance with the Brown Act pursuant to Government Code Section 54953 as amended by Assembly Bill 361, during the COVID-19 Pandemic.

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Submit written public comments relating to the attached Agenda no later than 2:00 p.m. on the day of the Board meeting to Boardcomments@sacrt.com

Please place the Item Number in the Subject Line of your correspondence. Comments are limited to 250 words or less.

Members of the public may also address the Board via Zoom to submit public comment. To join, please call 253-215-8782 and enter Webinar ID: 854 7082 8545 or join the meeting online by logging into <https://us02web.zoom.us/j/85470828545>

Please note you will not be able to join the live stream until the posted meeting start time. If you wish to make a comment on an item, press the “raise a hand” button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. By participating in this meeting, you acknowledge that you are being recorded.



Sacramento Regional Transit District Agenda

BOARD MEETING
5:30 P.M., MONDAY, MAY 9, 2022
VIRTUAL MEETING

ROLL CALL — Directors Budge, Harris, Howell, Hume, Jennings, Kennedy, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller

Alternates: Directors Kozlowski, Nguyen, Sander, Schaefer

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of April 11, 2022
- 2.2 Resolution 2022-05-041: Authorize the Board of Directors to Teleconference from May 9, 2022 through June 7, 2022, in Compliance with the Brown Act Pursuant to Government Code Section 54953 as Amended by Assembly Bill 361, During the COVID-19 Pandemic (O. Sanchez-Ochoa/T. Smith)
- 2.3 Resolution 2022-05-042: Approving the Third Amendment to the Contract for Bus Vehicle Advertising with Lamar Transit LLC (D. Selenis)
- 2.4 Resolution 2022-05-043: Approving the Fourth Amendment to the Lease of Office Space at 2810 O Street (J. Adelman)
- 2.5 Resolution 2022-05-044: Conditionally Approving the Contract for On-Call Plumbing Services with ACCO Engineered Systems, Inc. (L. Ham)
- 2.6 Resolution 2022-05-045: Approving a Title VI Service Equity Analysis and Adopting Service Changes for September 2022 and Future Service (L. Ham)
- 2.7 Resolution 2022-05-046: Declaring Evergreen Properties (APN: 275-0240-074 and -093) Excess to Transit Operations as Surplus (J. Adelman)
- 2.8 Resolution 2022-05-048: Approving the Contract for On-Call Light Rail Vehicle Seat Reupholstery Services with Acme Tops and Tunes, LLC (E. Stanley)

- 2.9 Approving the Student Transit Pass Agreement – 2022-2025 with the City of Sacramento and Conditionally Approving the Issuance of an Annual Student (TK-12) Pass to Students without a Full Fare Subsidy (J. Adelman)
 - A. Resolution 2022-05-049: Delegating Authority to the General Manager/CEO to Approve the Student Transit Pass Agreement – 2022-2025 with The City of Sacramento
 - B. Resolution 2022-05-050: Conditionally Authorizing Students (TK-12) Residing in or Attending School Within SacRT's Service Boundary to Obtain an Annual Student (TK-12) Pass Prepaid Fare Valid from July 1, 2022 through June 30, 2023 Without Full Payment by a Sponsoring Entity
- 2.10 Police Services Personal Services Contract Employees (L. Hinz)
 - A. Resolution 2022-05-053: Approving the First Amendment to the Amended and Restated Personal Service Contracts with 1 Security and Safety Administrator, Mark Sakauye and 2 Security and Safety Program Specialists, Tino Bamberger and Benjamin Louie; and
 - B. Resolution 2022-05-054: Approving the First Amendment to the Contract for Personal Services with 1 Background Investigator, Stephen Lau
- 2.11 Security Operations Center Personal Services Contract Employees (L. Hinz)
 - A. Resolution 2022-05-051: Approving the Amended and Restated Personal Services Contracts for Temporary Employment with 1 Security Operations Center Manager, 2 Security Operations Center Lead Specialists, and 6 Security Operations Center Specialists. This includes Amending the Contracts to Update the Benefit Terms for 1 Security Operations Center Manager, 2 Security Operations Center Lead Specialists and 6 Security Operations Center Specialists; and
 - B. Resolution 2022-05-052: Approving the First Amendment to the Personal Services Contract for Temporary Employment with 1 Security Operations Center Specialist

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

- 4.1 Resolution 2022-05-055: Adopting the Short-Range Transit Plan – SacRT on the Move (Fiscal Years 2022-2027) (L. Ham)
- 4.2 Resolution 2022-05-047: Approving a Visual Artwork Policy and Standards Pertaining to The Approval and Placement on SacRT Property (D. Selenis)

- 4.3 Motion: Roseville Road Safe Parking Program (O. Sanchez-Ochoa)
- 4.4 Resolution 2022-05-056: Amending Title XV, Prohibition of Specified Acts Committed in or on RT Vehicles or Facilities, of the SacRT Administrative Code, to Provide Notice of Conduct Prohibited Under Public Utilities Code Section 99170 (O. Sanchez-Ochoa)

5. PUBLIC HEARING

- 5.1 Public Hearing: Preliminary FY 2023 Operating and Capital Budgets (J. Adelman)
 - A. Accept Public Comment on the Sacramento Regional Transit District Preliminary FY 2023 Operating and Capital Budget; and
 - B. Motion: To Continue the Public Hearing to June 13, 2022

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA*

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. Capital Corridor JPA Meeting Summary – April 20, 2022 (Miller, Harris)
 - c. SacRT Meeting Calendar

9. REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS

10. CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. CLOSED SESSION

- 13.1 Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation
 - a. Johnson v. SacRT
Case Number 34-2020-00282348
 - b. Vickers v. SacRT
Case Number 34-2017-00218342

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

*NOTICE TO THE PUBLIC

It is the policy of the Board of Directors of the Sacramento Regional Transit District to encourage participation in the meetings of the Board of Directors.

This agenda may be amended up to 72 hours prior to the meeting being held. An Agenda, in final form, is located by the front door of Regional Transit's building at 1400 29th Street, Sacramento, California, and is posted on the SacRT website.

The Regional Transit Board of Directors Meeting is being videotaped. A replay of this meeting can be seen on Metrocable Channel 14 and will be webcast at www.sacmetro.cable.tv on May 14 @ 1:00 p.m. and May 15 @ 11:00 a.m.

Any person(s) requiring accessible formats of the agenda should contact the Clerk of the Board at 279/234-8382 or TDD 916/557-4686 at least 72 business hours in advance of the Board Meeting.

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on SacRT's website, on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District. Any person who has any questions concerning any agenda item may call the Clerk to the Board of Sacramento Regional Transit District.

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF APRIL 11, 2022

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
April 11, 2022**

ROLL CALL: Roll Call was taken at 5:31 p.m. via Zoom. PRESENT: Directors Budge, Harris, Howell, Hume, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Absent: Director Kennedy. Director Jennings joined the meeting at 5:36p.m.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 28, 2022
- 2.2 Resolution 2022-04-034: Authorizing the General Manager/CEO to Release the Sacramento Regional Transit District Preliminary Fiscal Year 2023 Operating and Capital Budget, and Set a Notice of a Public Hearing for May 9, 2022 (J. Adelman)
- 2.3 Resolution 2022-04-035: Approving the First Amendment to the Contract for Breath Alcohol Testing and Urine Specimen Collection Services (S.Valenton)
- 2.4 Resolution 2022-04-036: Repeal Resolution 05-02-0020 and Authorize Cash Management and Banking Procedures (J. Adelman)
- 2.5 Resolution 2022-04-037: Approve the First Amendment to Whiting Corporation Contract for Car Hoist System Modification (E. Stanley)
- 2.6 Resolution 2022-04-038: Repeal Resolution 02-06-0158 and Adopt Workers Compensation Claim Settlement Authority (J. Adelman)
- 2.7 Resolution 2022-04-039: Delegating Authority to the General Manager/CEO to Approve and Execute Information Technology Procurement Contracts over \$150,000 for the Q Street Administrative Building Project (S. Valenton / L. Ham)
- 2.8 Resolution 2022-04-040: Approving a Sole Source Procurement and the Second Amendment to Contract for Transit Watch Mobile Application with Elerts Corporation (D. Selenis)

Director Howell moved; Director Harris seconded approval of the Consent Calendar as written. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Hume, Jennings, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Director Kennedy.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

- 4.1 Motion: Roseville Road Light Rail Station Safe Parking Proposal Update
(C. Flores / L. Hinz / O. Sanchez-Ochoa)

Item 4.1 was on the Agenda as a Motion item but was changed to an Information Item.

Chris Flores referenced the October board meeting when the Board delegated authority to the SacRT General Manager/CEO to negotiate a three-party lease agreement between Caltrans, the City of Sacramento and SacRT for a temporary safe parking program at the Roseville Road light rail station. Mr. Flores explained that SacRT has had many meetings to finalize the details and staff would like to update the Board on progress as well as share additional new information received last Friday regarding the project. Mr. Flores gave a brief description of the Roseville Road Station and shared a slide which showed anticipated utilization of the location. He also stated that SacRT currently utilizes the area via an encroachment permit from Caltrans. Mr. Flores highlighted a few of the program operational guidelines which were agreed to by the City and SacRT in October.

Lisa Hinz stated that when the Board delegated authority to the General Manager to finalize a lease agreement, staff was directed to seek a Public Safety Zone that was as large as possible, but also legally defensible. Ms. Hinz shared a draft map of the Public Safety Zone that the City provided to SacRT. She explained it was also understood that any camping or storing of public property within the Public Safety Zone would be prohibited and strict enforcement would occur. City staff has since changed the language in the lease pertaining to enforcement and the City now only intends to enforce within the Public Safety Zone if an individual is urinating, defecating, or blocking the public right of way.

Ms. Hinz provided information regarding the X Street Navigation Center that has an established Public Safety Zone. She then shared a slide of an unhoused encampment and stated that despite the Public Safety Zone boundaries, the City has not enforced this non-sanctioned encampment. Currently, SacRT Police Services is not allowed to enforce the City of Sacramento's Critical Infrastructure Ordinance and that SacRT has a major safety concern that there will be an increase in encampments near the tracks, bridges and stations that may result in severe damage to the property or to themselves.

Ms. Hinz referenced the Critical Infrastructure Ordinance List that was passed by the City of Sacramento in July which includes SacRT's light rail stops, parking lots, bridges, and tracks. The City can remove encampments established within 25 feet of these locations but, SacRT has not seen enforcement and is hoping to better collaborate on protecting shared assets.

Olga Sanchez-Ochoa reiterated Mr. Flores and Ms. Hinz statements of concern regarding the issue of removing homeless encampments that crop up outside the Safe Parking site.

The City has said that because of *Martin v. Boise*, they cannot remove encampments, unless they are within 25 feet of critical infrastructure, which includes SacRT tracks and bridges, but does not cover the entirety of SacRT's station, including the park n ride lot and immediately surrounding areas. The City has advised that they have had to deal with many lawsuits related to relocation of unhoused individuals and they have concerns if encampment are removed it will trigger more lawsuits. The City made clear that the only thing they can do in those areas is cite trespassers for unlawful behavior.

Ms. Sanchez-Ochoa stated that the City has asked SacRT to take on the liability associated with the removal of homeless encampments by asking the SacRT Board to direct SacRT Police Services Officers to remove encampments from SacRT property that fall outside the critical infrastructure zone. This shifting of liability will result in SacRT incurring unexpected costs and undermines the stated desire among some Board members to ensure that the City fully indemnify SacRT under this project. It also diverts critical funds away from providing transit service, to cleaning up homeless encampments, which is not SacRT's core business. If SacRT takes on this responsibility, in addition to exposing SacRT to lawsuits, it will overburden SacRT's police force.

Mr. Flores concluded by asking the Board for guidance as SacRT works to finalize the lease agreement. He highlighted several additional unresolved issues that are of concern and included that the City of Sacramento staff recently has told SacRT staff they do not have funds to launch additional safe parking operations including a Franklin Light Rail safe parking program.

Director Harris understands SacRT's position and stated the concerns are well founded. He shared a situation at the 5th and W. Street safe ground site where campers started camping in the immediate vicinity and it caused problems. He doesn't think SacRT should move forward with the project unless the City is willing to test *Martin v. Boise* in terms of keeping a defensible perimeter.

Director Hume echoes all that Director Harris has said and asked if SacRT has looked at what the limitations of *Martin v. Boise* are relative to alternative enforcements, such as camping, being permitted but during certain hours which is something that has been done by the City of Sacramento in areas surrounding City Hall.

Ms. Sanchez-Ochoa replied that it has been looked at internally, but SacRT has not talked to the City about it. *Martin v. Boise* does not apply to SacRT because SacRT is not a municipality. She then explained that if SacRT had their own law enforcement, they could move everybody at any time, but it is a challenge because SacRT relies on the City's police force to enforce the laws at SacRT stations. The other issue is that operation hours would complicate allowing camping during certain hours.

Director Hume asked if there would be greater legal analysis going forward.

Ms. Sanchez-Ochoa replied yes.

Director Valenzuela provided details on current safe ground sites and then had some follow up questions. She asked if somebody were to start camping in a SacRT parking lot or on the station who would ask them to leave.

Ms. Hinz replied if in a SacRT parking lot, there are rules and ordinances and it could be SacRT Police Services, a security guard, a transit ambassador or a SacRT employee.

Director Valenzuela clarified that SacRT is asking the City to take over the enforcement of the parking lot and station area and this is what the City is saying no to.

Ms. Hinz stated that the City established a safety priority zone, and that zone is where SacRT is asking the City to enforce no encampments and she believes SacRT staff received this direction from the Board.

Director Valenzuela asked if there was a map to the zone and stated she does not understand why the City would not enforce no encampments on property that is not SacRT's.

Ms. Hinz responded that she believes it is the safety priority zone which is not SacRT property rather it is Caltrans property and the City of Sacramento's property and something that was promised to SacRT at the onset of this project.

Director Valenzuela stated the City is unable to enforce on Caltrans property without an agreement from Caltrans. Then for clarification purposes, to move forward, Director Valenzuela asked if what is needed is an agreement from Caltrans for enforcement of that area, specifying who will be enforcing no encampments as well as confirmation of who will be enforcing no encampments on the City property that is within the legally defined safety zone around the perimeter. She thanked Ms. Hinz for nodding her head in agreement and is happy to follow up so this can move forward.

Director Schenirer was unaware of the challenges and negotiations and wished there had been some conversations and knowledge about the situation in advance. He would like to continue working on this project and feels this is still an opportunity site for the unhoused. He is willing to sit down with whomever to work towards solutions to the challenges.

Ms. Sanchez-Ochoa stated this information item will be brought back to the Board. Staff wanted to start raising the issues and challenges to ensure that SacRT is a good partner. SacRT does not want to end up in a position where all resources go to managing the problems that could potentially spring from the individuals coming in outside of the safe parking zone that the City has told SacRT they cannot move.

Director Serna appreciates the work that SacRT staff has put into this project and said this should be looked at two ways. There is an opportunity for what is an obvious crisis when it comes to unsheltered constituents and then how best to simultaneously apply a compassionate continuum of care but also respect the impacts that come with trying to do

that. Director Serna is thankful that Director Valenzuela has outlined a to-do list so that by the time this comes back there can be thoughtful discussion about the pros and cons.

Chair Miller stated the desire to help is genuine and understands the concerns regarding the safety zone and enforcement around it. He understands jurisdictional issues but, if it was not for putting unhoused individuals there, SacRT would not need the extra security which makes it worth discussing.

Public comment was taken by phone from Jeffery Tardaguila and Glenn Mandelkern.

Mr. Tardaguila is concerned about the growing number of encampments in Sacramento. He thinks it will be a problem for Roseville Road Safe Parking to only allow 100 individuals into the site with three times that amount currently camping in that area. He suggested having a SacRT representative get involved in what is happening with the unhoused so they are informed and can begin to address the problem.

Mr. Mandelkern shared a story and recalled a SacRT program from approximately five years ago which appeared to be a community service program. He then proposed an idea with the basic philosophy that the very people who are creating the problem can be part of the solution by cleaning up the area.

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Ronnie Miranda and Jeffery Tardaguila.

Mr. Miranda was concerned with his Smart ride issues not being addressed.

Chair Miller offered to have customer service reach out to Mr. Miranda, but he declined.

Mr. Tardaguila appreciated that the bus routes 88 and 86 are now acknowledged as starting at 11th and J Street. He requested corrections be made to the SacRT library for several non-operational and operational routes. He then asked for an update on electronic bulletin boards and mentioned that the connect cards have not worked in many locations.

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. Capitol Corridor JPA Special Meeting Summary – March 23, 2022 (Miller)
 - c. SacRT Meeting Calendar

Mr. Li began his report addressing the national workforce shortage and shared SacRT has been working hard to streamline hiring practices, making it easier to apply, including hosting several in person hiring events. The last event had 162 attendees, 86 applied for positions and currently there are 69 in various phases of the hiring process which is a tremendous step towards filling vacant positions and eliminating trip cancellations.

Mr. Li acknowledged that April services adjustments have been implemented and to ensure the best service possible for customers, SacRT will be partnering with UZURV to provide additional support for SacRT GO. SacRT is planning to restore service back to 100% by September and Mr. Li asked for the community to help by providing public comment on the service adjustments proposed for September 2022.

Mr. Li announced that at the end of March, SacRT received the first delivery of 30 new Gillig low-floor buses which will improve the customer riding experience.

Mr. Li provided an update on the progress of several SacRT surplus properties and how SacRT has been progressing transit-oriented development (TOD) throughout the region.

On the legislative front, Mr. Li announced that last week the California Assembly Local Government Committee held a hearing on SacRT's enabling clean-up legislation, AB2015 and the legislation passed the committee 8 to 0. AB2015 has now been referred to the Assembly Committee on Public Employees and Retirement.

Mr. Li shared that the FTA released their FY22 apportionments for formula funding and the Sacramento region is set to receive approximately \$58.5 million in funding this fiscal year which is about a 36% increase of funding. He accredited the Bipartisan Infrastructure Law for the infusion on new federal funds. There is additional discretionary grant funding available that SacRT has been applying for which will be 67% more than before.

Mr. Li announced the Metro Chamber's 50th Annual Cap to Cap trip is next month, which represents an opportunity for the region to advocate in front of key law and policymakers especially for transit. A handful of SacRT Board members will be attending as well as Chris Flores and Devra Selenis.

Mr. Li concluded his remarks highlighting that last week, SacRT, in partnership with SACOG and the City of Sacramento received a \$500,000 Sustainable Transportation Planning grant from Caltrans. The funding will be used to further plan for an American River Crossing and this grant award will help position SacRT to be more competitive for hundreds of millions more funding in the future.

Director Harris thanked Mr. Li and complimented his high value of transit-oriented development. Director Harris stated it has been a pleasure working with Mr. Li and he is delighted that all the units will be open this year for students at Sacramento State University which will enhance ridership on SacRT and TOD developments are going to make SacRT more fully utilized and more efficient which is a testament to Mr. Li's mindset about bolstering the SacRT agency and ridership.

Public comment was taken from Jeffery Tardaguila.

Mr. Tardaguila questioned if John Garamendi is the representative for the Bureau of Transportation at the federal government.

9. **REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS**
10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 6:33 p.m.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Olga Sanchez-Ochoa, General Counsel / Tabettha Smith, Clerk to the Board

SUBJ: AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM MAY 9, 2022 THROUGH JUNE 7, 2022, IN COMPLIANCE WITH THE BROWN ACT PURSUANT TO GOVERNMENT CODE SECTION 54953 AS AMENDED BY ASSEMBLY BILL 361, DURING THE COVID-19 PANDEMIC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize implementation of AB 361 for Board meetings conducted between May 9, 2022 and June 7, 2022. Meetings conducted during this 30-day period may be conducted via teleconference due to the Covid-19 pandemic.

FISCAL IMPACT

There is no fiscal impact.

DISCUSSION

Governor Newsom signed an executive order on September 17, 2021 waiving the application of Assembly Bill 361 (“AB 361”) until October 1, 2021, when the provisions of a prior executive order that established certain requirements for public agencies to meet remotely during the COVID-19 emergency would expire. AB 361 amended the Ralph M. Brown Act to authorize modified procedures for remote (teleconference) meetings held during a state of emergency and when state or local officials impose or recommend measures to promote social distancing. See *Cal. Gov. Code* § 54953(e). These new rules supersede and replace similar rules in the Governor’s Executive Order No. N-29-20, which the SacRT Board has been adhering to since its adoption at the onset of the COVID-19 pandemic. To avail itself of these modified procedures, the Brown Act requires the Board find, by a majority vote, that it has reconsidered the circumstances of the state of emergency, and (i) the state of emergency continues to directly impact the ability of the members to meet safely in person and/or (ii) state or local officials continue to impose or recommend measures to promote social distancing. The findings must be made no later

than 30 days after using the modified procedures, and every 30 days thereafter. Unlike many of SacRT's member agencies, SacRT's auditorium is significantly small, making it difficult to safely space out members of the Board, staff and the public to meet in person. Because the peril of transmission has not significantly declined, the safest course of action is to continue meeting virtually for the next 30 days. Therefore, staff recommends that the Board adopt the attached Resolution authorizing the Board to meet virtually as allowed under AB 361, beginning and including May 9, 2022, through June 7, 2022.

An additional requirement of AB 361 is that members of the public be allowed to participate in real time during the virtually held Board meeting. Thus, members of the public can virtually participate in the Board meetings in real time.

RESOLUTION NO. 2022-05-041

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

May 9, 2022

AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM MAY 9, 2022 THROUGH JUNE 7, 2022, IN COMPLIANCE WITH THE BROWN ACT PURSUANT TO GOVERNMENT CODE SECTION 54953 AS AMENDED BY ASSEMBLY BILL 361, DURING THE COVID-19 PANDEMIC

THAT, on March 4, 2020, Governor Gavin Newsom issued a Proclamation of State of Emergency in response to the novel coronavirus (a disease now known as COVID-19); and

THAT, on November 10, 2021, Governor Gavin Newsom signed Executive Order N-21-21 extending the declaration of a State of Emergency in response to the novel coronavirus to March 31, 2022; and

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

WHEREAS, the Sacramento County Health Officer declared a local health emergency related to the COVID-19 on March 6, 2020. The County Administrator, acting in his capacity as the Director of Emergency Services, proclaimed the existence of a local emergency related to COVID-19 on March 6, 2020; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended and modified the teleconferencing requirements under the Brown Act (California Government Code section 54950 et seq.) so that local legislative bodies can hold public meetings via teleconference (with audio or video communications, without a physical meeting location), as long as the meeting agenda identifies the teleconferencing procedures to be used; and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021, did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which extended the provision of N-29-20 concerning the conduct of public meetings through September 30, 2021, and the Governor subsequently signed legislation revising Brown Act requirements for teleconferenced public meetings (Assembly Bill 361, referred to hereinafter as “AB 361”); and

WHEREAS, as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to California Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent Resolution in the state Legislature; and

WHEREAS, as of the date of this Resolution, neither the County Health Officer nor the County Administrator have exercised their powers to lift the local health emergency and local state of emergency declared and proclaimed on March 6, 2020; and

WHEREAS, the County Health Officer has confirmed that continued local rates of transmission of the virus and variants causing COVID-19 are such that meeting in person would present imminent risks to the health or safety of attendees of public meetings; and

NOW, THEREFORE, BE IT RESOLVED AND FOUND as follows: 1. The Board of Directors hereby finds that the facts set forth in the above recitals are true and correct, and establish the factual basis for the adoption of this Resolution; 2. There is an ongoing proclaimed state of emergency relating to the novel coronavirus causing the disease known as COVID-19 and as a result of that emergency, meeting in person would present imminent risks to the health or safety of attendees of in-person meetings of this legislative body within the meaning of California Government Code section 54953(e)(1). 3. Under the present circumstances, including the risks mentioned in the preceding paragraph, the Board of Directors determines that authorizing teleconferenced public meetings consistent with Assembly Bill 361 is necessary and appropriate beginning and including May 9, 2022, and continuing through June 7, 2022. 4. Staff are directed to take all actions necessary to implement this Resolution in accordance with the foregoing provisions and the requirements of Government Code section 54953, as amended by Assembly Bill 361, including but not limited to returning for ratification of this Resolution every 30 days after teleconferencing for the first time pursuant to Assembly Bill 361 for so long as either of the following circumstances exists: (a) the state of emergency continues to directly impact the ability of this legislative body to meet in person; and/or (b) state or local officials, including but not limited to the County Health Officer, continue to impose or recommend measures to promote social distancing.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: APPROVING THE THIRD AMENDMENT TO THE CONTRACT FOR BUS VEHICLE ADVERTISING WITH LAMAR TRANSIT, LLC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed action will approve the Third Amendment to the contract for bus vehicle advertising with Lamar Transit, LLC. The Third Amendment would extend the Contract for a three-month period, allowing SacRT additional time to evaluate options for the next competitive bus vehicle advertising solicitation.

FISCAL IMPACT

SacRT has had a long-standing collaboration with Lamar Transit, LLC that has provided additional revenue for SacRT over the last five years. In 2020 and 2021, the Board approved amendments to the Contract in which the minimum Annual Guarantee amounts were reduced as a result of the economic impacts of the COVID-19 pandemic, while SacRT retained the right to obtain 55% net revenue, if that amount exceeded the Annual Guarantee.

This Third Amendment (three-month extension) to the Contract with Lamar Transit, LLC, would have the same financial terms as the Second Amendment for Bus Vehicle Advertising, providing additional revenue to SacRT for a three-month period as follows:

- SacRT to receive a pre-payment of \$87,500 (one-fourth of the \$350,000 Annual Guarantee amount negotiated for Year 5)
- 55% revenue share payment if net revenues are higher than the Annual Guarantee

At the end of the three-month period, Lamar Transit, LLC will issue a true-up payment if revenue exceeds the \$87,500 prepayment using the 55% revenue share calculation.

DISCUSSION

In March 2017, SacRT released a Request for Proposals for Bus Vehicle Advertising for SacRT's then-current fleet of 181 40-foot buses. The solicitation provided an opportunity for proposers to receive an exclusive five-year license to place advertisements and public

services announcements on the interior and exterior of the buses to generate advertising revenue to be shared between SacRT and the successful proposer (with SacRT to receive the higher of a Minimum Annual Guarantee amount of net advertising revenues). In July 2017, SacRT awarded a five-year contract to Lamar Transit, LLC for a term to expire on June 30, 2022.

Throughout the pandemic, Lamar has been a cooperative partner in continuing to work with SacRT to maximize advertising revenues, though there was a significant decline in advertising revenues over the last two contract years as a result of businesses reducing advertising budgets. The parties adjusted the Annual Guarantee amount from \$625,000 to \$350,000 revenue share through amendment and adoption by the SacRT Board of Directors (Resolution No. 21-07-0083) to reflect that force majeure event.

With year two of the pandemic closed, and businesses starting to return to normal, it is SacRT's hope that advertising revenue will rise. By extending the contract with Lamar Transit, LLC for three months, it will help maximize advertising revenues prior to the next solicitation to get the best proposals. In addition, over the last several years and continuing to the present, SacRT has added new and diversified buses to its fleet, as well as retiring others. These fleet changes, along with other factors, including the discussion about limiting coverage of the windows due to safety and maintenance concerns, will affect the contours of SacRT's next bus advertising contract. At present time, SacRT is also engaged in a re-branding effort that may result in the creation of a new livery for its bus and light rail vehicles, which may also impact future advertising locations and opportunities.

Because of these significant adjustments, the scope of the next bus advertising contract will require a considerable modification before a new competitive solicitation is released, allowing SacRT to select the best advertising partner to work with over the next five-year term. Due to the time required to carry out that work and conduct a competitive solicitation, there is insufficient time to complete that process before the existing contract expires. The three-month extension with Lamar, to September 30, 2022, should provide sufficient time to have a new contract in place.

RESOLUTION NO. 2022-05-042

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

May 9, 2022

APPROVING THE THIRD AMENDMENT TO THE CONTRACT FOR BUS VEHICLE ADVERTISING WITH LAMAR TRANSIT, LLC

WHEREAS, on July 10, 2017, the Sacramento Regional Transit District (“SacRT”) and Lamar Transit, LLC (“Lamar”) entered into a five-year term for Bus Vehicle Advertising (“Contract”) whereby Lamar was to sell advertising space on the interior and exterior of SacRT’s buses; and

WHEREAS, due to the need to modify the scope of SacRT’s next bus advertising solicitation, a new contract will not be in place prior to expiration of the Contract on June 30, 2022; and

WHEREAS, to avoid a lapse in advertising and consequent loss of revenue, it is in the best interest of SacRT to extend the Contract for a three-month period.

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

THAT, the Third Amendment to the Contract for Bus Vehicle Advertising by and between the Sacramento Regional Transit District (therein “RT”) and Lamar Transit, LLC (therein “Advertiser”) whereby the term is extended by three-months through September 30, 2022, and Advertiser agrees to provide revenues to SacRT on the same terms as set forth in the Second Amendment, is hereby approved.

THAT, the SacRT Chair and General Manager/CEO are hereby authorized to execute the Third Amendment.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: APPROVING THE FOURTH AMENDMENT TO THE LEASE OF OFFICE SPACE AT 2810 O STREET

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the Fourth Amendment will allow Sacramento Regional Transit District (SacRT) to continue occupying office space at 2810 O Street used by the Human Resource Department personnel for an additional five years.

FISCAL IMPACT

FY22	\$4,000
FY23	\$48,000
FY24	\$48,000
FY25	\$48,000
FY26	\$48,000
FY27	\$44,000
Total	\$240,000

DISCUSSION

On May 20, 2004, SacRT entered a short-term lease with Marilyn and Anthony Wordlow for use of the approximately 4,000 square foot office space located at 2810 O Street, Sacramento, California. Since 2004, SacRT has entered into subsequent agreements with the Wordlow's to extend the terms of the lease with no additional increases. The current agreement expires May 31, 2022; however, SacRT has the option to renew the lease for an additional 60-month term.

The building currently houses the Human Resources and Retirement Services departments, which provide numerous services including recruiting and managing health and welfare benefits, employee assistance benefits, statutory leaves, and pension plans for the entire agency. The lease contains a 60-day termination clause, which allows

either party to terminate the lease extension if space needs change over the course of the 5-year extension.

Staff recommends that the Board approve the Fourth Amendment to the Lease of Office Space, as well as give the General Manager authority to either terminate the lease as needed or negotiate and execute any future amendments to extend the lease as needed.

RESOLUTION NO. 2022-05-043

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

May 9, 2022

APPROVING THE FOURTH AMENDMENT TO THE LEASE OF OFFICE SPACE AT 2810 O STREET

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

THAT, the Fourth Amendment to the Lease of Office Space (2810 O Street, Sacramento, California) , by and between the Sacramento Regional Transit District (therein "Tenant") and Anthony P. and Marilyn V. Wordlow (therein "Owner"), whereby the term is extended for five years (to May 31, 2027), is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Fourth Amendment.

THAT, the Board hereby delegates authority to the General Manager/CEO to terminate the lease before the end of the lease term, in the future if the General Manager/CEO determines in their sole discretion that the space is no longer needed for SacRT's business needs.

THAT, the Board hereby delegates authority to the General Manager/CEO to exercise any options in the Principal Agreement to extend the lease term and to execute any amendments necessary to effectuate the lease extension, if the General Manager/CEO determines in their sole discretion that the office space is needed beyond the current lease term.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: CONDITIONALLY APPROVING THE CONTRACT FOR ON-CALL PLUMBING SERVICES WITH ACCO ENGINEERED SYSTEMS, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Awarding this contract, conditioned upon receiving no protests, will provide a mechanism for the Facilities Department to quickly resolve emergent plumbing issues and address small-scale plumbing projects.

FISCAL IMPACT

The five-year contract has a total not to exceed amount of \$157,430, broken down by fiscal year below. The FY22 and FY23 amounts are included in the respective Operating budgets. All future year costs will be included in the Operating budget for the relevant fiscal year.

<u>Fiscal Year</u>	<u>Amount</u>
FY22	\$4,000
FY23	31,122
FY24	31,486
FY25	31,850
FY26	32,214
FY27	<u>26,758</u>
Total	\$157,430

DISCUSSION

SacRT requires the services of a qualified plumbing contractor that is available to provide on-call plumbing services. The contractor must be licensed and available, as needed, to help service SacRT's aging building infrastructure. General work includes on-call plumbing services; plumbing system inspection, repair, and installation services; and drain system inspection, repair, and installation services.

On February 16, 2022, SacRT released a bid solicitation on PlanetBids e-procurement system for On-Call Plumbing Services for a 5-year term. There were 217 vendors notified of the contracting opportunity. On March 11, 2022, SacRT received two responsive bids as follows:

ACCO Engineering Systems, Inc.	\$157,430.00
Cobabe Brothers, Incorporated.	\$280,760.90

ACCO was determined by Procurement to be the lowest responsive and responsible bidder. A Notice of Intent to Award was issued May 3, 2022. Upon expiration of the protest period without receipt of a protest, the Contract would be awarded to ACCO.

RESOLUTION NO. 2022-05-044

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

May 9, 2022

CONDITIONALLY APPROVING THE CONTRACT FOR ON-CALL PLUMBING SERVICES WITH ACCO ENGINEERED SYSTEMS, INC.

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

THAT, the Contract for On-Call Plumbing Services between Sacramento Regional Transit District, therein referred to as "SacRT," and ACCO Engineered Systems, Inc., therein referred to as "Contractor," wherein Contractor agrees to provide On-Call Plumbing Services, as specified, on an on-call basis for an amount not to exceed \$157,430, is hereby approved, conditioned upon SacRT receiving no protests during the protest period..

THAT, the General Manager/CEO is hereby authorized and directed to execute said Contract upon satisfaction of the foregoing contingency.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

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

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

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

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

FISCAL IMPACT

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

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

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

DISCUSSION

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

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

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

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

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

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

Subsidized Service

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

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

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

Public Review

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

Next Steps

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

September 2022 Service Changes Fiscal Impact

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

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

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

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

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

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

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

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

September 2022 Service Changes
Public Engagement

Promotional Web Banner
Published March 30, 2022

September 2022

Proposed Service Changes

Comments accepted
through May 1, 2022

sacrt.com/SeptemberService



Sacramento  Regional Transit

September 2022 Service Changes
Public Engagement

A-Frames



**SEPTEMBER
2022 SERVICE
CHANGES**



**SacRT Service Adjustments
Proposed for September 2022**

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

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

**September 2022 Service Changes
Public Engagement**

Brochure Cover

Sacramento  Regional Transit

**SEPTEMBER
2022 SERVICE
CHANGES**

Public Comment and Review

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

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

SHARE YOUR COMMENTS

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

Ways to Share Your Questions and Comments

Email:
customeradvocacy@sacrt.com
Attn: James Drake

Call:
SacRT Customer Advocacy Department
916-557-4545

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

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

September 2022 Service Changes Public Engagement

Brochure Contents (English)

Summary of Proposed Service Changes



Effective August 28, 2022

*Unless Otherwise Noted

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

September 2022 Service Changes Public Engagement

Brochure Contents (SP, RU, CH, HM)

SPANISH

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

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

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

COMPARTÁ SUS COMENTARIOS

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

Formas de compartir sus preguntas y comentarios -
Correo electrónico:
customeradvocacy@sacrt.com
At: James Drake

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

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

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

CHINESE

2022年9月服務變更

公眾意見和舉報

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

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

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

分享您的意見

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

分享您的問題和意見的方法 -

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

電話：
SacRT 客戶服務部
916-557-4545

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

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

RUSSIAN

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

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

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

ПОДЕЛИТЕСЬ СВОИМИ МЫСЛЯМИ

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

Способы поделиться вопросами и комментариями:
Эл. почта:
customeradvocacy@sacrt.com
Вызывает: Джеймс Дрейк (Attn: James Drake)

Телефон:
Отдел защиты интересов клиентов SacRT
916-557-4545
Почтовый адрес:
Sacramento Regional Transit
Attn: James Drake
2811 O Street
Sacramento, CA 95812-2110

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

HMONG

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

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

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

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

SIB QHIA KOJ QHOV LUS XAM POM

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

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

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

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

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

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

**September 2022 Service Changes
Public Engagement**

Public Engagement Events

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

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

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

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

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

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

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

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Public Comments

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

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

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

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

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

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

3.
Virtual Presentation
April 5, 2022

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

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

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4.
Virtual Presentation
April 5, 2022

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

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

5.
Virtual Presentation
April 6, 2022

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

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

6.
Virtual Presentation
April 6, 2022

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

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

7.
Virtual Presentation
April 6, 2022

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

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

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

8.
SacRT Mobility Advisory Council
April 7, 2022

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

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

9.
Sacramento Transit Riders Union Presentation
April 9, 2022

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

Reply: Staff will look into this.

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

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

Greetings James:

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

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

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

#19 Rio Linda

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

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

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

#23 El Camino

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

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

#26 Fulton

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

#30 J Street/L Street

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

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#33 Dos Rios

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

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

#38 Tahoe Park

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

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

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

#51 Stockton/Broadway

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

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

#81 Florin

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

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

#82 Northrop/Morse

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

#86 Grand

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

#93 Hillisdale

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

#107 Land Park Express

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

#134 McKinley Commuter

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

#138 Causeway Connection

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

#142 Airport

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

#177 Rancho CordoVan Villages

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

#193 Auburn Boulevard Commuter

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

#E37 UC Davis Health Elk Grove Express

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

#E110 Elk Grove Promenade (Sky River Casino)

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

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

#11 Land Park - Truxel

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

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

#13 Northgate - #29 Arden

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

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

#62 Freeport

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

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

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

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

Sincerely,

Michael Andrew Barnbaum, Transit Ambassador
Sacramento Regional Transit District

SacRT Response:
4/29/22

Hi Mike,

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

#1 Greenback

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

#19 Rio Linda

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

#23 El Camino

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

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#26 Fulton

You supported the recommendation in the plan.

#30 J/L Streets

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

#33 Dos Rios

You supported the recommendation in the plan.

#38 Tahoe Park

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

#51 Stockton/Broadway

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

#81 Florin

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

#82 Northrop/Morse

You supported the recommendation in the plan.

#86 Grand

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

#93 – 138, 177, 193, E110, E37

Supported plan recommendations.

#142 Airport.

See comments on Routes 30 and 38.

#11 Truxel

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

#13 Northgate/#29 Arden

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

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#62 Freeport

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

Thank you again for your thoughtful comments.

James Drake
Principal Planner

11.

Email: 4/17/22
From: Mike Barnbaum

Greetings James Drake:

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

Light Rail Blue and Gold Lines Weekend and Holiday Schedule Changes

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

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

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

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

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

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

###

SacRT Response
April 18, 2022

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

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12.
Email 4/19/22
From: Ian Treat

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

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

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

Thank you for your consideration,
Ian

###

SacRT Response:

Hi Ian,

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

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

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

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

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

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

James Drake
Principal Planner
Sacramento Regional Transit District

13
Email 4/27/22
From: Jacob Solorio

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

#1 Greenback

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

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

#23 El Camino

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

#30 J Street

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

#38 Tahoe Park

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

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

#81 Florin

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

#138 Causeway Connection

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

SacRT Response
4/28/22

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

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

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

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

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

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

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

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

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

Bus #61 (Pocket - Fruitridge Road):

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

SacRT bus passenger for more than 30 years,

Lance Morris
Greenhaven/Pocket Resident
CA State Employee

SacRT Response
4/28/22

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

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

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

SacRT Response
4/28/22

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

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Email: 4/26/22

From: Megan Knize

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

SacRT Response

4/28/22

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

17

Email: 4/25/22

From: Allison Kustic

Hi James,

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

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

Please confirm you have received this email.

Thank you,
Allison Kustic

SacRT Response

4/28/22

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

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Email: 4/12/22

From: Aaron Marcus

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

SacRT Response

4/28/22

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

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

19

Email: 4/6/22

From: Steve Miller

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

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

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

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

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SacRT Response
4/29/22

Hi Steve,

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

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

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

Regards,

James Drake
Principal Planner

20
Email 4/29/22
From: Kelly Farrens

Good Morning!

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

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

Thank you for your time and attention.

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SacRT Response:
4/29/22

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

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

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

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

SacRT Response:
4/29/22

Hi Dan,

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

Regards,
James

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Email: 4/29/22

From: Maureen Pascoe

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

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

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

Thank you for your consideration.

Maureen Daly Pascoe

SacRT Response:

4/29/22

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

23

Email 4/29/22

From: Ian Reid

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

SacRT Response

4/29/22

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

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Email: 4/29/22

From: Barbara Stanton

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

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

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

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

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

Thank you

Barbara Stanton

For the RiderShip for the Masses Group

rftm@rftm.info

SacRT Response

4/29/22

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

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Email: 5/2/22

From: April Andrews

Hello James,

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

Sincerely,

April Andrews

SacRT Response

5/2/22

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

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Email: 5/1/22

From: Beatriz Omas

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

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

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

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

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

Thanks,

Beatriz OMAS

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

SacRT Response

5/2/22

Hi Beatriz,

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

More info:

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

Thank you,

James Drake
Principal Planner

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Email: 4/30/22

From: Susan Aring

Hello,

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

~Susan Aring

SacRT Response

5/2/22

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

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

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Email: 4/29/22

From: Nick Meyer

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

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

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

Thank You

Nicholas Meyer

SacRT Response

5/2/22

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

RESOLUTION NO. 2022-05-045

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

May 9, 2022

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

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

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

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

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

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

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

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

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

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

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

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

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Sacramento Regional Transit

September 2022 Service Changes Final Plan and Title VI Equity Analysis

Presented to the SacRT Board of Directors
May 9, 2022

Overview

SacRT's major service change policy requires a 30-day public review and Title VI service equity analysis before approving any major service changes. The following report presents proposed changes broadly categorized as follows:

Service Restorations – Restoring bus service that was designated for temporary suspension beginning on April 3, 2022 (see below for extended discussion on temporary suspensions)

Permanent Elimination – Making permanent a small subset of originally temporary suspensions of certain routes and trips beginning on April 3, 2022

SRTP Implementation – Implementing changes to service as set forth in SacRT's Short Range Transit Plan, or other minor changes requested by customers or recommended by staff

Contract Service – Analyzing changes approved earlier on a temporary basis (i.e., improvements to the Rancho CordoVan) or being considered for the future (i.e., a new commuter route from Elk Grove to UC Davis Health and additional weekend service to the future Sky River Casino)

Temporary Suspensions

In March 2022, SacRT announced temporary suspensions of all or part of several bus routes throughout the system, to address a shortage in bus operators which has been resulting in systemwide reliability problems. By suspending approximately 3 percent of bus service, SacRT sought to better allow customers to plan around system outages, rather than be subject to random and unplanned outages.

Factors - Suspensions were spread throughout the system, to avoid targeting a single area or type of service. For example, several commuter bus routes, trunk line service on Florin Road, and Route 142 service to Sacramento International Airport were all included as suspensions.

Example 1:

In the case of Florin Road service, the route in question is a high-ridership route (i.e., Route 81) however, it was felt that lengthening frequency from 15 to 30 minutes would be less impactful than lengthening headways from 30 to 60 minutes on a lower frequency route (or eliminating a low-frequency route altogether).

Example 2:

Frequency on Route 142 to the airport was reduced from 30 to 60 minutes, which is understandably less convenient; however, staff felt that by conserving some resources on airport service, less lifeline service would have to be suspended.

Example 3:

Suspensions to commuter bus service were made with reluctance, given that the COVID-19 pandemic appeared to be subsiding and many office workers were returning to work; however, compared to student riders and transit-dependent riders, commuter ridership has had the most extreme ridership loss and has been the last and slowest ridership type to rebound. Teleworking seems likely to permanently reduce commuter ridership going forward, so it was felt that reductions to commuter bus service should be suspended as well, especially where an alternative route might be available, even if the alternative route might have a longer route or more stops.

Public Review - The April suspensions were approved on relatively short notice, without a 30-day public review, on the basis that they were considered temporary, lasting no more than twelve months, and as such did not constitute major service changes under SacRT policy. This was justified on the basis that expeditiousness was required to address a problem that was both immediate and temporary. This report analyzes those suspensions; however, the plan itself calls for most (although not all) of them to be reversed in September.

Equity - As discussed in the Title VI section of this report, if Route 142 and several commuter bus routes had not been included among the suspensions, the impacts of the suspensions would have fallen disproportionately on disadvantaged populations.

Permanent Eliminations

Certain trips on Routes 23, 82, and 86 that were suspended in April 2022 were designated for permanent elimination in this plan. In general, the selected trips are trips that were previously added to the schedule to augment capacity but that are not considered necessary under current circumstances, with ridership having decreased from the COVID-19 pandemic. Supplemental trips such as these often consume an outsize share of resources (e.g., an additional bus may have to pull out each day just to operate a single peak-hour trip). Trips like these should therefore only be operated when they are genuinely needed for capacity reasons. If ridership returns to prior levels, these trips could be restored.

SRTP Implementation

Throughout 2021 and over the past few months, SacRT has been updating its Short Range Transit Plan. The public comment period for the Draft SRTP recently closed and the final version is being presented to the SacRT Board in a separate agenda item but on the same agenda as this service change plan. The SRTP provides a higher-level look at potential service improvements over the next five years and a forum for stakeholders to evaluate options, costs, and priorities. Staff evaluated potential improvements from the Draft SRTP and recommended a subset of them for implementation in September 2022. Due to SacRT's ongoing shortage of bus operators, Staff has kept the magnitude of changes relatively modest. Staff has also prioritized improvements to evening span of service (rather than additional daytime trips) to avoid incrementing the peak vehicle requirement, until more of SacRT's bus fleet is replaced with newer vehicles.

Contract Service

Four routes in this service plan are already operated or would potentially be operated with support from an outside party under a cost-sharing agreement, covering SacRT's operating costs.

Title VI and Approval

SacRT policy requires a Title VI service equity analysis prior to adopting major service changes. That analysis can be found in Section II. Staff anticipates presenting a final plan, a final Title VI analysis, and all public comments to the SacRT Board on May 9, 2022 for potential approval.

Section I

Service Plan

#1 Greenback

Description – Add one evening trip on Saturday leaving Watt/I-80 light rail station at 9:36 pm..

Discussion – Addition of this trip would close a 60-minute gap in service and was identified in SacRT's Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 1 is a major route with connections to the Blue Line and Routes 21, 23, 25, 26, 82, 84, and 93.

Evening service improvements are also being prioritized at this time (e.g., over peak-hour improvements) to avoid incrementing SacRT's daily vehicle requirement.

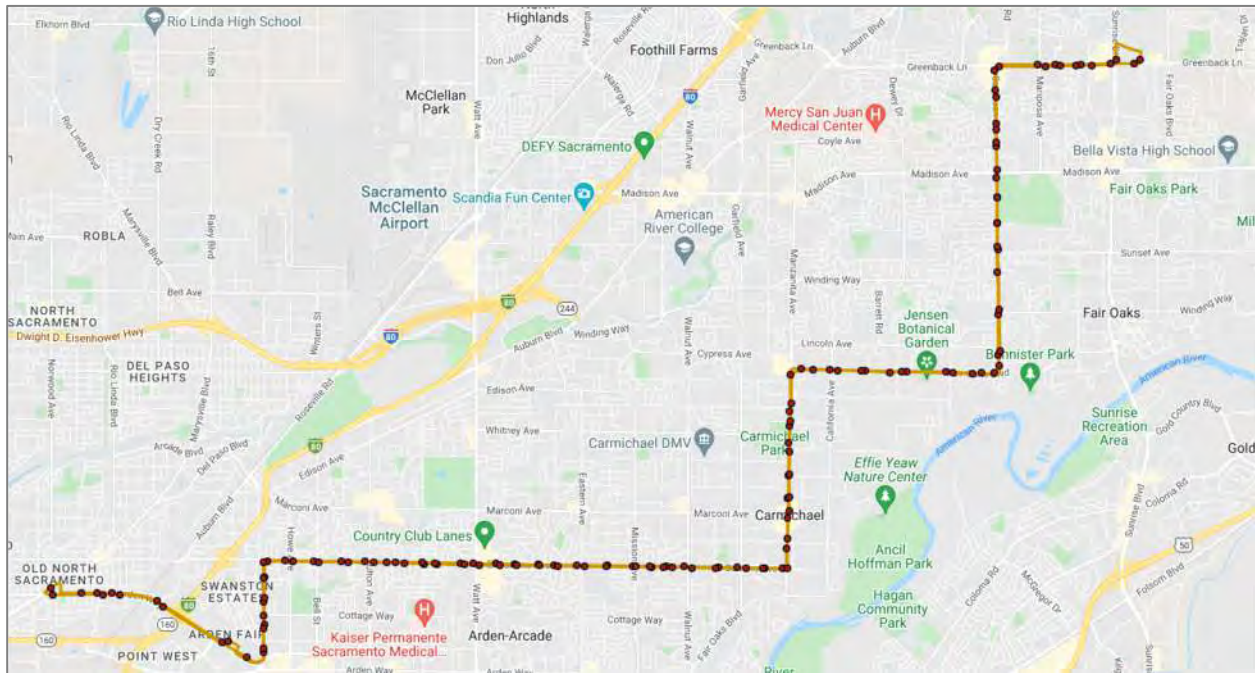
Fiscal Impact - Operating cost for the new trip is estimated at **\$5,103** per year, before fare revenue.

#23 El Camino

Description - Make permanent the suspension of eight short trips suspended in April 2022 due to low ridership and to conserve resources.

Background – These eight trips were added in September 2019 as part of the SacRT Forward project. The purpose, at the time, was to begin upgrading Route 23 to 15-minute frequency during the times of highest ridership. They do not operate the entire length of the route, but instead, run only from Arden/Del Paso light rail station to Watt Avenue, which is the busiest segment of the route. These eight trips were designated for suspension in April 2022. This change would make that suspension permanent. If/when ridership on the route returns to pre-pandemic levels, these trips could and should then be restored.

Fiscal Impact - Operating savings for this improvement are estimated at **\$124,959** per year, excluding fare revenue.

#23 El Camino Map

Route 23 runs from Arden/Del Paso light rail station to Sunrise Mall, primarily via El Camino Ave., Fair Oaks Blvd., San Juan Ave, and Greenback Lane.

#26 Fulton

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

Discussion – Addition of these trips would close several 60-minute gaps in service and was identified in SacRT’s Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 26 is a major route with connections to the Blue Line, Gold Line, and Routes 1, 13, 19, 23, 25, 38, 81, 82, 84, and 87.

Evening service improvements are also being prioritized at this time (e.g., over peak-hour improvements) to avoid incrementing SacRT’s daily vehicle requirement.

Fiscal Impact - Operating cost for the new trips is estimated at **\$82,265** per year, before fare revenue.

#23 El Camino
Monday to Friday Schedule
Suspended Trips for Permanent Elimination

Sunrise Mall	Watt Ave	Arden Del Paso	Arden Del Paso	Watt Ave	Sunrise Mall
5:15a	5:45a	6:08a	6:23a	6:44a	7:20a
5:45a	6:15a	6:38a	6:53a	7:17a	7:57a
6:15a	6:45a	7:08a	7:23a	7:47a	8:27a
6:43a	7:15a	7:38a	7:53a	8:15a	8:52a
7:08a	7:44a	8:08a	8:23a	8:45a	9:22a
7:38a	8:14a	8:38a	8:53a	9:15a	9:52a
8:08a	8:44a	9:08a	9:23a	9:45a	10:22a
8:38a	9:14a	9:38a	9:53a	10:15a	10:52a
9:08a	9:44a	10:08a	10:23a	10:46a	11:25a
9:38a	10:14a	10:38a	10:53a	11:16a	11:55a
10:08a	10:44a	11:08a	11:23a	11:46a	12:25p
10:35a	11:13a	11:38a	11:53a	12:18p	12:58p
11:05a	11:43a	12:08p	12:23p	12:48p	1:28p
11:35a	12:13p	12:38p	12:53p	1:18p	1:58p
12:05p	12:43p	1:08p	1:23p	1:48p	2:28p
12:35p	1:13p	1:38p	1:53p	2:20p	3:00p
1:04p	1:42p	2:08p	2:23p	2:50p	3:30p
1:34p	2:12p	2:38p	2:53p	3:20p	4:00p
2:03p	2:41p	3:07p	3:23p	3:50p	4:30p
2:30p	3:08p	3:34p	3:38p	4:05p	
	3:25p	3:51p	3:53p	4:20p	5:00p
3:01p	3:42p	4:08p	4:08p	4:35p	
3:18p	3:57p	4:23p	4:23p	4:50p	5:30p
	4:11p	4:34p	4:39p	5:06p	
3:48p	4:27p	4:53p	4:53p	5:20p	6:00p
	4:41p	5:04p	5:08p	5:35p	
4:18p	4:57p	5:23p	5:23p	5:50p	6:30p
	5:11p	5:34p	5:39p	6:06p	
4:48p	5:27p	5:53p	5:53p	6:16p	6:52p
5:08p	5:43p	6:08p	6:23p	6:46p	7:22p
5:41p	6:16p	6:41p	6:53p	7:14p	7:48p
6:11p	6:44p	7:07p	7:23p	7:44p	8:18p
6:41p	7:14p	7:37p	7:53p	8:14p	8:48p
7:15p	7:46p	8:07p	8:23p	8:42p	9:12p
7:45p	8:16p	8:37p	8:53p	9:12p	9:42p
8:15p	8:46p	9:07p	9:23p	9:42p	10:12p
8:45p	9:16p	9:37p	9:53p	10:12p	10:42p
9:15p	9:46p	10:07p	10:23p	10:42p	11:12p

The trips shown in red would be permanently eliminated
 Includes westbound trips from Watt Avenue at 4:11, 4:41, and 5:11 pm
 Includes eastbound trips from Arden/Del Paso at 3:38, 4:08, 4:39, 5:08, and 5:39 pm
 Remaining trip times may be shifted to maintain even 30-minute frequency on remainder of the route

#30 J Street

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

Background – In 2019, as part of the SacRT Forward project, frequency on Route 30 was reduced during the midday period from 15 to 30 minutes. At the same time, Route 38 was realigned from P/Q Streets to J/L Streets, sharing the corridor with Route 30, and providing a combined 15-minute frequency. Route 30 retained its own independent 15-minute frequency during busier peak hours. Reduction of frequency on Route 30 has been one of the less popular changes from SacRT Forward, with many operators and customers complaining that the simplicity of 15-minute frequency on Route 30 was essential to its usefulness. As a shorter-distance route, 30-minute frequency can struggle to compete against other short-distance modes such as ride-share.

SacRT's Short Range Transit Plan identified restoration of 15-minute daytime frequency on Route 30 as a high priority; however, at \$918,820 per year, it is a very expensive improvement. SacRT has also been experiencing vehicle shortages with the aging of its fleet. Although replacement vehicles will be arriving over the next year, for these reasons combined staff recommends at this time prioritizing just some of the evening service on Route 30, where existing frequency is 60 minutes, plus one morning trip. These changes are lower in cost and do not require additional vehicles. Improving to 15-minute frequency all-day would require an estimated two new vehicles each day.

Equity – Route 30 skews very low for low-income ridership, so major improvements to Route 30, without improvements to lower-income routes elsewhere (or reductions to other higher-income routes) might also contribute significantly to the service changes being unintentionally discriminatory, as discussed in more detail in the Title VI equity analysis section. For this reason, a smaller change to Route 30 is recommended at this time, rather than the entire 15-minute frequency improvement.

Fiscal Impact – Operating cost for the five new trips recommended is estimated at **\$109,340** per year, before fare revenue.

**#30 J Street
Proposed Schedule
Monday to Friday**

CSUS	L & 29th	Sac Valley	Sac Valley	J & 28th	CSUS
5:31a	5:42a	5:54a	6:09a	6:24a	6:35a
5:56a	6:07a	6:19a	6:39a	6:55a	7:07a
6:26a	6:37a	6:49a	7:09a	7:25a	7:37a
6:56a	7:07a	7:19a	7:25a	7:41a	7:53a
7:26a	7:38a	7:52a	7:39a	7:55a	8:07a
7:56a	8:08a	8:22a	7:55a	8:11a	8:23a
8:26a	8:38a	8:52a	8:09a	8:25a	8:37a
8:56a	9:08a	9:22a	8:25a	8:41a	8:53a
9:26a	9:38a	9:52a	8:39a	8:55a	9:08a
9:56a	10:08a	10:22a	9:09a	9:25a	9:38a
10:26a	10:38a	10:52a	9:39a	9:55a	10:08a
10:56a	11:09a	11:25a	10:09a	10:25a	10:38a
11:25a	11:38a	11:54a	10:39a	10:56a	11:10a
11:55a	12:08p	12:24p	11:09a	11:26a	11:40a
12:25p	12:38p	12:54p	11:39a	11:56a	12:10p
12:55p	1:08p	1:24p	12:09p	12:26p	12:40p
1:25p	1:38p	1:54p	12:39p	12:56p	1:10p
1:55p	2:08p	2:24p	1:09p	1:26p	1:40p
2:25p	2:38p	2:54p	1:39p	1:56p	2:10p
2:40p	2:53p	3:09p	2:09p	2:26p	2:40p
2:55p	3:08p	3:24p	2:39p	2:56p	3:10p
3:10p	3:23p	3:39p	3:09p	3:27p	3:41p
3:25p	3:38p	3:54p	3:39p	3:57p	4:11p
3:40p	3:53p	4:09p	4:09p	4:27p	4:41p
3:55p	4:08p	4:24p	4:25p	4:43p	4:57p
4:10p	4:23p	4:39p	4:39p	4:57p	5:11p
4:25p	4:38p	4:54p	4:55p	5:12p	5:27p
4:40p	4:53p	5:09p	5:09p	5:26p	5:41p
4:56p	5:09p	5:22p	5:25p	5:41p	5:53p
5:26p	5:37p	5:52p	5:39p	5:55p	6:07p
5:56p	6:07p	6:22p	6:09p	6:25p	6:37p
6:26p	6:37p	6:52p	6:39p	6:53p	7:03p
6:57p	7:06p	7:18p	7:09p	7:23p	7:33p
7:27p	7:36p	7:48p	7:39p	7:53p	8:03p
7:57p	8:06p	8:18p	8:09p	8:23p	8:33p
8:27p	8:36p	8:48p	8:39p	8:53p	9:03p
9:27p	9:36p	9:48p	9:09p	9:23p	9:33p

New trips (shown in blue) from CSUS at 5:31 am, 6:57 pm, and 7:57 pm
 New trips (shown in blue) from Sacramento Valley Station at 7:39 pm and 8:39 pm
 Draft schedule subject to change

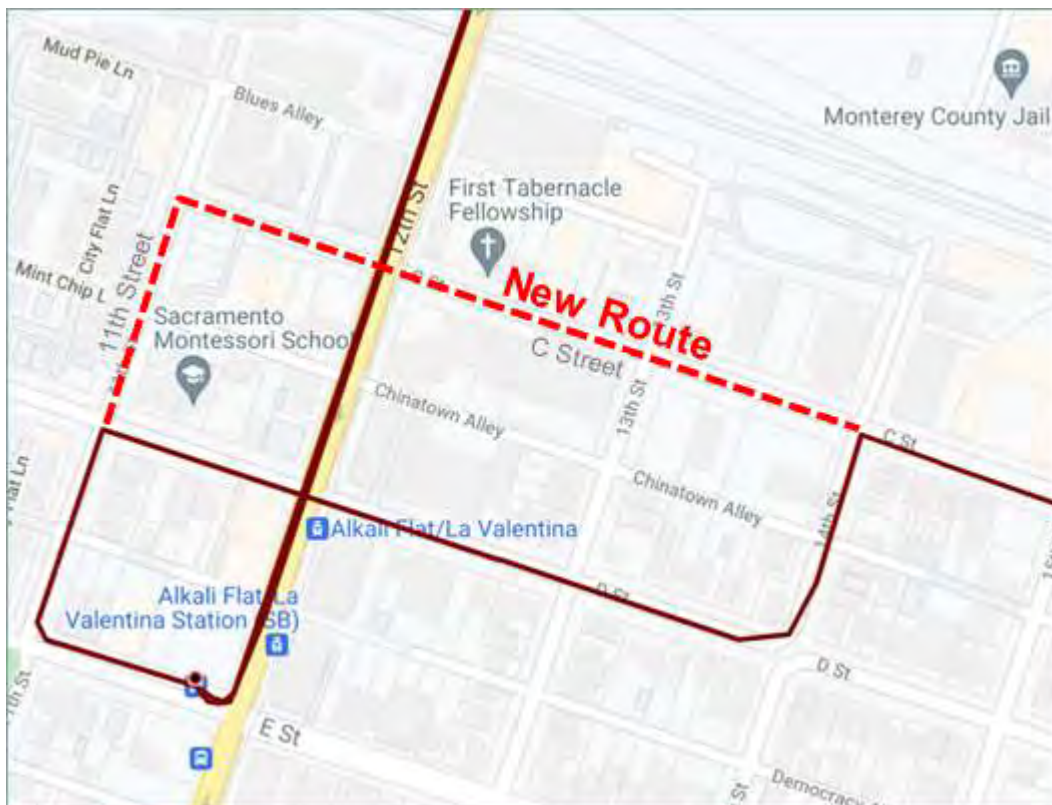
#33 Dos Rios

Description – Realign the route from D Street to C Street, via 11th Street.

Background – This routing reduces two turns from the existing route and moves Route 33 from a residential street (i.e., D Street) to a more commercial corridor (i.e., C Street) partly in response to noise complaints from residents of C Street. This does not affect any bus stops and should have no effect on ridership.

Fiscal Impact – None. This is a cost-neutral change.

#33 Dos Rios Changes to Route Map



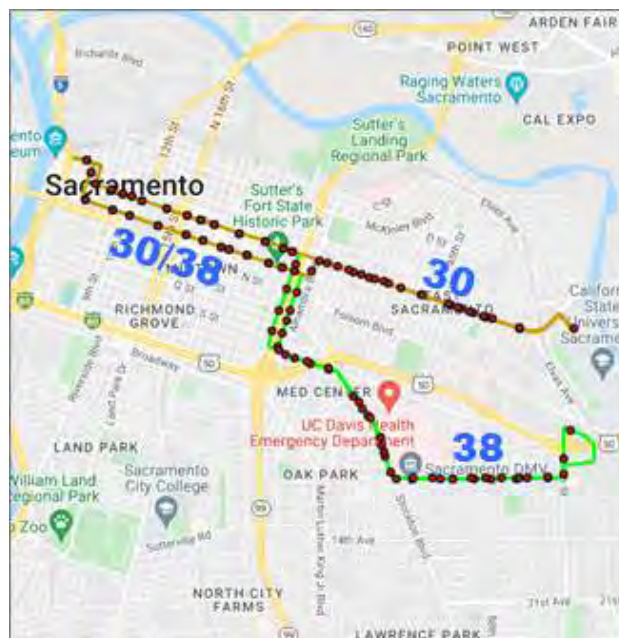
#38 Tahoe Park

Description - Adjust departure times from Sacramento Valley Station to improve spacing with Route 30 and improve transfers to Route 68.

Background – During the midday period, Route 30 and 38 both have 30-minute frequency and are scheduled 15 minutes apart on the shared J/L Street corridor. However, during peak hours, when Route 30 has 15-minute frequency, Route 38 trips are scheduled at the same time, or just a minute or two apart. This proposal would shift Route 38 times ahead by a few minutes, during times when its schedule is to close to that of Route 30.

Objectives – This change will reduce incidents of Route 30 and 38 buses arriving at J Street stops at the same time and queuing into the street. It will also reduce incidents of Route 38 arriving at the same time as Route 68 on 29th Street, where the two routes coincidentally have similar arrival times. By shifting Route 38 earlier, it may take pressure off Route 30, which tends to have more riders, and add riders to Route 38, which tends to have fewer riders. It will also tend to provide more schedule cushion for riders making the transfer from Route 38 outbound from downtown to Route 68, which continues to Oak Park, South Sacramento, and ultimately Cosumnes River College.

Schedule Constraints – Due to connections with light rail at Sacramento Valley Station, 29th Street, and University/65th Street, the Route 38 schedule should not be shifted excessively. Likewise, a major shift in the Route 38 schedule during peak hours (when Route 30 has 15-minute frequency) would create an irregular gap in trips at the time of the transition to midday hours.



#51 Stockton/Broadway

Description – Add four evening trips on Saturdays including trips from downtown Sacramento at 7:38, 8:38, and 9:38 pm and from Florin Towne Centre at 8:44 pm.

Add six evening trips on Sundays and Holidays and shift trip start times so that buses leave downtown Sacramento at approximately 7:12, 7:42, 8:12, 8:42, 9:12, and 9:42 pm and so that buses leave Florin Towne Centre at approximately 6:54, 7:24, 7:54, 8:24, and 8:54 pm.

Discussion – Addition of these trips would close several gaps in service of 45 to 60 minutes and lengthen the service day so the last bus from downtown would change from an 8:30 pm departure to a 9:42 pm departure. These changes were identified in SacRT's Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 51 is a major route with connections to the Routes 38, 61, 67, 68, and 81, as well as numerous bus routes and light rail in downtown Sacramento.

Evening service improvements are also being prioritized at this time (e.g., over peak-hour improvements) to avoid incrementing SacRT's daily vehicle requirement.

Fiscal Impact - Operating cost for the new trips is estimated at **\$66,538** per year, before fare revenue.

#81 Florin

Description - Restore all trips that were temporarily suspended in April 2022, restoring frequency to 15 minutes throughout the day on weekdays.

Add two evening trips on Saturdays beginning at University/65th Street light rail station at 9:13 pm and at Florin Road and Riverside Blvd at 9:18 pm.

Add six evening trips on Sundays and Holidays beginning at University/65th Street at 7:43, 8:43, and 9:13 pm and from Florin Road and Riverside Blvd at 6:48, 7:48, and 8:48 pm.

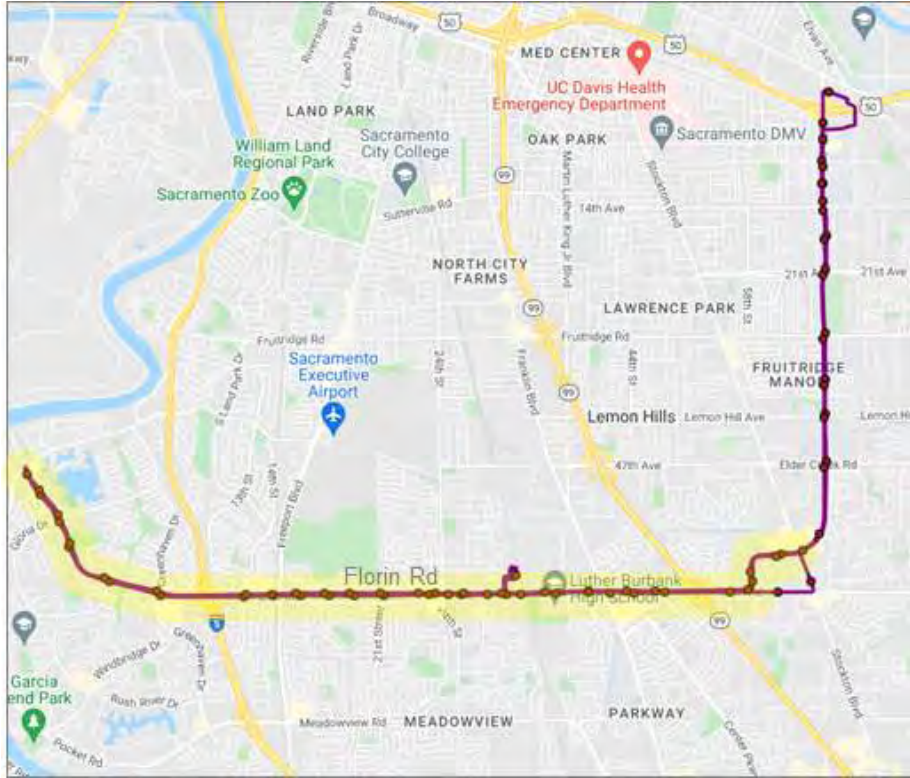
Background – Route 81 weekday service runs every 15 minutes on Florin Road during the day and every 30 minutes on 65th Street and through the evening on the entire route. In response to a major shortage in bus operators, service on Florin Road was reduced to every 30 minutes in April 2022, from approximately 5:34 am to 2:31 pm. This change would reverse that temporary measure.

Weekend trips would then be added to close several gaps in service of 60 minutes and lengthen the Sunday/Holiday service day by one hour. These changes were identified in SacRT's Draft Short Range Transit Plan as a priority to promote interconnectivity and reduce travel times across the network. Route 81 is a major route with connections to the Blue Line and Gold Line and Routes 26, 38, 51, 61, 62, 67, 68, 82, and 87.

Equity – Route 81 serves disproportionately high minority and low-income populations, so if the April 2022 suspensions were made permanent (i.e., not reversed) it could contribute to the overall package of changes having a disparate impact on disadvantaged populations.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction. Operating cost for the new trips is estimated at **\$59,958** per year, before fare revenue.

#81 Florin Route Map With Florin Road Segment Highlighted



#82 Northrop/Morse

Description - Make permanent the April 2022 suspension of one morning trip beginning at 7:32 am due to low ridership and to conserve resources.

Background – The 7:02 and 7:32 am trips were added several years ago to augment the ordinary 30-minute headway schedule during busy peak hours. Neither trip is well-used, but the 7:02 am trip backs up a heavily used 6:43 am trip. The 7:32 am trip has fairly low ridership, and its elimination would free an entire bus for redeployment elsewhere.

Fiscal Impact - Operating savings for this improvement are estimated at **\$32,281** per year, excluding fare revenue. Because of how this trip is scheduled, as a special trip, augmenting the baseline 30-minute headways on the route, elimination of this single trip would free an entire morning bus.

**#82 Northrop/Morse
Average Daily Ridership
on Outbound Morning Trips**

Departure	Ridership
6:13a	7
6:43a	34
7:02a	12
7:16a	10
7:32a	8
7:43a	14
8:13a	13
8:43a	11
9:13a	10
9:43a	11
6:13p	8
6:43p	6

The 7:32 am trip would be eliminated.

#86 Grand

Description - Make permanent the April 2022 suspension of two morning trips beginning at 6:47 and 7:17 am due to low ridership and to conserve resources.

Background - These trips were added several years ago to augment the normal 30-minute frequency into downtown on Route 86, due to full buses at that time. Since the COVID-19 pandemic, commuter hour ridership has been slow to recover. If/when ridership rebounds on the normal 30-minute headway trips, these trips could and should be restored.

Fiscal Impact - Operating savings for this improvement are estimated at **\$66,645** per year, excluding fare revenue.

**#86 Grand
Average Daily Ridership
on Inbound Morning Trips**

Departure	Ridership
5:32a	5
6:02a	7
6:32a	11
6:47a	7
7:02a	8
7:17a	8
7:32a	8
8:02a	10
8:32a	9

The 6:47 and 7:17 am trips would be eliminated.

#93 Hillsdale

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

Discussion – The new trip would connects with a Blue Line train departing at 7:48 am and arriving downtown at 8:16 am (at 7th & Capitol). This would fill an irregular gap of approximately 60 minutes during the morning peak (the rest of the route has 30-minute headways during the day).

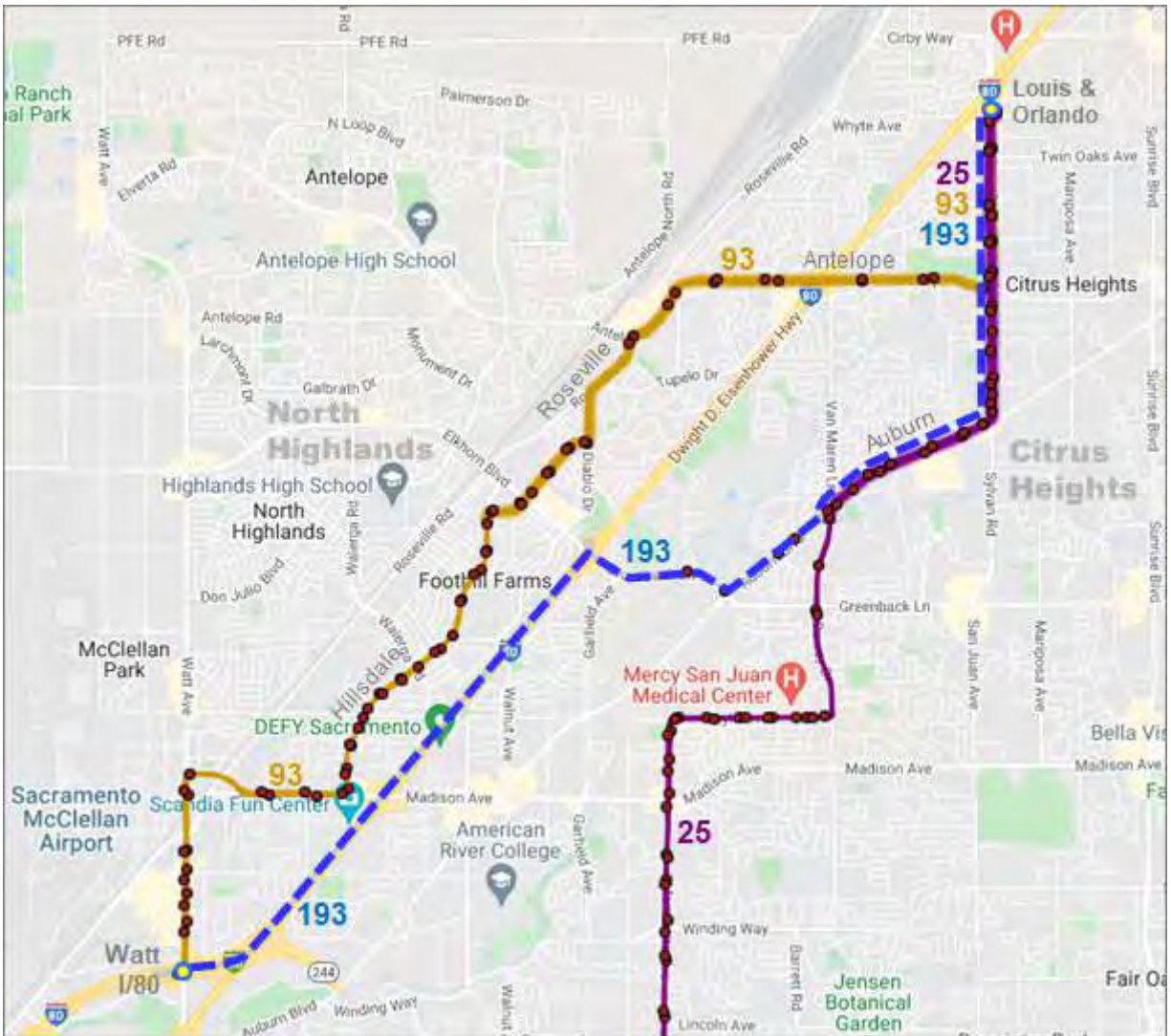
Background – Before 2019, Route 93 operated in a shared corridor with Route 193 on Auburn Blvd., in Citrus Heights. The SacRT Forward new bus network realigned Route 93 from Auburn Blvd. to the west side of Interstate 80, to provide new coverage to previously unserved parts of North Highlands. The former Route 93 service on Auburn Blvd. was covered by Route 25, which was itself realigned. Route 93 may have been missing a peak-hour trip from the pre-SacRT Forward days, when riders destined for Watt/I-80 station would have had peak-hour options on Route 193. The absence of a 7:04 am inbound trip on Route 93 post-SacRT Forward may have been an oversight.

**#93 Hillsdale
Average Daily Ridership
on Inbound Morning Trips**

Departure	Ridership
5:43a	8
6:38a	12
7:04a	new trip
7:32a	7
8:04a	6
8:34a	6
9:04a	5
9:34a	6

A 7:04 am trip would be created, filling an approximate 60-minute gap in service

Routes 25, 93, and 193



#107 Land Park Express

Description - Restore all trips that were temporarily suspended in April 2022.

Background - Route 107 provides peak-hour commuter service from the South Land Park area to Downtown Sacramento consisting of three morning and three evening trips. In response to a major shortage in bus operators, this service was entirely suspended in April 2022. This proposal would reverse that suspension.

The COVID-19 pandemic reduced ridership on SacRT commuter bus routes by an average of 90 percent, compared to 70 percent for the overall system. Route 107 was selected as a route for April suspension due partly to low ridership and partly due to availability of reasonable alternatives, such as Routes 62 or 106. Route 107 notably picks up only in South Land Park and Pocket/Greenhaven, getting on Interstate 5 at 43rd Avenue.

Before the pandemic, there was enough demand for commuter service to downtown to justify a bus picking up only in these specific areas. In other words, a bus could be filled from these areas alone, so it was justifiable to run Route 107 non-stop from there to downtown, without any stops north of 43rd Avenue. Post-pandemic, with commuter ridership struggling, it was felt that Routes 102 and 106 made more sense to retain than Route 107. Although Routes 102 and 106 also run only during peak hours (i.e., commuter service) they use local streets all the way to downtown, serving approximately 60 percent more potential riders than their freeway express counterparts. Staff felt that if some service had to be suspended that coverage should be prioritized. With the pandemic hopefully subsiding and operator availability hopefully returning to normal, Staff believes these trips should be restored in September 2022, to provide attractive options to a re-emerging commuter market.

Equity – Route 107 and most of SacRT's commuter routes have very low rates of low-income ridership. For this reason, these routes should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction.

#134 McKinley Commuter

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

Background - Route 134 provides peak-hour commuter service from the East Sacramento to downtown. In response to a major shortage in bus operators, this service was entirely suspended in April 2022, except for two trips heavily used by students, many coming from River Park, who would have no feasible alternative route. This proposal would reverse that suspension.

The COVID-19 pandemic reduced ridership on SacRT commuter bus routes by an average of 90 percent, compared to 70 percent for the overall system. Route 134 was selected as a route for April suspension due partly to low ridership and partly due to availability of reasonable alternatives, such as Route 30.

Timing – The route changes to Elvas Avenue, from Meister Way, is contingent on and will not take effect until construction of a new bus stop on eastbound McKinley Boulevard near Meister Way (across from Compton’s Market) which itself depends on securing space on private property to build an ADA-compliant bus stop pad.

Equity – Route 134 and most of SacRT’s commuter routes have very low rates of low-income ridership. For this reason, these routes should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction.

#134 McKinley Commuter



Route 134 would be realigned in East Sacramento to have fewer turns and operate on fewer narrow streets

#138 Causeway Connection

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

Background – The Causeway Connection is jointly operated by SacRT and Yolobus according to an agreement that also includes the provision of operating subsidy from the University of California, Davis. The service is also supported by a Congestion Mitigation and Air Quality (CMAQ) grant, which provides an approximate 1-to-1 match with the UC Davis contribution to fully fund operations and maintenance. Although an amendment is not needed to alter service levels, these changes would be contingent upon written concurrence from both Yolobus and UC Davis, which is anticipated.

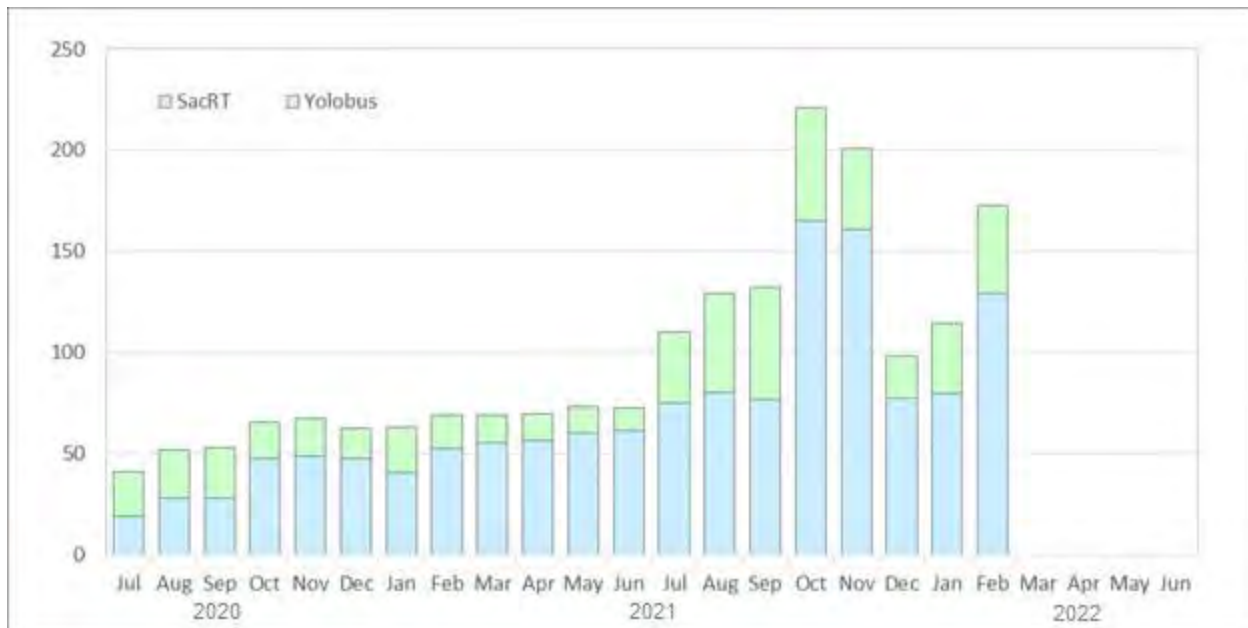
Justification - The three-party agreement for the Causeway Connection funded and obligated SacRT and Yolobus to operate 22 round trips per weekday. Due to the COVID-19 pandemic, the parties agreed to reduce service levels. The route was introduced with just peak-hour service, which was later increased to the current basic hourly all-day service levels with a total of 15 round trips. This proposal would increase service levels to 17 round trips of the originally planned 22 round trips.

Ridership – Ridership on the Causeway Connection began growing significantly in Fall 2021. Prior to that, ridership was primarily from commuters to Sacramento. With on-campus activities returning to normal in Davis, ridership to Davis has grown. Total ridership in February 2022 averaged 175 boardings per day.

Productivity - Because it is a relatively long route without seat turnover, productivity is still less than 6 boardings per revenue hour, which is very low compared to other SacRT fixed-route service; however, operating subsidy from UC Davis and the CMAQ grant make productivity less important. Although the lack of seat turnover prevents boardings from being very high, capacity utilization is relatively strong, with many trips approaching or exceeding 20 passengers.

Bicycle Capacity – One of the most common complaints on the Causeway Connection has been lack of bicycle capacity. Bicycle capacity on the electric bus fleet, which was paid for by Electrify America as part of the Volkswagen emissions scandal settlement, is limited to a standard front-mounted triple bike rack. SacRT and Yolobus have explored other options for increasing bicycle capacity per bus, but do not believe there are any feasible options. Adding peak-hour trips is one of the only ways to increase bicycle capacity per hour and reduce pass-ups due to full bike racks.

#138 Causeway Connection Average Daily Boardings by Month



Stakeholder Workshop – Under the three-party agreement for the Causeway Connection, the parties must periodically host workshops with the riders to discuss the service. The next of these workshops was held on April 27, and provided an opportunity to share ridership data and take input from customers on the ideal times for new trips to be added.

Equity – The Causeway Connection is 45 percent below average for minority ridership and 17 percent below average for low-income ridership; however, operating and maintenance costs are fully subsidized, so new service on the Causeway Connection would not actually deprive disadvantaged groups of benefits they might otherwise receive.

Fiscal Impact – There is no fiscal impact to this change because additional costs will be paid for by UC Davis and by increased claims of supporting CMAQ funds. It would require an additional peak vehicle in operation; however, the Causeway Connection has its own branded fleet, which is sufficient to meet this need.

Contingency – For this route, the SacRT Board is being asked merely to authorize the change. Yolobus and UC Davis must both agree before the change could be made.

#138 Causeway Connection Average Daily Boardings by Trip

Eastbound to Sacramento

Begin	Sep 21	Oct 21	Nov 21	Dec 21	Jan 22	Feb 22
6:07a	4	1	1	0	2	1
7:07a	12	15	16	11	9	11
8:07a	5	0	1	0	1	2
9:10a	5	10	10	6	7	8
10:10a	3	4	5	2	6	10
11:10a	6	0	0	0	3	2
12:10p	3	8	8	2	3	8
1:10p	4	10	4	2	2	3
2:10p	4	11	9	3	3	7
3:10p	4	7	4	3	3	4
4:10p	5	19	16	7	6	13
5:10p	3	6	4	2	3	5
6:10p	4	12	11	4	5	8
7:10p	3	0	1	0	3	1
8:10p	1	3	3	3	2	2

Westbound to Davis

6:20a	6	8	7	5	3	5
7:10a	3	0	0	0	2	0
8:10a	13	20	19	5	8	15
9:10a	4	13	13	4	4	9
10:10a	7	2	1	0	4	2
11:10a	3	9	9	3	3	6
12:10p	3	2	0	1	5	3
1:10p	3	5	5	2	3	5
2:10p	9	19	15	7	6	18
3:10p	2	8	9	6	5	7
4:10p	2	5	4	3	2	1
5:20p	8	19	18	13	12	13
6:20p	2	3	3	1	1	0
7:20p	1	2	2	1	2	3
8:20p	1	1	3	1	0	0

#142 Airport

Description - Restore all trips temporarily suspended in April 2022.

Background – Route 142 provides seven day a week service between downtown Sacramento and Sacramento International Airport, running every 30 minutes. In response to a major shortage in bus operators, frequency was temporarily reduced to every 60 minutes, effective in April 2022. This proposal would reverse that action, effective August 28, 2022.

Yolobus – Service to the airport is also provided once an hour by Yolobus Route 42. At times, SacRT has shifted its schedule to come in between Yolobus trips. This remains SacRT's preferred scheduling policy and it is especially important when frequency on Route 142 is longer (e.g., 60 minutes) however, it is not always possible. The April 2022 suspensions of service were made on an emergency basis, bypassing several steps in the ordinary process of preparing and bidding work shifts for operators. Consequently, SacRT was unable to make adjustments to trip times. SacRT was merely able to choose certain trips to suspend.

With the proposed restoration of 30-minute frequency on Route 142 in September, the ability to integrate schedules with Yolobus would be reduced: A route with 30-minute frequency cannot be timed with a route with 60-minute frequency to achieve even spacing both with itself and with the other route. At 30-minute frequency, the need for even spacing between the two routes is also somewhat reduced.

Yolobus has for several months been planning revisions to the schedule for Route 42 that would vary the arrival times in Downtown Sacramento and vary the frequency between trips. While these changes may make sense overall for Route 42, they will increase the difficulty of SacRT Route 42 having even spacing between Route 42 trips, or for such a solution to be coherent or desirable. SacRT will however continue to coordinate with Yolobus to achieve an optimal—if not ideal—solution to schedule integration.

Equity – Route 142 has very low rates of low-income ridership. For this reason, it should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service, the original suspensions were themselves not treated as budget reductions.

#177 Rancho CordoVan Villages

Description – Make permanent the September 2021 addition of midday service on Route 177, including new trips approximately every 15 minutes from 9:24 am to 3:21 pm.

Background – Prior to the 2019 SacRT Forward project, fixed-route bus service was provided to the Zinfandel/Data Drive area of Rancho Cordova by both Route 74 and the Route 177. Route 74 provided hourly service on an east/west alignment, from Sunrise light rail station to Mather Field/Mills station. Route 177, which is funded by the City of Rancho Cordova, provided north/south service shuttling between the City Hall area and the Zinfandel light rail station.

These two routes were partly redundant during peak hours when Route 177 operated. Since Route 177 had stronger ridership per day and per vehicle hour, with the SacRT Forward project, Route 74 was eliminated, with its resources reallocated partly to improve weekend service on other Rancho Cordova routes. Elimination of Route 74, however, left a gap in transit service during the midday, when Route 177 did not operate.

In 2021, SacRT and City of Rancho Cordova staff collaborated to amend the agreement for Rancho CordoVan service adding midday service on Route 177, to fill this gap. The new midday service took effect on August 30, 2021. Like the rest of the CordoVan service, the new midday service was paid for by the City of Rancho Cordova, form a growing property-based revenue stream.

Demonstration Period – Under the amendment, the Route 177 midday service was approved temporarily for a maximum of twelve months. To be made permanent, SacRT must approve a Title VI service equity analysis for the new service (see the Title VI section of this report) and the City of Rancho Cordova must notify SacRT of its intent to make permanent the midday service prior to May 31, 2022. Unless both of these conditions occur, the midday service would be discontinued, effective July 1, 2022.

Ridership – Prior to the pandemic, average daily ridership on Route 177 was 140 boardings. Ridership dropped to approximately 44 daily boardings with the pandemic. The 18 new midday round trips began in September 2022. Ridership has since grown modestly to approximately 65 boardings per day. Approximately 9 boardings per day are being made on the midday service. The remainder of the growth is from existing trips. Some of that growth may have been enabled by the presence of midday trips. But it may also have arisen because of other factors, such as commuters returning to work in person. At 65 boardings per day, Route 177 is currently averaging 4.9 boardings per revenue vehicle hour.

Alternatives – For the sake of comparison SmarT Ride service in Rancho Cordova currently averages 116 boardings per day over 24 revenue vehicle hours for productivity of 4.8 boardings per revenue hour. This is notable for being not only one of the most productive SmarT Ride zones, but for being remarkably high productivity figures for demand response service as a mode, industry-wide. If the parties are dissatisfied with the performance of Route 177, the route could conceivably be eliminated and the funds reallocated to expand SmarT Ride to the Zinfandel/Data Drive area. The pros and cons of such a change are discussed more below.

**#177 Rancho CordoVan Villages
Average Daily Boardings**

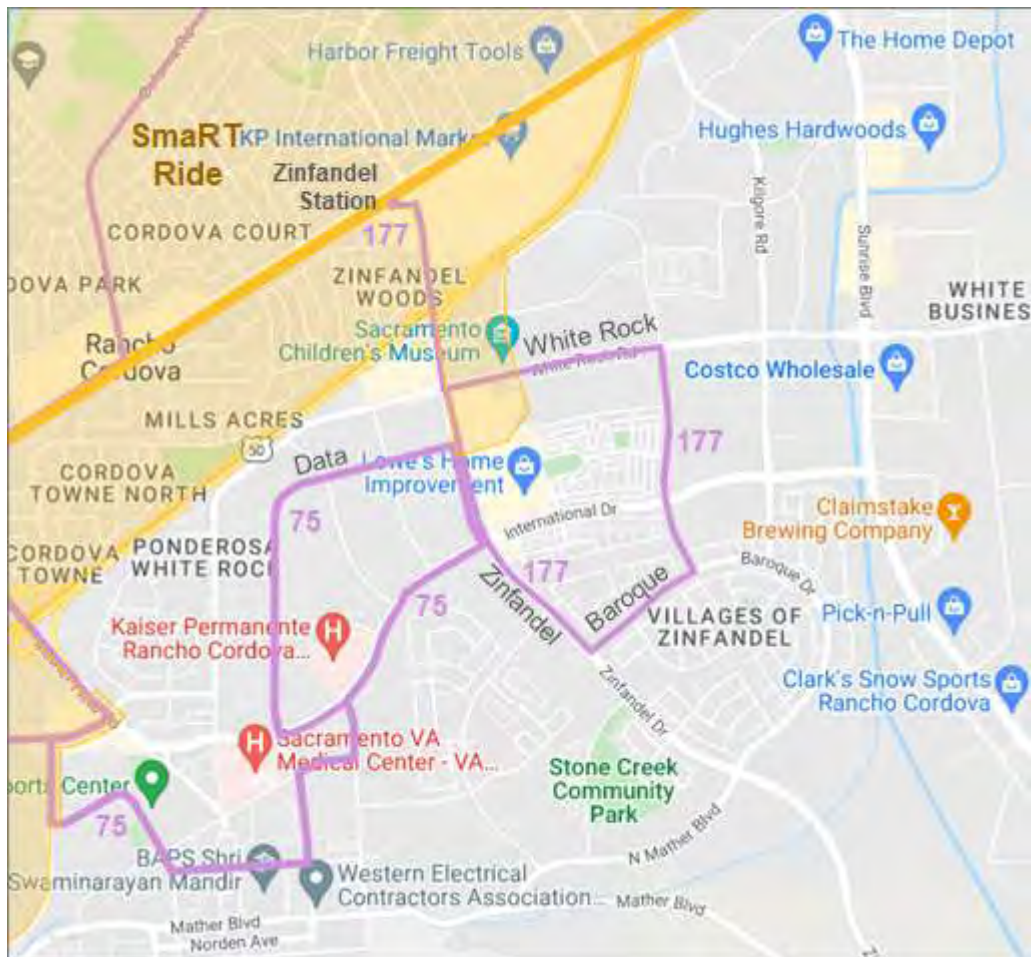
	2019	2020	2021	2022
Jan	105	139	37	65
Feb	106	144	40	65
Mar	117	99	42	
Apr	112	47	38	
May	140	39	35	
Jun	126	42	48	
Jul	126	56	45	
Aug	133	42	46	
Sep	142	51	51	
Oct	146	48	40	
Nov	150	52	60	
Dec	139	37	57	

Capacity – As noted above, boardings per hour for SmarT Ride are very similar to Route 177 at approximately 4.8. However, as also noted above, Route 177 averaged 140 boardings before the pandemic on only approximately 7.3 revenue hours per day, for productivity of 19.2 boardings per revenue hour. Fixed-route as a mode has much greater capacity than demand response service such as SmarT Ride, where 4.8 boardings per hour may approach capacity.

Budgetary Control – With demand response service such as SmarT Ride, costs can be more difficult to control than on fixed-route service. On SmarT Ride, increasing ridership tends to impact wait times much more than on fixed-route service. Wait times on SmarT Ride can typically only be reduced by increasing expenditures.

Connection Timing – SmarT Ride would likely be a more flexible and effective way to serve the Zinfandel/Data Drive area for *intracity* transportation (i.e., movement to and from a large variety of points *within* Rancho Cordova). However, as a replacement for Route 177 (i.e., as a first/last mile shuttle to and from light rail) it might not function as satisfactorily, because of its greater variability in arrival and travel times.

#177 Rancho CordoVan Villages Plus Nearby Routes and SmarT Ride



Example:

An everyday commuter to or from light rail can typically count on Route 177 being timed with every train, on the same schedule every day without the need to make reservations. The same traveler, using SmarT Ride, would have to book a trip every day in both directions and be subject to the availability of a SmarT Ride bus at that time. For persons making work trips, this level of variability may not be acceptable.

Zone Hours – If only the midday service on Route 177 was replaced with SmaRT Ride, that would provide only a single bus available for 6 hours to serve the Zinfandel area south of US-50. This might be difficult to present to a customer in the app and difficult to administer.

Example 1:

A user of the app is accustomed to seeing a polygon on a map, indicating the boundaries of the SmaRT Ride zone. If travel to or from certain parts of the zone are allowed only during certain hours (i.e., the midday) then the zone boundaries would effectively change throughout the day. This could be confusing to many users.

Example 2:

Marketing materials for SmaRT Ride typically portray a simple map with the zone boundaries and key points. Addition of smaller sub-zones with limited hours increases the complexity of the materials and difficulty of understanding.

Example 3:

Zones that vary in size by time of day have not been implemented by SacRT and its microtransit software provider. Technical issues could arise complicating implementation, troubleshooting, training, etc.

For the reasons above, it might be advisable to replace Route 177 with SmaRT Ride only as an entire all-day replacement. However, that would be subject to the concerns above (i.e., that existing Route 177 riders may be displeased with SmaRT Ride as a way to quickly and reliably shuttle to and from light rail).

Pilot Status – SmaRT Ride is currently funded by a grant from the Sacramento Transportation Authority, which expires on June 30, 2023. Permanent funding has been pursued, but not yet secured. It may be better to wait for permanent funding before any move to convert Rancho CordoVan service into SmaRT Ride service.

Commuters – With the COVID-19 pandemic appearing to diminish, many office workers returning to work, and gas prices surging, it might make sense to maintain Route 177 as-is, as a service more geared toward commuters, at this time.

Equity – Separate from the debate between fixed-route CordoVan service and SmaRT Ride, Route 177 itself has a very low percent of low-income riders. Additional expenditures on the route could be construed as overserving non-disadvantaged areas; however, SacRT has historically contended that the City's operating subsidy mitigates any such concerns. In other words, since SacRT recovers its costs for the CordoVan, no disadvantaged populations would forego any benefits they would otherwise receive, from increasing service on Route 177.

#193 Auburn Commuter

Description - Restore all trips temporarily suspended in April 2022.

Background - Route 193 provides peak-hour commuter express service between the Louis & Orlando transfer point and the Watt/I-80 light rail station consisting of four morning and four evening trips. In response to a major shortage in bus operators, this service was entirely suspended in April 2022. This proposal would reverse that suspension.

The COVID-19 pandemic reduced ridership on SacRT commuter bus routes by an average of 90 percent, compared to 70 percent for the overall system. Route 193 was selected as a route for April suspension due partly to low ridership and partly due to availability of possible alternatives, such as Routes 25 or 93, or driving to the Watt/I-80 park-and-ride lot.

Equity – Route 193 and most of SacRT’s commuter routes have very low rates of low-income ridership. For this reason, these routes should not be disproportionately excluded from systemwide reductions and should not be excessively prioritized for restoration or improvement.

Fiscal Impact – There is no budget impact from reversing temporary suspension of service since the original suspension was itself not treated as a budget reduction.

#E37 UC Davis Health Elk Grove Express

Description - Introduce a new commuter express route from Elk Grove to UC Davis Health on Stockton Blvd, with six morning and six afternoon trips, with UC Davis Health providing operating funding.

Route - The new route would begin in the vicinity of Whitelock Road and Bruceville Road in Elk Grove, and pick up along Bruceville Road and Laguna Boulevard, before stopping at the Sheldon Road park-and-ride lot and then travelling non-stop via State Route 99 to UC Davis Health on Stockton Blvd, with a stop at Stockton Blvd. and Broadway to serve other nearby employers.

Schedule – The route would take approximately 25 minutes to get from Laguna Blvd. and Bruceville Road to UCDH, with morning arrivals every 30 minutes from 6:15 to 8:45 am and afternoon departures every 30 minutes from 4:15 to 6:45 pm.

Cost-Sharing - This potential new route is subject to completion of a cost-sharing agreement with UC Davis Health whereby UCDH would cover the direct cost of operations and maintenance as well as a new fleet of four shuttle buses.

Timing – Assuming an agreement finalized by July 2022 and eighteen months to select, procure, manufacture, and deliver four new buses, implementation is currently anticipated for January 2024.

Public Review - As a new service, this route requires a Title VI service equity analysis and 30-day public review and is being presented in this report to allow for the review to occur prior to finalization of a cost-sharing agreement, which would itself be contingent upon SacRT Board approval of the planned new service and its accompanying Title VI analysis. See the Title VI section of this report for more information.

Route Number – The route name and the number E37 are both subject to change. The letter “E” signifies that the route would be operated out of SacRT’s Elk Grove division (although with a SacRT branded bus). The number 37 was chosen because it does not duplicate any existing routes and because it matches a former route serving Tahoe Park, near UCDH.

Equity – Demographics of the UCDH Elk Grove Express are not known, but assumed to be similar to existing Elk Grove commuter express routes, which have a high percentage of minority riders but a very low percentage of low-income riders. Accordingly, addition of this new service might be a concern if it were being self-funded by SacRT out of ordinary operating revenues (and a Title VI analysis would facially show a potential disproportionate burden). However, a full operating subsidy for the service would be viewed by Staff and recommended to the SacRT Board as a

substantial, legitimate justification for introducing the service. See the Title VI section for more information.

Fiscal Impact – No net budget impact is expected from this service. Estimated direct operating costs of \$411,733 per year for the first year would be reimbursed by UC Davis Health. The capital cost for four new shuttle buses would also be covered by UC Davis Health at an estimated value of \$200,000 per bus or \$800,000 total. Fares would be retained by SacRT to help cover indirect/administrative costs.

**#E37 UCDH Elk Grove Express
Draft Timetable**

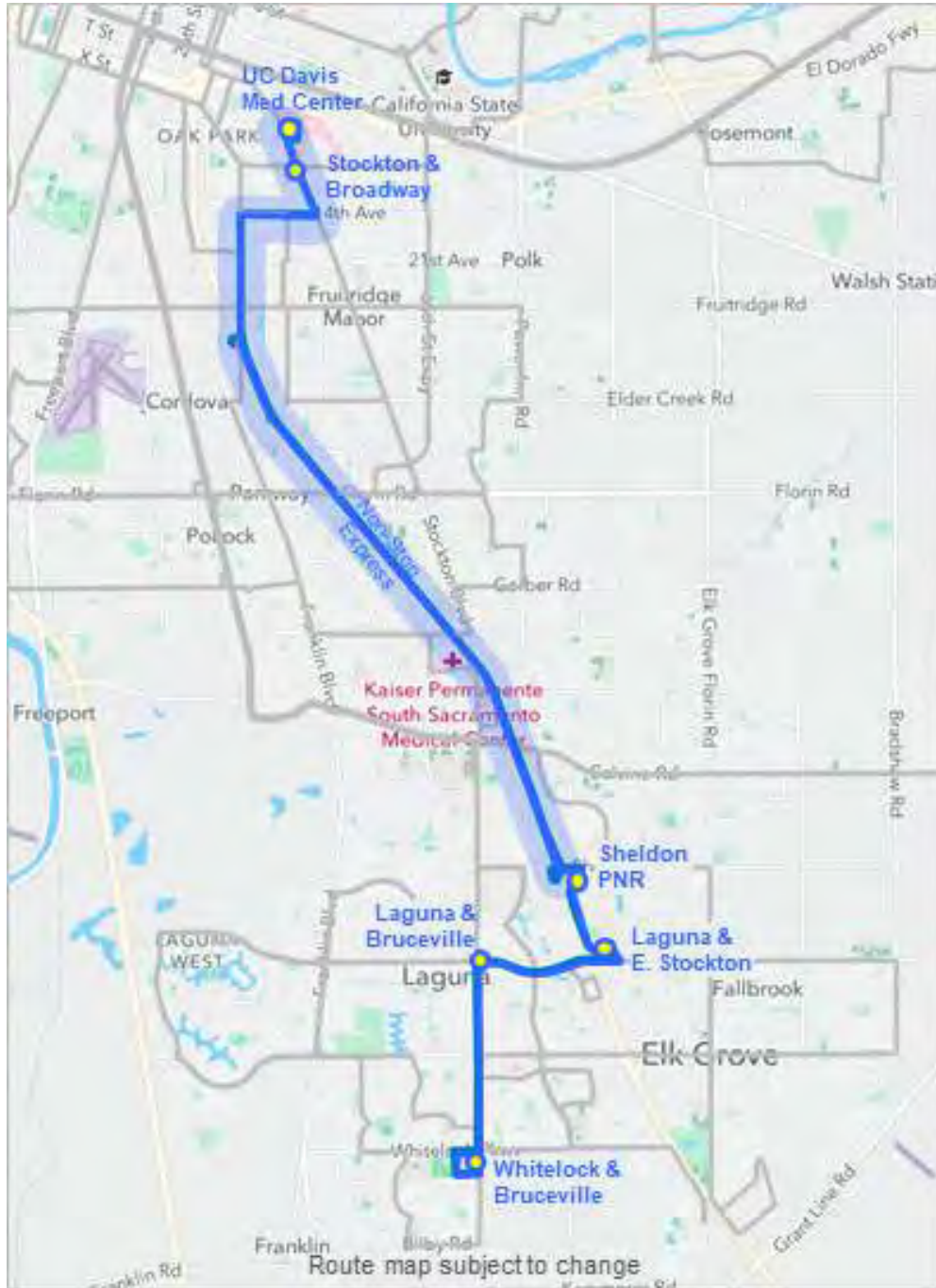
Subject to change

Whitelock Bruceville	Laguna Bruceville	E. Stockton Bond	Sheldon PNR Arrive	UCDMC Arrive
5:42a	5:48a	5:54a	5:55a	6:15a
6:12a	6:18a	6:24a	6:25a	6:45a
6:42a	6:48a	6:54a	6:55a	7:15a
7:06a	7:12a	7:18a	7:19a	7:45a
7:33a	7:39a	7:45a	7:46a	8:15a
8:08a	8:14a	8:20a	8:21a	8:45a
UCDMC Depart	Sheldon PNR Arrive	E. Stockton Bond	Bruceville Laguna	Bruceville Whitelock
4:15p	4:45p	4:47p	4:57p	5:07p
4:45p	5:14p	5:16p	5:26p	5:36p
5:15p	5:44p	5:46p	5:56p	6:06p
5:45p	6:09p	6:11p	6:21p	6:31p
6:15p	6:36p	6:38p	6:48p	6:58p
6:45p	7:05p	7:07p	7:17p	7:27p

Service to operate Monday to Friday except holidays

#E37 UCDH Elk Grove Express Conceptual Route Map

Subject to change



The new shuttle would connect residents of Elk Grove with UC Davis Health via a non-stop express along State Route 99.

#E110 Elk Grove Promenade

Description - Extend current route approximately 0.5 miles from Kaiser Medical Center to the planned Sky River Casino. Potentially also add Saturday trips and Sunday/Holiday service, pending completion of a cost-sharing agreement with the casino for service augmentation.

Casino Access – Sky River Casino is set to open this fall. To provide convenient access to the casino, SacRT Staff has been working with casino personnel to assure an operable route and curb space for full-size transit buses with convenient pedestrian access direct to a casino public entrance.

Service Augmentation – Currently Route E110 operates every 30 minutes on weekdays and every 60 minutes on Saturdays, with no service after 5:27 pm on Saturdays. These service levels pre-date SacRT’s assumption of Elk Grove transit service and reflect funding and service levels in Elk Grove in place at the time of Elk Grove’s annexation into SacRT on July 1, 2021.

These service levels are below-standard for SacRT, as established in the SacRT Forward project (where 7 days of service, service until at least 7:00 pm, and preferably better than 60-minute frequency were made a priority on all local routes). SacRT’s Short Range Transit Plan has also identified a need for improved weekend service in both Elk Grove and Folsom. However, funding for these improvements (totaling over \$1.6 million per year in operating cost) has not yet been secured, and due to the lower ridership potential for weekend service in suburban communities, may not be SacRT’s most urgent priority.

Accordingly, SacRT has sought to partner with Sky River Casino to subsidize the incremental increase in operating cost to provide more adequate weekend service on Route E110. Discussions are ongoing and have been constructive.

Schedule – Although the details are still under negotiation and subject to change, Staff is proposing to add trips on Saturday to achieve 30-minute frequency throughout the day and to extend evening hours to 9:51 pm. Sunday and holiday service would also be added on the same schedule, to achieve seven-day service with 30-minute frequency.

Cost-Sharing – As currently proposed by SacRT and being discussed, Sky River Casino would cover the incremental direct operating cost. There would be no need for new vehicles.

Timing – Both parties would ideally like any new augmented service to be ready when the casino opens this fall. In any event, the route extension will take effect this fall, to provide front-door access for transit riders.

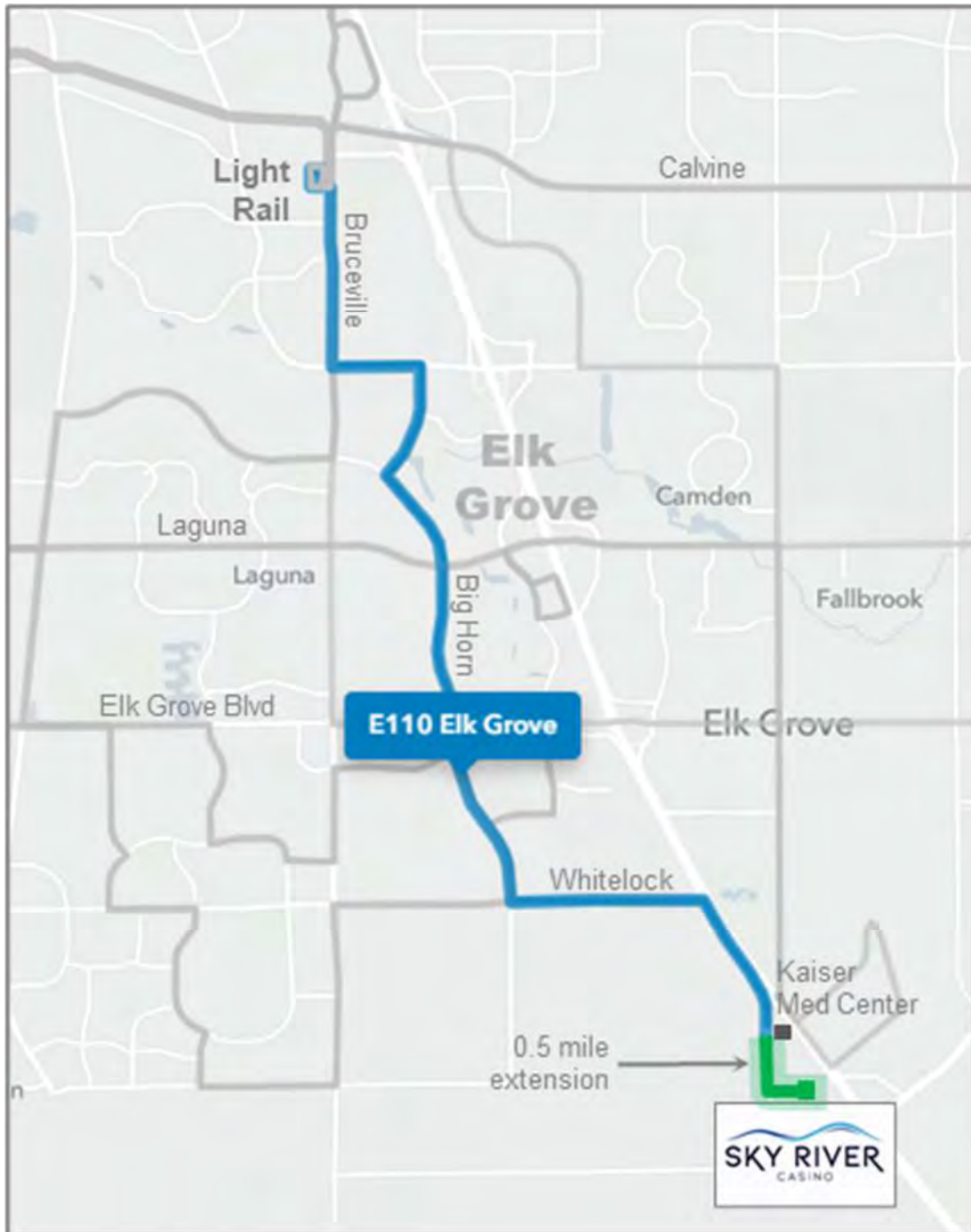
Paratransit - SacRT already provides e-Van paratransit services on Sundays; however, the addition of Route E110 service on holidays would add a requirement to add e-Tran service on holidays, at least within 0.75 miles of Route E110. This cost would be covered by SacRT.

Fare Revenue – Increased fare revenue would help SacRT cover not only the ADA complementary paratransit requirements on holidays but also the overhead costs of adding dispatchers and supervisors on Sundays and holidays, which are currently unstaffed in Elk Grove.

Public Review – As an increase in service of more than 15 percent on Saturdays and an entirely new service day on Sundays and Holidays, under SacRT’s major service change policy, service augmentation requires a Title VI service equity analysis and 30-day public review and is being presented in this report to allow for such review to occur prior to finalization of a cost-sharing agreement, which would itself be contingent upon SacRT board approval of the planned new service and its accompanying Title VI analysis. See the Title VI section of this report for more information.

Fiscal Impact – No net budget impact is expected from extending the route or from augmenting service levels. The 0.5-mile extension can be operated without additional resources. The direct cost of augmented service levels (\$330,724 for the first year) would be reimbursed by Sky River Casino. Fares would help cover indirect/administrative costs and seven additional days per year of e-Van paratransit service.

#E110 Elk Grove Promenade Extension to Sky River Casino



Section II

Title VI Service Equity Analysis

Purpose of Title VI Analysis

Pursuant to SacRT's major service change policy and in accordance with federal Title VI civil rights requirements on non-discrimination, the purpose of this analysis is to quantitatively assess proposed service changes, identify and document whether the proposed changes would facially result in potential disparate impacts on minority populations or disproportionate burdens on low-income populations (DI/DB) and determine whether SacRT may proceed with the changes.¹

Project Description

SacRT is currently considering several service changes, including the following:

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

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

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

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

The service changes being considered are described in more detail in Section I of this report, a draft version of which was made available online at sacrt.com during a 30-day public review period beginning March 30, 2022.

¹ SacRT's major service change policy is stated in Resolution No. 13-08-0125. The Federal Transit Administration's (FTA's) guidance related to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 is specified in FTA Circular 4702.1B.

Title VI Requirements

Under SacRT's major service change policy, creation of new routes and changes to more than 15 percent of a route are considered major service changes that require a Title VI service change equity analysis. Although not required, minor changes proposed to other routes have been included in this analysis as well.

SacRT policy requires Title VI analyses be made available for a 30-day public review and comment period, that the SacRT Board of Directors and staff review public comments and take them into consideration, and that the SacRT Board of Directors approve a final equity analysis prior to adoption of major service changes.

SacRT published a draft version of this plan for public review on March 30, 2022 and is now presenting a revised and final version of this report to the SacRT Board of Directors to seek approval for the service changes (contingent on completion of outside agreements, in the case of the contract service).

Definitions

Minority Definition - FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander, or mixed race.

Low-Income Definition - FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. SacRT surveys typically ask about household income as a multiple-choice question with several ranges. SacRT treats all responses of \$25,000 or less as low-income. This approximates HHS guidelines and is a reasonable way to compare poverty rates from one route to another. ²

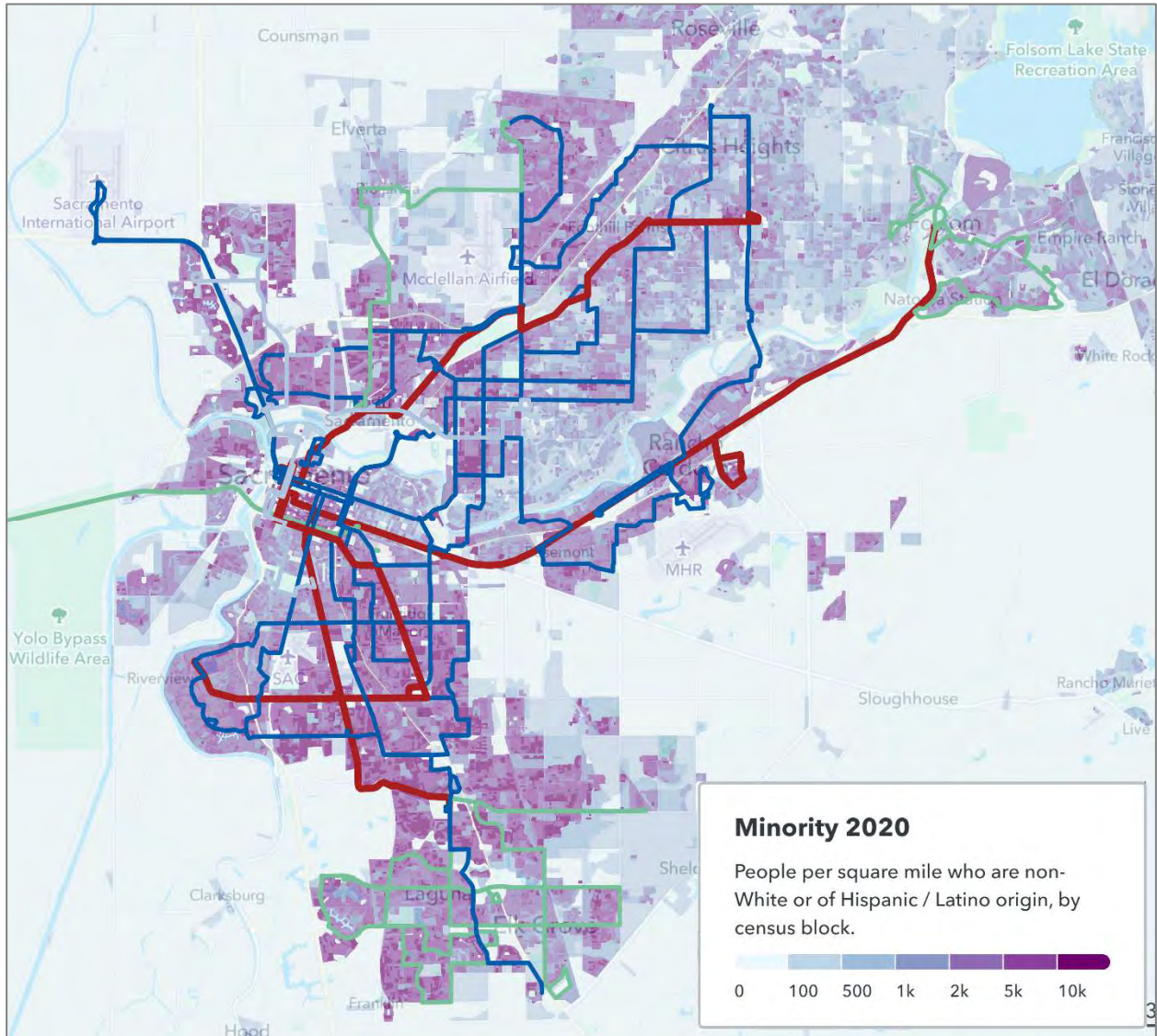
Baseline Data

Census Data – Based on Census data, the SacRT service area is 59 percent minority and 15 percent low-income.³ This data is presented for the sake of context; however, transit riders make up a small, non-representative fraction of the overall population, so service area statistics are not directly relevant to most Title VI service or fare equity analyses. Minority and low-income areas are shown on the maps on the following two pages.

² For 2022, the poverty threshold is \$27,750 for a family of four in the 48 contiguous states.

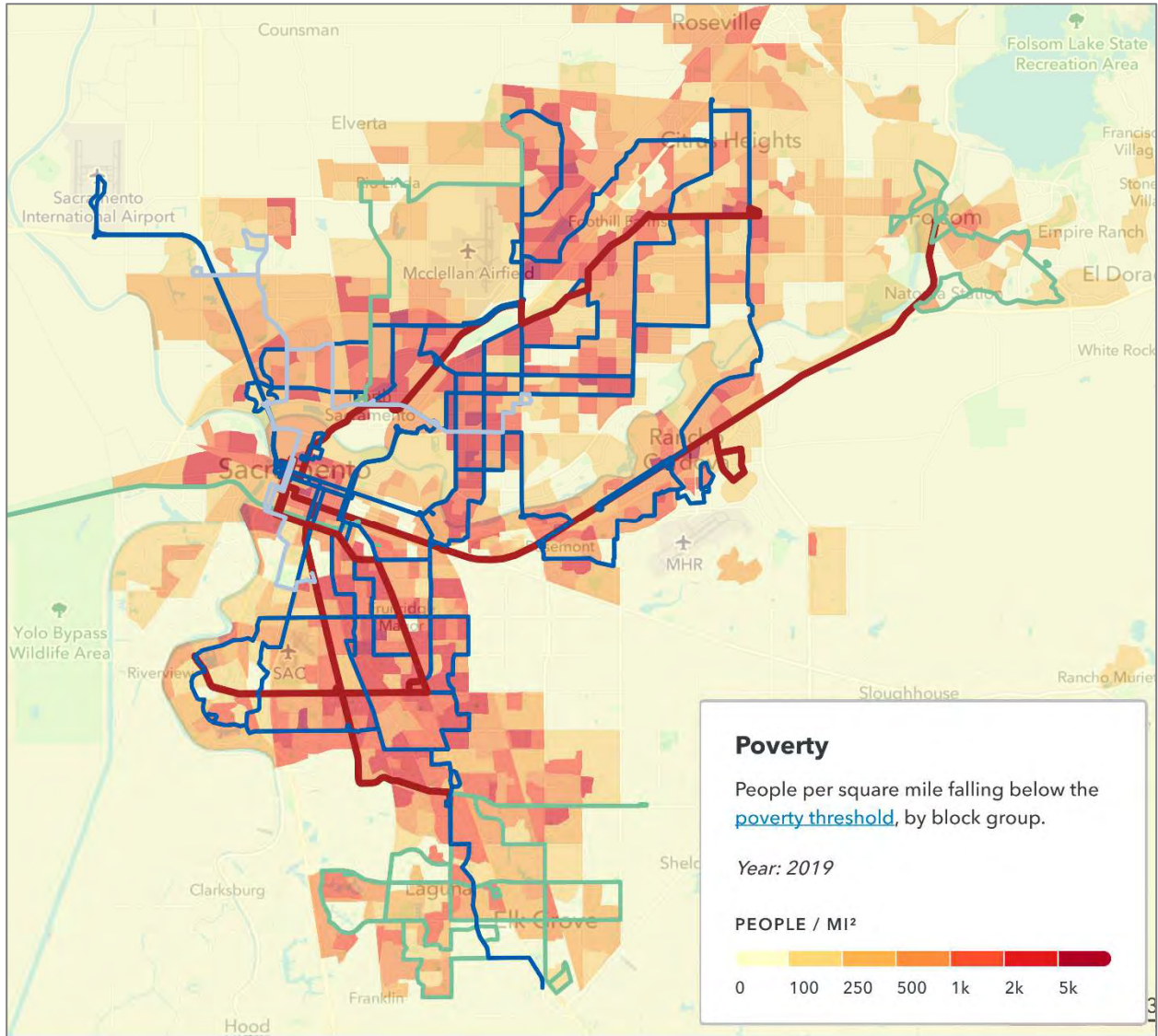
³ Computed in Remix software platform based on Census 2020 data and reflecting SacRT's annexed service area, effective July 1, 2022, following Elk Grove's annexation into the SacRT district.

Minority Population Density



Source: 2020 Census, prepared using Remix software

Low-Income Population Density



Source: 2019 American Community Survey, prepared using Remix software

Passenger Surveys – SacRT customers are estimated to be 69.0 percent minority and 53.0 percent low-income. Systemwide customer demographics are from a 2013 passenger survey, which was the most recent complete passenger demographic survey. An update was in progress in 2020 but was interrupted by the COVID-19 pandemic. For most individual bus routes, passenger survey data from 2015 and 2020 exists and was used to provide more up-to-date statistics, where possible. ⁴

Existing SacRT Demographics

	Service Area	Actual Customers
Minority	59%	69.0%
Low-Income	15%	53.0%
Source:	2020 Census	2013 Passenger Surveys

Minority/Low-Income Routes – Passenger surveys are also used to estimate the minority and low-income splits of ridership for each route. Routes serving more than 69.0 percent minority riders are considered minority routes. Routes that are notable for below average minority ridership include Routes 134, 138, and 193. Routes with a very high percentage of minority riders include Routes 82 and E110.

Routes serving more than 53.0 percent low-income riders are considered low-income routes. Routes that are notable for below average low-income ridership include Routes 30, 38, 107, 134, 138, 142, 177, 193, E110, and potential new Route E37. Routes with a very high percentage of low-income riders include Route 33, 82, and 93.

Revenue Miles – Level of service is measured in revenue miles throughout this analysis. In other words, if changes are proposed on two different routes, revenue miles are used to weigh the magnitude of the two changes. Revenue miles are preferred for this analysis over revenue hours, because they better account for quality of service (i.e., they give greater relative weight to higher-speed services such as freeway express routes). ⁵

⁴ The 2020 passenger survey was completed on the fixed-route bus system, but not on SacRT’s light rail system.

⁵ One revenue miles represents a bus in revenue service for one miles. Revenue hours represent a bus in revenue service for one hour. Revenue hours are a common transit industry proxy for operating cost.

Demographics of Affected Routes

Route	Name	Percent Minority	Percent Low Income	Minority	Low-Income
1	Greenback	60.7%	64.2%	No	Yes
23	El Camino	52.6%	56.5%	No	Yes
26	Fulton	71.0%	70.0%	Yes	Yes
30	J Street	67.7%	35.2%	No	No
33	Dos Rios	52.6%	94.7%	No	Yes
38	Tahoe Park	52.9%	41.2%	No	No
51	Stockton/Broadway	80.2%	57.3%	Yes	Yes
81	Florin	74.6%	62.9%	Yes	Yes
82	Northrop/Morse	84.1%	85.7%	Yes	Yes
86	Grand	79.2%	50.0%	Yes	No
93	Hillsdale	60.9%	70.0%	No	Yes
107	Land Park Express	62.5%	11.1%	No	No
134	McKinley Commuter	43.8%	0.0%	No	No
138	Causeway Connection	23.7%	36.4%	No	No
142	Airport	66.7%	21.1%	No	No
177	Rancho Cordovan	72.7%	21.9%	Yes	No
193	Auburn Commuter	25.0%	12.5%	No	No
E37	Elk Grove/UCDH Commuter	71.8%	5.3%	Yes	No
E110	Elk Grove Local	0.0%	0.0%	No	No
	SacRT System	69.0%	53.0%		

April 2022 Suspensions

Prior to analyzing new changes being considered, this report examines temporary suspensions made in April 2022. The April 2022 suspensions included entire or partial suspensions of service on Routes 23, 81, 82, 86, 107, 134, 142, and 193.

Under SacRT policy, a Title VI analysis was not required to make these suspensions; however, they may last no more than 12 months without undergoing a Title VI analysis. Although SacRT is proposing to undo most suspensions in September 2022, all suspensions have been analyzed, as a matter of due diligence, of transparency, and to maximize the SacRT Board’s freedom to act. Table 1 (see Appendix) illustrates that the April 2022 suspensions were made equitably.

Minority Impacts - SacRT’s ridership is 69.0 percent minority and minority populations constituted only 64.5 percent of the population on the suspended service.

Low-Income Impacts - SacRT's ridership is 53.0 percent low-income and low-income populations constituted only 30.4 percent of the population on the suspended service.

Inclusion of non-minority, non-low-income routes such as Routes 107, 134, 142, and 193 contributed to making this reduction equitable (i.e., assuring that the burden did not fall disproportionately on a route such as Route 81 which is a minority and low-income route).

Partial Permanent Eliminations

Effective in Fall 2022, SacRT is proposing to completely restore approximately 90 percent of the service suspended in April 2022 but make permanent the suspension of certain trips on Routes 23, 82, and 86. See Table 2 for details.

Minority Impacts – The service that would be eliminated would be 65.2 percent minority, which is less than the 69.0 percent minority share of systemwide ridership. This would therefore be favorable from a Title VI perspective.

Low-Income Impacts - The service that would be eliminated would be 59.5 percent low-income, which is more than the 53.0 percent low-income share of systemwide ridership. However, the difference does not exceed SacRT's 15 percent threshold of statistical significance.

The analysis above evaluates the April 2022 suspensions and proposed September 2022 permanent eliminations, for the sake of reference and transparency; however, what the SacRT Board of Directors must consider is the cumulative impact of all proposed changes.

All Proposed Changes

The entire package of proposed changes was evaluated in aggregate (see Table 3). In total, the proposed changes would result in a net increase in service.

Minority Impacts - Minority populations would receive 70.8 percent of the benefit, which is more than their 69.0 percent representation among SacRT ridership. This would be favorable from a Title VI perspective.

Low-Income Impacts - Low-income populations would receive 31.4 percent of the benefit, which is less than their 53.0 percent representation among SacRT ridership. This difference exceeds 15 percent, so it is considered both adverse and statistically significant.

This analysis shows that the entire package of changes might result in low-income populations not receiving an equitable share of the benefits; however, contract service weighs heavily in this analysis. There may be a substantial legitimate justification for the overall proposal if there is substantial legitimate justification for the contract service and if the non-contract service alone lacks any potential disparate impacts.

Contract Service

The proposed changes include four existing or potential contract services (i.e., with UC Davis, the City of Rancho Cordova, UC Davis Health, and Sky River Casino).

Demographics – Minority populations are significantly underrepresented on the Causeway Connection and low-income populations are (or would be) significantly underrepresented on the Causeway Connection, Rancho CordoVan, and UCDH Elk Grove Express.

Title VI Profile of Contract Service

Route	Partner	Percent Minority	Minority Route?	Statistically Significant	Percent Low-Income	Low-Income Route?	Statistically Significant
138 Causeway Connection	UC Davis	23.7%	No	Yes	36.4%	No	Yes
177 Rancho CordoVan	City of Rancho Cordova	66.7%	No	No	30.0%	No	Yes
E37 UCDH Elk Grove Express	UC Davis Health (potential)	71.8%	Yes	n/a	5.3%	No	Yes
E110 Elk Grove Promenade	Sky River Casino (potential)	82.0%	Yes	n/a	62.3%	Yes	n/a
Benchmark: SacRT Systemwide Ridership		69.0%			53.0%		

Impacts – Based on the underrepresentation of disadvantaged populations, there are potential disparate impacts from implementing improvements on: (1) the Causeway Connection, (2) the Rancho CordoVan, and (3) the proposed new UCDH Elk Grove Shuttle (i.e., because disadvantaged populations would not receive an equitable share of the benefits). However, there is a substantial legitimate justification for proceeding with each service change: These services would use funding that is available only for this specific purpose. Moreover, that funding would cover all SacRT’s costs for the improvements.

Non-Contract Service

The remaining non-contract service changes were analyzed in aggregate (see Table 4). Overall, these changes would increase SacRT service levels but only slightly, e.g. less than 0.1 percent.

Minority Impacts - Minority populations would receive 92.1 percent of the benefit, which is more than their 69.0 percent representation among SacRT ridership. This would be favorable from a Title VI perspective.

Low-Income Impacts – Low-income populations would receive 45.8 percent of the benefit, which is 7.2 percent less than their 53.0 percent representation among SacRT ridership; however, the difference does not exceed SacRT’s 15 percent threshold of statistical significance.

Excluding the four contract services, the proposed changes would be slightly less favorable to low-income populations, but not statistically significant. This slightly adverse outcome might be partially mitigated as well by the fact that minority populations would disproportionately benefit from the changes.

Summary of Title VI Effects

Analysis	Benefit or Reduction?	Magnitude (Revenue Miles)	Percent Minority	Title VI Favorable	Statistically Significant	Percent Low-Income	Title VI Favorable	Statistically Significant
April 2022 Suspensions	Reduction	-291,121	64.5%	Favorable	n/a	30.4%	Favorable	n/a
Permanent Eliminations	Reduction	-19,864	65.2%	Favorable	n/a	59.5%	Not Favorable	No
All Proposed Changes	Net Benefit	+117,326	70.8%	Favorable	n/a	31.4%	Not Favorable	Yes
Non-Contract Service Changes	Net Benefit	+6,037	92.1%	Favorable	n/a	45.8%	Not Favorable	No
Benchmark: SacRT Systemwide Ridership			69.0%			53.0%		

Summary

The temporary service suspensions implemented in April 2022 were made equitably, i.e., although they were adverse to all groups, they did not result in any disparate impacts or disproportionate burdens. On a standalone basis, permanently eliminating approximately 10 percent of the service suspended in April 2022, as proposed, would have an above average impact on low-income populations, but it would not be statistically significant. These two analyses are not essential to the proposed action, however. The controlling analysis, with respect to SacRT's ability to proceed, is the cumulative effects of all proposed changes.

Cumulative Effects – Cumulatively, all proposed changes would result in a potential disproportionate burden on low-income populations (i.e., because they would not receive an equitable share of the benefits); however, this result is heavily influenced by three contract services with below-average low-income ridership. On a standalone basis, each of those three contract services appear to have a substantial legitimate justification, because their costs are covered by funds that are available only for those specific purposes. Collectively, the non-contract services would not have any potential disparate impacts or disproportionate burdens.

Justification - Since the cumulative analysis of all proposed changes shows a potential disproportionate burden on low-income populations, before SacRT may proceed, the SacRT Board must find that there is a substantial legitimate justification.

Staff believes a substantial legitimate justification exists for the overall package, because (1) the contract services that are unfavorable from a Title VI perspective have substantial legitimate justifications and (2) the remaining non-contract service changes would not have any potential disparate impacts or disproportionate burdens.

Next Steps – This draft Title VI service equity analysis is being made available for a 30-day public review and comment period beginning on March 30, 2022. SacRT intends to present to the SacRT Board of Directors a revised and final equity analysis as well as all public comments received on May 9, 2022. Staff anticipates then providing a recommendation to the SacRT Board to review and consider the comments, to accept and approve the final service equity analysis, and to approve the service changes themselves.⁶

⁶ The proposed changes to contract service would still depend on partner agreements.

Appendix

Title VI Data Tables

Table 1
Impact of April 2022 Changes

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
23	El Camino	Suspend 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
81	Florin	Reduce frequency	-60,147	74.6%	-44,886	-15,261	62.9%	-37,835	-22,313
82	Northrop/Morse	Suspend 1 trip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Suspend 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
107	Land Park Express	Suspend all trips	-15,850	62.5%	-9,906	-5,944	11.1%	-1,761	-14,089
134	McKinley Commuter	Suspend all trips, except two	-11,441	43.8%	-5,005	-6,435	0.0%	0	-11,441
142	Airport	Reduce frequency	-165,816	66.7%	-110,544	-55,272	21.1%	-34,909	-130,907
193	Auburn Commuter	Suspend all trips	-18,004	25.0%	-4,501	-13,503	12.5%	-2,250	-15,753
Total Changes			-291,121	64.5%	-187,798	-103,323	30.4%	-88,575	-202,546
Benchmark: SacRT System				69.0%			53.0%		
Difference				-4.5%			-22.6%		
Title VI Favorable?				Yes			Yes		
Statistically Significant?				n/a			No		
Disparate Impact/Disproportionate Burden?				No			No		

Assumes all changes made permanent

Note: SacRT is proposing to undo most (not all) of these changes, effective on or around September 2022

This analysis has been prepared for reference, or in event that the SacRT board elects not to undo these changes as proposed

Table 2
Impact of Partial Permanent Eliminations

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
23	El Camino	Permanently eliminate 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
81	Florin	Restore all trips suspended April 2022	0	74.6%	0	0	62.9%	0	0
82	Northrop/Morse	Permanently eliminate 1 tip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Permanently eliminate 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
107	Land Park Express	Restore all trips suspended April 2022	0	62.5%	0	0	11.1%	0	0
134	McKinley Commuter	Restore all trips suspended April 2022	0	43.8%	0	0	0.0%	0	0
142	Airport	Restore all trips suspended April 2022	0	66.7%	0	0	21.1%	0	0
193	Auburn Commuter	Restore all trips suspended April 2022	0	25.0%	0	0	12.5%	0	0
Total Changes			-19,864	65.2%	-12,956	-6,908	59.5%	-11,820	-8,044
Benchmark: SacRT System				69.0%			53.0%		
Difference				-3.8%			6.5%		
Title VI Favorable?				Yes			No		
Statistically Significant?				n/a			No		
Disparate Impact/Disproportionate Burden?				No			No		

Effective in Fall 2022, SacRT is proposing to restore 90 percent of service suspended in April 2022
 Suspensions of specific trips on Routes 23, 82, and 86 would be made permanent
 Restored service is represented a zero change in service levels

Table 3
Impact of All Proposed Service Changes

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
1	Greenback	Add 1 trip on Saturday evening	433	60.7%	263	170	64.2%	278	155
23	El Camino	Permanently eliminate 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
26	Fulton	Add 3 weekday evening trips	5,436	71.0%	3,860	1,576	70.0%	3,805	1,631
30	J Street	Add 5 weekday trips	7,198	67.7%	4,873	2,326	35.2%	2,533	4,666
33	Dos Rios	Minor route adjustmnet	0	n/a	n/a	n/a	n/a	n/a	n/a
38	Tahoe Park	Schedule adjustments	0	n/a	n/a	n/a	n/a	n/a	n/a
51	Stockton/Broadway	Add 4 trips Saturday evenings	1,835	80.2%	1,471	363	57.3%	1,051	783
51	Stockton/Broadway	Add 6 trips on Sunday/Holiday evenings	3,121	80.2%	2,503	618	57.3%	1,789	1,333
81	Florin	Add 2 trips on Saturday evenings	1,165	74.6%	869	296	62.9%	733	432
81	Florin	Add 6 trips on Sunday/Holiday evenings	4,295	74.6%	3,205	1,090	62.9%	2,702	1,593
81	Florin	Restore all trips suspended April 2022	0	74.6%	0	0	62.9%	0	0
82	Northrop/Morse	Permanently eliminate 1 trip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Permanently eliminate 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
93	Hillsdale	Add 1 trip	2,418	60.9%	1,472	946	70.0%	1,693	725
107	Land Park Express	Restore all trips suspended April 2022	0	62.5%	0	0	11.1%	0	0
134	McKinley Commuter	Restore all trips suspended April 2022	0	43.8%	0	0	0.0%	0	0
138	Causeway Connection	Add 2 trips	10,922	23.7%	2,589	8,333	36.4%	3,976	6,946
142	Airport	Restore all trips suspended April 2022	0	66.7%	0	0	21.1%	0	0
177	Rancho Cordovan	Permanently approve midday service	16,527	66.7%	11,018	5,509	30.0%	4,958	11,569
193	Auburn Commuter	Restore all trips suspended April 2022	0	25.0%	0	0	12.5%	0	0
E37	Elk Grove/UCDH Shuttle	New commuter route	47,549	71.8%	34,138	13,411	5.3%	2,524	45,025
E110	Elk Grove Promenade	Additional weekend service	36,291	82.0%	29,768	6,523	62.3%	22,602	13,689
Total Changes			117,326	70.8%	83,072	34,254	31.4%	36,822	80,504
Benchmark: SacRT System				69.0%			53.0%		
Difference				1.8%			-21.6%		
Favorable?				Yes			No		
Statistically Significant?				n/a			Yes		
Disparate Impact/Disproportionate Burden?				No			Yes		

Restored service is represented a zero change in service levels

Table 4
Impact of Non-Contract Service Changes

All figures annualized

Route	Name	Proposed Change	Change in Revenue Miles	Percent Minority	Minority		Low-Income		
					Minority Impact	Non Minority Impact	Percent Low Income	Low Income Impact	Non Low Income Impact
1	Greenback	Add 1 trip on Saturday evening	433	60.7%	263	170	64.2%	278	155
23	El Camino	Permanently eliminate 8 trips	-11,044	52.6%	-5,813	-5,231	56.5%	-6,242	-4,802
26	Fulton	Add 3 weekday evening trips	5,436	71.0%	3,860	1,576	70.0%	3,805	1,631
30	J Street	Add 5 trips	7,198	67.7%	4,873	2,326	35.2%	2,533	4,666
33	Dos Rios	Minor route adjustmnet	0	n/a	n/a	n/a	n/a	n/a	n/a
38	Tahoe Park	Schedule adjustments	0	n/a	n/a	n/a	n/a	n/a	n/a
51	Stockton/Broadway	Add 4 trips on Saturday evenings	1,835	80.2%	1,471	363	57.3%	1,051	783
51	Stockton/Broadway	Add 6 trips on Sunday/Holiday evenings	3,121	80.2%	2,503	618	57.3%	1,789	1,333
81	Florin	Add 2 trips on Saturday evenings	1,165	74.6%	869	296	62.9%	733	432
81	Florin	Add 6 trips on Sunday/Holiday evenings	4,295	74.6%	3,205	1,090	62.9%	2,702	1,593
81	Florin	Restore all trips suspended April 2022	0	74.6%	0	0	62.9%	0	0
82	Northrop/Morse	Permanently eliminate 1 trip	-3,270	84.1%	-2,750	-520	85.7%	-2,803	-467
86	Grand	Permanently eliminate 2 trips	-5,550	79.2%	-4,394	-1,156	50.0%	-2,775	-2,775
93	Hillsdale	Add 1 trip	2,418	60.9%	1,472	946	70.0%	1,693	725
107	Land Park Express	Restore all trips suspended April 2022	0	62.5%	0	0	11.1%	0	0
134	McKinley Commuter	Restore all trips suspended April 2022	0	43.8%	0	0	0.0%	0	0
142	Airport	Restore all trips suspended April 2022	0	66.7%	0	0	21.1%	0	0
193	Auburn Commuter	Restore all trips suspended April 2022	0	25.0%	0	0	12.5%	0	0
Total Changes			6,037	92.1%	5,560	477	45.8%	2,763	3,274
Benchmark: SacRT System				69.0%			53.0%		
Difference				23.1%			-7.2%		
Favorable?				Yes			No		
Statistically Significant?				n/a			No		
Disparate Impact/Disproportionate Burden?				No			No		

Restored service is represented a zero change in service levels

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: DECLARING EVERGREEN PROPERTIES (APN: 275-0240-074 and -093) EXCESS TO TRANSIT OPERATIONS AS SURPLUS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If adopted, these actions will allow the Sacramento Regional Transit District (SacRT) to list the property for sale, following state and federal surplus disposition processes.

FISCAL IMPACT

The sale of surplus properties will generate restricted proceeds that SacRT will utilize as funding sources on other capital projects or be returned to the Federal Transit Administration (FTA) as required under section 49 USC 5334(h)(4)(B)(ii)(II)(bb). After any future Board decision regarding sale of a property, a budget amendment will be submitted to the Board for approval if required.

DISCUSSION

Staff has assessed the current and future transit use of two parcels on Evergreen Street in the City of Sacramento, both within a quarter mile of the Royal Oaks light rail station:

- Assessor Parcel Number (APN) 275-0240-074-0000: A 1.78 acre parcel purchased by SacRT in 2003 with State Traffic Congestion Relief Program funds for the realignment of the light rail tracks as part of the Northeast Corridor Improvement Project. Except for a carport and perimeter fencing, the lot is vacant.
- APN 275-0240-093-0000: A 0.45 acre parcel purchased by SacRT in 1989 with Federal Urban Mass Transportation Act funds for the construction of the Starter Line. When the Blue Line was realigned, this remnant track was abandoned and now sits vacant on the south side of Evergreen across the street from the above parcel.

Staff has assessed these properties and has identified no current or future uses for them for transit operations. The vacant lots require ongoing weed abatement and cleanups from public dumping and trespassing. Staff recommends consideration of the above property as excess to transit operations and to dispose of them as surplus property.

To dispose of the properties, SacRT will follow State Surplus Land Act (SLA) and Government Code requirements and federal requirements set out in FTA Circular 5010.1E and Title VII of SacRT's Administrative Code. The State Surplus Land Act (SLA) requires issuing a Notice of Availability (NOA) to the State Department of Housing & Community (HCD) notifying the HCD of the availability of SacRT's surplus properties, as well as providing the NOA to statutorily specified agencies and to entities on the state's list of affordable housing developers, and consideration/negotiation of offers.

Title VII of the SacRT Administrative Code Section 7.6.04, written to reflect FTA guidelines, requires surplus property acquired with federal funds to be sold to the highest bidder. The FTA rules have changed and selling to the highest bidder is no longer mandatory; instead, FTA requires that transit districts obtain the "highest value or at least fair market value" for the property. Because there may be other factors driving SacRT's determination of the best overall proposal for SacRT, which may not be from the highest bidder and because the SLA requires SacRT to enter into an agreement with the offeror who will produce the most housing, not the highest bidder, Staff recommends that the Board waive the requirement that SacRT sell these parcels to the highest bidder, since that runs counter to the requirements set out in the SLA Guidelines and are inconsistent with what the FTA allows.

If the Board votes to declare these Evergreen parcels as surplus property, Staff will issue a NOA as required by the SLA. The notice will be effective for 60 days. During that 60-day period, SacRT will not be able to market the property to market rate purchasers. If SacRT receives a response to the NOA, SacRT will begin negotiations with the offeror upon expiration of the 60-day NOA period. SacRT must negotiate in good faith for 90-days. If the parties come to terms within the 90-days, Staff will return to the Board to approve the agreed upon terms and conditions. If the parties do not come to terms, SacRT will be permitted to begin marketing the parcel to market rate buyers. If SacRT receives no offers during the 60-day NOA period, it will be able to begin marketing the parcel to market rate buyers at the conclusion of the 60 days.

Offers on the properties will be presented in the future to the public and the Board for review and consideration. Concurrence from the State and the FTA will be required prior to final decisions by the Board whether to execute any purchase sale agreements.

Staff recommends that the Board approve the attached Resolution.

RESOLUTION NO. 2022-05-046

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

May 9, 2022

DECLARING EVERGREEN PROPERTIES (APN: 275-0240-074 AND -093) EXCESS TO TRANSIT OPERATIONS AS SURPLUS

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

THAT, the real property described as Assessor Parcel Numbers 275-0240-074 and -093 are hereby declared to be surplus to transit operations in accordance with the California Government Code Section 54221 (California Surplus Land Act), federal requirements set out in FTA Circular 5010.1E, and Section 7.6.01 of Title VII of Sacramento Regional Transit's (SacRT) Administrative Code.

THAT, the Board hereby waives the requirement in Section 7.6.04 of Title VII of SacRT's Administrative Code that federally purchased properties be sold to the "highest bidder" after an Invitation to Bid or Request for Proposals.

THAT, as required under California Government Code Section 54222, the General Manager/CEO is hereby authorized and directed to prepare and issue a Notice of Availability (NOA) as required under the California Surplus Land Act and engage in negotiations with any qualified offerors responding to the NOA, for presentation to the Board for final approval.

THAT, if SacRT receives no offers in response to the NOA or if any offers presented in response to the NOA fail to conclude in successful negotiations, the General Manager/CEO is hereby authorized and directed, in accordance with Chapter 6 of the Title VII of SacRT's Administrative Code, to begin the process of soliciting offers from members of the general public to purchase the properties and to begin negotiating any offers received for disposition of the above-referenced surplus properties, for presentation to the Board for final approval.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Edna Stanley, VP Light Rail Operations
SUBJ: APPROVING THE CONTRACT FOR ON-CALL LIGHT RAIL
VEHICLE SEAT REUPHOLSTERY SERVICES WITH ACME
TOPS AND TUNES, LLC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Awarding this Contract will allow for the performance of reupholstery service for SacRT's light rail vehicle fleet to keep the seat cushions in good condition.

FISCAL IMPACT

The total Contract not to exceed amount will be \$570,925.50. This is the amount that was competitively bid by the Contractor based on SacRT's best estimate of the needed quantities of services.

However, SacRT will be including only \$95,000 per fiscal year for the 5-year contract in the base operating budgets, totaling \$475,000 over five years. Based on the amount bid, additional funds may be needed within a given fiscal year; additional funding will be encumbered based on budget capacity at the time a budget shortfall becomes apparent. If sufficient funds are not provided, SacRT will need to either: (a) issue a Stop Work Order to temporarily cease services; (b) terminate the Contract; or (c) reduce the scope of work to remain within the budgeted amounts. SacRT's financial liability to the Contractor is not affected by the failure to budget sufficient funds for the services, so it will be incumbent on Staff to track expenditures against the budget to ensure that services are not provided in excess of the available funding.

DISCUSSION

On February 11, 2022 SacRT issued an Invitation for Bid for On-Call Light Rail Vehicle Reupholstery Services on PlanetBids to provide for the refurbishment and re-covering of the seat cushions and inserts of its light rail vehicle fleet, on an as-needed basis. The Light Rail Maintenance department does not have in-house staff available to perform this work, which is necessary to keep the seat backs and bottoms serviceable for revenue trains.

Of the 24 vendors notified, there was only one responsive bid for this contract, from Acme Tops and Tunes, LLC. Federal funds are used to fund this contract. The Federal Transportation Administration (FTA) requires a price analysis be conducted when only one bid is received.

In accordance with the FTA requirements, a price analysis was conducted by Staff, and the Acme Tops and Tunes, LLC, bid amount of \$570,925.50 was found to be fair and reasonable. This is an indefinite delivery, indefinite quantity type (IDIQ) contract where work will be requested on an as-needed basis; there is no minimum or maximum quantity that may be ordered, but Contractor will be the sole provider of these services for SacRT during the term of the Contract, up to the contract not-to-exceed amount of \$570,925.50.

RESOLUTION NO. 2022-05-048

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

May 9, 2022

APPROVING THE CONTRACT FOR ON-CALL LIGHT RAIL VEHICLE SEAT REUPHOLSTERY SERVICES WITH ACME TOPS AND TUNES, LLC

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

THAT, the Contract for On-Call Light Rail Vehicle Seat Reupholstery Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Acme Tops and Tunes, LLC, therein referred to as "Contractor," wherein Contractor agrees to provide On-Call Light Rail Vehicle Reupholstery Services, as specified, for an amount not to exceed \$570,925.50, is hereby approved.

THAT, the Board Chair and General Manager/CEO are hereby authorized and directed to execute the Contract.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: May 9, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Jamie Adelman, Acting VP, Finance/CFO

SUBJ: APPROVING THE STUDENT TRANSIT PASS AGREEMENT – 2022-2025 WITH THE CITY OF SACRAMENTO AND CONDITIONALLY APPROVING THE ISSUANCE OF AN ANNUAL STUDENT (TK-12) PASS TO STUDENTS WITHOUT A FULL FARE SUBSIDY

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

The attached Resolutions will provide a path forward for continuing the RydeFreeRT program for all Students within SacRT's jurisdiction.

FISCAL IMPACT

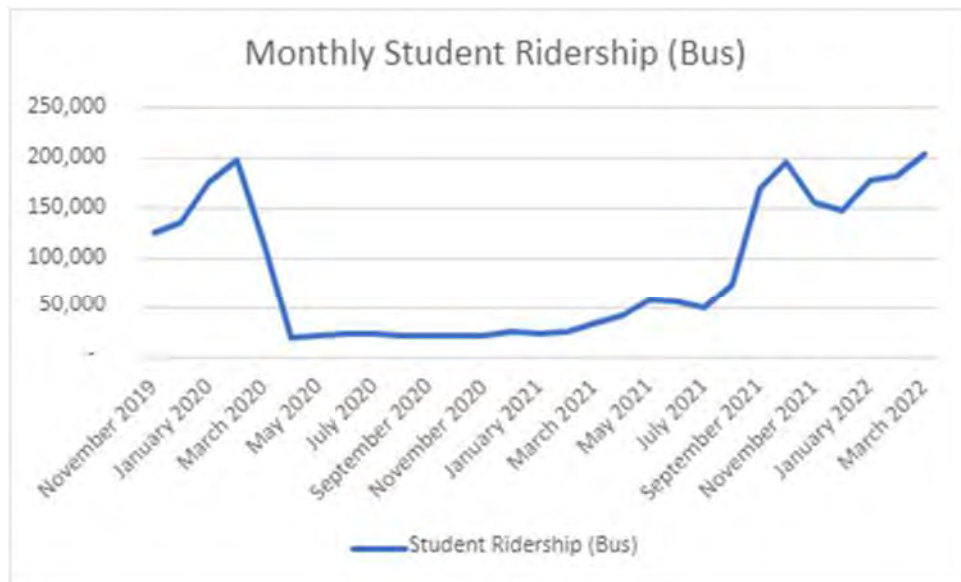
SacRT's FY23 Operating Budget includes \$1,000,000 in fare revenue contributions from the City of Sacramento. At this time, the draft City of Sacramento budget has only \$750,000 allocated to the Student Transit Pass program. If this budgeted amount is not increased when the City adopts the final Fiscal Year 2023 budget in June, execution of the Student Transit Pass Agreement would create a budget shortfall of \$250,000 from the amount included in SacRT's draft budget (which assumes a \$1,000,000 contribution from the City of Sacramento).

SacRT Staff has ongoing discussions with the City of Sacramento and is also in the process of pursuing new continued contributions for the program from entities outside of the City of Sacramento that would offset potential lost fare revenue from the program for those Students.

DISCUSSION

The RydeFreeRT program was launched in October 2019 and instantly led to increased ridership from students in grades TK-12th. By February 2020 (pre-Covid-19) student ridership had more than doubled compared to prior years. The program was extremely successful and has received extensive positive feedback from students, parents and community stakeholders.

The COVID-19 pandemic drastically reduced student ridership while most school campuses remained closed from March 2020 through August 2021. However, as school campuses reopened to in-person education, student participation in the program grew exponentially as the chart below demonstrates:



Student ridership has returned to over 90% of the ridership level from the time RydeFreeRT was introduced. SacRT carried over 200,000 students on bus alone during the month of March, with total student ridership at approximately 250,000. Prior to the introduction of RydeFreeRT, SacRT was carrying just over 125,000 students per month system-wide or approximately half of the present student ridership.

In August 2021, the Board approved an extension of the program through June 30, 2022. The bulk of the financial support for the program has come through the City of Sacramento, with partnerships in place with other local jurisdictions and school districts for additional funding.

SacRT staff has been working with the City of Sacramento on a multi-year agreement that would become effective on July 1, 2022 and continue until June 30, 2025. The multi-year agreement is an important step in ensuring the longevity of the RydeFreeRT program into the future. The draft agreement provides for the City of Sacramento to continue supporting the program with an annual contribution of \$0.84 per ride up to \$1,000,000.

While the program has run in past years from fall to fall, both SacRT and the City are in favor of aligning the program to the fiscal year for two reasons: (1) to allow distribution of new fare media to students prior to the end of each school year or over the summer through the library and other outlets, so that all students have a valid RydeFreeRT card in hand by the start of the next school; and (2) to allow for the full budget for each program year to be contained within a single fiscal year budget to avoid uncertainty regarding whether the July-October period will be funded. While this cycle is preferable for many

reasons, it also creates some minor logistical challenges with the timing of budget and agreement approvals for both agencies.

At this time, the City's initial budget proposal for Fiscal Year 2023 only includes \$750,000 in FY23 for RydeFreeRT. SacRT staff has been in conversation with City staff and is hopeful that this amount will be adjusted to reflect the full \$1,000,000 contribution (consistent with the pre-pandemic contribution for the program) prior to the City's budget adoption in June. If the City of Sacramento does not amend the initial budget proposal and the proposed resolutions are adopted, SacRT would recognize a budget shortfall of \$250,000 in FY23.

While budget adoption and formal agreements are not yet in place, Staff does anticipate receiving financial contributions to the program from 5 other jurisdictions: the County of Sacramento, City of Elk Grove, City of Folsom, City of Rancho Cordova and City of Citrus Heights. Assuming Staff is able to secure funding from each jurisdiction as expected, it would mark the greatest number of partners and highest level of financial contribution that SacRT has received for the program to date and ensure continuity of this successful program.SV

Therefore, Staff is recommending that the Board adopt the attached resolutions approving the Student Transit Pass Agreement – 2022-2025 if at least \$750,000 in funding is provided by the City of Sacramento and conditionally approving the issuance of a pass to all Students living or attending school within SacRT's boundaries without a full fare subsidy.

RESOLUTION NO. 2022-05-049

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

May 9, 2022

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE THE STUDENT TRANSIT PASS AGREEMENT – 2022-2025 WITH THE CITY OF SACRAMENTO

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

THAT, Student Transit Pass Agreement – 2022-2025 by and between the City of Sacramento (therein “City”) and the Sacramento Regional Transit District (therein “SacRT”) the City agrees to pay \$0.84 per ride, up to an amount of at least \$750,000 annually as consideration for SacRT to permit students who live in or attend school within the boundaries of the City or who are homeless or in foster care within the City to ride SacRT services at no cost for the period from July 1, 2022 until June 30, 2025, using an Annual Student (TK-12) Pass, is hereby approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-05-050

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

May 9, 2022

CONDITIONALLY AUTHORIZING STUDENTS (TK-12) RESIDING IN OR ATTENDING SCHOOL WITHIN SACRT'S SERVICE BOUNDARY TO OBTAIN AN ANNUAL STUDENT (TK-12) PASS PREPAID FARE VALID FROM JULY 1, 2022 THROUGH JUNE 30, 2023 WITHOUT FULL PAYMENT BY A SPONSORING ENTITY

WHEREAS, the intent of the Annual Student (TK-12) Pass, as set out in the SacRT Fare Structure, is to permit a municipal jurisdiction, school district, or private school to obtain an annual transit pass for all Students (as defined in the SacRT Fare Structure) residing in or attending school within the jurisdiction, district or school, subject to payment by the sponsoring entity of a fee to compensate SacRT for the estimated fare revenue that would otherwise be generated by fares that would have been paid by covered students; and

WHEREAS, to provide an opportunity to maximize access to public transit services for the Student population within the boundaries of SacRT, the Board of Directors desires to provide the Annual Student (TK-12) Pass to otherwise-ineligible Students residing or attending school within the district boundaries of SacRT without payment of the full subsidy amount by a sponsoring entity, for the period of July 1, 2022 to June 30, 2023, conditioned upon execution of an agreement with the City of Sacramento to provide at least \$750,000 in funding for Students residing within or attending school within the boundaries of the City of Sacramento.

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

THAT, conditioned upon the City of Sacramento executing an agreement with SacRT to provide a fare subsidy in the amount of \$.84 per ride for Students living within or attending school within the City of Sacramento, up to an amount of at least \$750,000 for the period from July 1, 2022 to June 30, 2023, all Students residing or attending school

within the district boundaries of SacRT may obtain and use an Annual Student (TK-12) Pass valid from July 1, 2022 to June 30, 2023 without full payment of the required fee by a sponsoring entity, as specified in the Fare Structure.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety and Customer Satisfaction
SUBJ: POLICE SERVICES PERSONAL SERVICES CONTRACT EMPLOYEES

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving the First Amendment to the Amended and Restated agreements, incorporating all previous amendments to the Police Services Personal Services Contract for Temporary Employment with 1 Security and Safety Administrator, Mark Sakauye and 2 Security and Safety Program Specialists, Tino Bamberger and Benjamin Louie.

Approving the First Amendment to the Personal Services Contract with 1 Background Investigator, Stephen Lau.

FISCAL IMPACT

FY23: \$244,000

The total consideration for 1 Security and Safety Administrator, 2 Security and Safety Program Specialists, and 1 Background Investigator will not exceed \$244,000 and encompasses sufficient budget to cover additional hours that may be required due to emergencies, special events, and/or crime series. The maximum total consideration excludes FICA. Funding for FY 2023 will be included in the budgeting process.

DISCUSSION

In May 2021, the Board approved the amended and restated Contracts for Personal Services for Mark Sakauye, Benjamin Louie, and Tino Bamberger extending their term to June 30, 2022. Their contracts are set to expire and SacRT is still in need of their services.

Under the General Manager/CEO's authority, SacRT entered into a Personal Services Contract with Stephen Lau on December 20, 2021. Stephen Lau's contract also expires June 30, 2022, and SacRT is still in need of his services.

With SacRT's strong emphasis on security and safety, SacRT needs the services for 1 Security and Safety Administrator, 2 Security and Safety Program Specialists, and 1 Background Investigator.

Security and Safety Administrator, Mark Sakauye

Sakauye retired as a Police Lieutenant from the Sacramento Police Department after twenty-nine years in law enforcement. Fifteen of those years were served at SacRT. Sakauye served as SacRT's Chief of Police Services during the latter part of his career at SacRT. Sakauye will perform the job functions listed below due to his in-depth knowledge of security administration and his familiarity with SacRT's operations.

- Oversee the administration of SacRT's System Security Program Plan including the performance of specific safety and security tasks as well as monitoring and providing support for the system security/safety activities and training throughout SacRT.
- Serve as the RTPS representative of the Safety and Security Committee and the liaison between the Security Committee and SacRT.
- Serve as the Project Manager on the U.S. Department of Homeland Security Transit Security Grant Program (TSGP).
- Research and identify applicable grant funding opportunities and work with SacRT's Chief of Police Operations and Finance Division in applying for funding for SacRT's safety and security projects, equipment, drills and exercises.
- Provide training for Transit Agents and Transit Officers on SacRT rules and laws, radio communications, professional communication and SacRT fare structure.
- Be the point of contact for both state and federal agencies in regards to security assessments and audits.
- Oversee the other security and safety personal services contractors.
- Design, develop, coordinate and conduct safety and security mandated emergency exercises.
- Create, update and maintain safety and security documents.
- Other security and safety duties as assigned.

Staff recommends entering into the First Amendment to the Amended and Restated Contract for Personal Services with Mark Sakauye as the Security and Safety Administrator, wherein the total consideration is increased by \$85,000 from \$342,500 to \$427,500, the hourly rate remains \$75.00, and the Contract is extended to June 30, 2023.

Security and Safety Program Specialist: Tino Bamberger

Bamberger retired as a Police Officer from the Sacramento Police Department after twenty-eight years in law enforcement. Ten of those years were served at SacRT.

Federal and State Regulators have mandated SacRT to enact numerous security program changes and enhancements since the September 11, 2001 attacks. Failure to meet these mandates would put SacRT at risk of losing funding and/or having operations suspended by regulatory agencies on both the state and federal level.

Bamberger's primary job duties are described below:

- Maintaining SacRT's System Security Plan (SSP). The SSP is mandated by the California Public Utilities Commission (CPUC) under General Order 164-E and by the Federal Transit Administration (FTA) / Transportation Security Administration (TSA) under 49 CFR 659.19. SacRT's SSP was created by Bamberger. The CPUC recertified SacRT's SSP on August 7, 2020.
- Regularly updating and maintaining SacRT's Threat and Vulnerability Assessments (TVA). The TVA's are also mandated by CPUC General Order 164-E and by the FTA/TSA under 49 CFR 659.23. TVA's are required for all aspects of operations and must be integrated with the safety certification process. SacRT's TVA's were created by Bamberger and have been audited several times by both the CPUC and the FTA/TSA and have never been found to be deficient.
- Responsibility for regulatory security audits. This includes the yearly CPUC internal audits, the CPUC triennial audits, the FTA/TSA biennial BASE audit and any other audits to which SacRT is subject. Bamberger has been responsible for SacRT's regulatory security audits for several years. The last FTA/TSA BASE audit received multiple industry commendations for "smart security practices."
- Performing the security portion of Preliminary Hazard Analysis projects as required by regulation for all extensions. Also, performing Crime Prevention through Environmental Design (CPTED) assessments for SacRT, whether in response to regulations for new/renovation projects or to address criminal issues existing within the current system.
- Continuing to act as the grant writer for security and safety related grants. Bamberger has extensive experience in this area and has secured well over a million dollars in grant funding for SacRT. Security grant funding is linked to SacRT having current TVA's and an approved SSP.
- Drafting exercise plans and after-action reports for SacRT's exercises and drills as well as assisting in the execution of the exercises as exercise staff.
- Drafting departmental Standard Operating Procedures (SOP) to address audit and exercise related issues as they arise.
- Producing monthly crime statistic reports. Acting as SacRT's Police Services' Crime Analyst. Continuing to be responsible for SacRT's monthly entries into the FTA's National Transit Database (NTD) as required by Federal regulation. This task requires access to the controlled databases of local law enforcement.
- Responsible for maintaining scheduling information for all Transit Officers and Transit Agents in Sacramento County's "Subpoena Tracker" program. This program helps reduce SacRT's court overtime costs by scheduling fare enforcement court appearances during normal work hours.
- Assist in security training and producing training materials as needed.
- Create, update and maintain safety and security documents.
- Other security and safety duties as assigned.

Staff recommends entering into the First Amendment to the Amended and Restated Contract for Personal Services with Tino Bamberger as the Security and Safety Program Specialist, wherein the total consideration is increased by \$53,000 from

\$267,500 to \$320,500, the hourly rate remains \$45.00, and the Contract is extended to June 30, 2023.

Security and Safety Program Specialist: Benjamin Louie

Louie retired as a Police Officer from the Sacramento Police Department after thirty-one years in law enforcement. Ten of those years were served at SacRT.

Louie will perform the job functions listed below due to his qualification skills and experience:

- Coordinate community outreach events such as Community Education on Transit Safety and Personal Safety.
- Coordinate Emergency Preparation (E-Prep) and Crime Prevention through Environmental Design (CPTED), and transit safety/security and evaluate threat and vulnerability of SacRT's facilities.
- Teach operational skills and communication skills to SacRT's Customer Service Division.
- Provide training for current and incoming SacRT Police Officers and Deputies as well as allied law enforcement agencies, in the following training areas; researching and teaching applicable transit related legal codes, statutes and regulations; Transit Terrorist and Tactics (T4); Train the Trainer for System Security Awareness for Transit Employees; Train the Trainer for Terrorist Activity Recognition; VTT presenter and Response for Transit employees.
- Analyze intelligence information for numerous government entities as it relates to transit.
- Provide training for Transit Agents and Transit Officers on SacRT rules and applicable laws, radio communications, professional communication and SacRT's fare structure.
- Design, develop, coordinate and conduct safety and security emergency exercises.
- Draft exercise plans and after-action reports for SacRT's exercises and drills.
- Give monthly presentations during New Employee Orientations in the following areas:
 - Summary of RTPS
 - System Security
 - Professional Communication Skills
 - Community Safety Programs
 - Identify Operating Procedures for suspicious person and packages
 - Active Shooter
 - Personal Safety
 - Violence in the Workplace
- Provide security related informational topics to SacRT employees when requested.
- Create, update and maintain safety and security documents.
- Other security and safety duties as assigned.

Staff recommends entering into the First Amendment to the Amended and Restated Contract for Personal Services with Benjamin Louie as the Security and Safety Program Specialist, wherein the total consideration is increased by \$53,000 from \$267,500 to \$320,500, the hourly rate remains \$45.00, and the Contract is extended to June 30, 2023.

Background Investigator: Stephen Lau

Lau retired as a Police Sergeant from the Sacramento Police Department after thirty years in law enforcement. Two of those years were served in SacRT.

Lau will perform the job functions listed below due to his qualifications, skills and experience:

- Perform background checks on potential Security Operations Center employees.
- Coordinate community outreach events such as Community Education on Transit Safety and Personal Safety.
- Coordinate Emergency Preparation (E-Prep) and Crime Prevention through Environmental Design (CPTED), and transit safety/security and evaluate threat and vulnerability of SacRT's facilities.
- Teach operational skills and communication skills to SacRT's Customer Service Division.
- Provide training for current and incoming SacRT Police Officers and Deputies as well as allied law enforcement agencies, in the following training areas; researching and teaching applicable transit related legal codes, statutes and regulations; Transit Terrorist and Tactics (T4); Train the Trainer for System Security Awareness for Transit Employees; Train the Trainer for Terrorist Activity Recognition; VTT presenter and Response for Transit employees.
- Analyze intelligence information for numerous government entities as it relates to transit.
- Provide training for Transit Agents and Transit Officers on SacRT rules and applicable laws, radio communications, professional communication and SacRT's fare structure.
- Design, develop, coordinate and conduct safety and security emergency exercises.
- Draft exercise plans and after-action reports for SacRT's exercises and drills.
- Give monthly presentations during New Employee Orientations in the following areas:
 - Summary of RTPS
 - System Security
 - Professional Communication Skills
 - Community Safety Programs
 - Identify Operating Procedures for suspicious person and packages
 - Active Shooter
 - Personal Safety
 - Violence in the Workplace
- Provide security related informational topics to SacRT employees when requested.
- Create, update and maintain safety and security documents.
- Other security and safety duties as assigned.

Staff recommends entering into the First Amendment to the Personal Services Contract with Stephen Lau as the Background Investigator, wherein the total consideration is increased by \$53,000 from \$50,000 to \$103,000, the hourly rate remains \$45.00, and the Contract is extended to June 30, 2023.

Each temporary employee has unique experience with security in public transportation. Contracting these positions will help the Security and Safety Division with its mission of

providing all aspects of security and safety. Staff recommends that the Board approve each of the agreements described herein above and authorize the Chair and General/Manager to execute each agreement incorporating all previous amendments.

RESOLUTION NO. 2022-05-053

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

May 9, 2022

APPROVING THE FIRST AMENDMENT TO THE AMENDED AND RESTATED PERSONAL SERVICE CONTRACTS WITH 1 SECURITY AND SAFETY ADMINISTRATOR, MARK SAKAUYE AND 2 SECURITY AND SAFETY PROGRAM SPECIALISTS, TINO BAMBERGER AND BENJAMIN LOUIE

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

THAT, the First Amendment to the Amended and Restated Contract for Personal Services between Sacramento Regional Transit District, therein referred to as "RT," and Mark Sakauye, therein referred as "Temporary Employee," whereby the total consideration is increased by \$85,000 from \$342,500 to \$427,500 and the term is extended to June 30, 2023, is hereby approved.

THAT, the First Amendment to the Amended and Restated Contract for Personal Services between Sacramento Regional Transit District, therein referred to as "RT," and Tino Bamberger, therein referred as "Temporary Employee," whereby the total consideration is increased by \$53,000 from \$267,500 to \$320,500 and the term is extended to June 30, 2023, is hereby approved.

THAT, the First Amendment to the Amended and Restated Contract for Personal Services between Sacramento Regional Transit District, therein referred to as "RT," and Benjamin Louie, therein referred as "Temporary Employee," whereby the total consideration is increased by \$53,000 from \$267,500 to \$320,500 and the term is extended to June 30, 2023, is hereby approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-05-054

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

May 9, 2022

APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR PERSONAL SERVICES WITH 1 BACKGROUND INVESTIGATOR, STEPHEN LAU

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

THAT, the First Amendment to the Contract for Personal Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Stephen Lau, therein referred to as "Temporary Employee," whereby the total consideration is increased by \$53,000 from \$50,000 to \$103,000 and the term is extended to June 30, 2023, is hereby approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety and Customer Satisfaction
SUBJ: SECURITY OPERATIONS CENTER PERSONAL SERVICES
 CONTRACT EMPLOYEES

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving Amended and Restated Contracts for Personal Services Contracts (PSC) incorporating all previous amendments for Temporary Employment with 1 Security Operations Center (SOC) Manager, Robert Kerr, 2 SOC Lead Specialists, Antwan Pippins and Andrea Shaffer, and 6 SOC Specialists, Joel Troche, Daniel Cuevas, Maksim Kozlov, Devin Leach, Angelina Gamez, and Gabby Huntsinger. This includes amending the benefit term reimbursement of health coverage to monthly supplemental payment intended to purchase health care, dental, and/or vision insurance on the private market for above full time SOC Staff. Forty (40) hours of sick leave each calendar year, 48 hours of vacation will be front loaded in a time bank instead of on an accrual basis and the ability to accrue 40 hours of CTO (compensatory time off) for all SOC Staff.

Approving the First Amendment to the Personal Services Contract for 1 Security Operations Center Specialist, Madelyne Mckean. This includes extending the term date to June 30, 2023.

FISCAL IMPACT

FY22	\$ 43,925
FY23	\$731,294
Total	\$775,219

The total consideration for 1 SOC Manager, 2 SOC Lead Specialists, and 7 SOC Specialists (4 full-time and 3 part-time) is set at \$775,219 and encompasses sufficient budget to cover additional hours that may be required due to emergencies, special events, and/or crime series. Effective March 1, 2022, this amount also includes an hourly rate increase for all SOC staff and a monthly supplemental payment of \$400 for all **full time** SOC Staff. SacRT’s intention for this \$400 monthly supplemental payment is to provide financial assistance to purchase health, dental, and/or vision insurance on the private market. However, while SacRT intends for the supplemental payment to be used for health costs, to remain consistent with the Tax Code, employees may use the payment

for any purpose they see fit. Also included is a \$1,000 retention bonus for all SOC Staff. All SOC staff will be able to accrue up to 40 hours of comp time off (CTO), be provided with a time bank of 48 hours vacation, and provided 40 hours of sick leave for use each calendar year. The maximum total consideration excludes FICA. There are currently 5 vacant full time SOC Specialist positions. Staff intends to discontinue the 3 part-time SOC Specialists once all the full-time vacancies have been filled and complete training, bringing the total number of SOC Staff to 12. Funding for the SOC staff is included in the FY 2022 operating budget. Funding for FY 2023 will be included in the budgeting process.

DISCUSSION

On February 28, 2022, the Board approved (Resolution No. 2022-02-015 and Resolution No. 2022-02-016), one new PSC and the amended and restated PSCs for temporary employment for the SOC Staff increasing their hourly rates, authorizing the ability to accrue up to 40 hours of CTO, increasing their sick leave to 40 hours per calendar year, providing 48 hours of vacation, a retention bonus of \$1,000, and extending the term of their contracts to June 30, 2023. The \$400 monthly health insurance reimbursement was determined to be inconsistent with the Affordable Care Act (ACA) and would need to be restructured as an unrestricted supplemental pay of \$400 each month for full time SOC Staff. SacRT's intention for this monthly \$400 supplemental pay is to provide the full time SOC Staff with financial assistance to purchase healthcare, dental, and/or vision insurance on the private market and is being updated in the resolutions. Forty (40) hours of sick leave each calendar year and 48 hours of vacation will be front loaded in a time bank instead of provided on an accrual basis, which is also being updated in the resolutions for all SOC Staff and in the agreements themselves.

The SOC is responsible for the monitoring of more than 1,500 cameras on SacRT buses, light rail trains, and stations and recovering footage from any incident that occurs in the system. Other responsibilities include running identity checks on individuals without photo identification and generating calls for service. The SOC receives calls from members of the public on the crime tip hotlines and the SacRT mobile reporting app. This provides patrons with a way of reporting incidents on SacRT's system. The SOC staff is also responsible for monitoring the fare vending machine burglar and service alarms. SOC staff are not sworn law enforcement officers but must pass a Sacramento Police Department (SPD) background check and be accepted and maintain an active status in the SPD Volunteer Program.

With SacRT's strong emphasis on security and safety, SacRT needs the services for 1 SOC Manager, 2 SOC Lead Specialists, and 4 full-time and 3 part-time SOC Specialists (5 full-time Specialist positions are currently vacant). The part-time Specialists work unfilled shifts when there are vacant full-time Specialist positions. Due to emergencies, special events, and/or crime series overtime is likely. The General Manger/CEO has authority to sign contracts with new hires to fill vacant SOC PSC positions, as long as the contract term does not exceed 12 months and the total consideration does not exceed \$100,000, in compliance with Article 4.01 B of SacRT's Personnel Policy Manual. If the contract exceeds those parameters, SacRT staff must bring such future contracts to the Board for approval. In the case of the PSCs before the Board, all except Gamez and McKean have exceeded the \$100,000 threshold as well as the 12-month term.

Under the direction of SacRT's VP of Security, Safety and Customer Satisfaction, the SOC staff positions are described as below:

SOC Manager: Robert Kerr

Kerr's job duties include but are not limited to:

- Oversee all assigned SOC Lead Specialists and SOC Specialists.
- Recruit and interview potential new staff.
- Train new SOC staff.
- Discuss and address staff issues and concerns.
- Ensure SOC staff are on-site, on time and performing their roll in a professional manner.
- Act as a liaison between SOC staff and various SacRT departments.
- Handle complaints from SacRT staff and patrons regarding SOC staff conduct and job performance.
- Create and update SOC staff schedules.
- Complete payroll paperwork.
- Provide SacRT with a roster detailing the SOC staff assignments, shifts, and weekly hours.
- Assign equipment to SOC staff and ensuring proper maintenance and inventory of equipment and vehicles, including incidentals, such as changing radio batteries.
- Provide proper written reports to SacRT when requested.
- Attend meetings with SacRT staff.
- Perform independent and complex administrative work.
- Create SOC Bulletins informing staff of upcoming events, outages, BOLOs.
- Operate standard office equipment and computer software (including but not limited to Microsoft Word, Excel, and PowerPoint).
- Dispatch calls on incidents and violations of SacRT policies.
- Research video requests and download footage on platforms, trains and buses.
- Answer phone calls from the Crime Tip Line.
- Respond to crime tip and send out alerts via Elerts.
- Create SacRT Facility Maintenance work orders to get stations, trains and buses cleaned.
- Response and research records and warrant information (Code 12 Requests).
- Provide records, warrants and other related information using local and state law enforcement agency databases.
- Contact Law Enforcement Agencies and Fire to respond to SacRT incidents.
- Use SacRT Tracker to track and dispatch officers to incidents on buses.
- Use SacRT LRV tracker to track and dispatch to incidents on trains.
- Monitor and broadcast on SacPD Channels.
- Monitor and broadcast on Bus Channels.
- Monitor Sacramento Sheriff's Department (SSD) Channels.
- Monitor and organize SOC bus bridge response.

- Monitor light rail station cameras.
- Provide coverage for staff as needed, including overtime coverage.
- Request and pick-up supplies.
- Monitor and ensure SacRT Video Requests are completed promptly.
- Create SacRT-IT work order for breakdown of equipment.
- Track stats.
- Maintain SOC storage.
- Operate the Public Address (PA) system to make announcements related to public safety and security and for Bus bridges as well as System delays.
- Respond to miscellaneous customer requests.
- Update and maintain SOC's operations binders and SOPs.
- Create tools for SOC use such as bus bridge forms, daily report forms, cheat sheets, SOC Rosters, infraction/misdemeanor court dates.
- Monitor fare vending machine burglar alarms.
- Other duties as assigned.

Staff recommends entering into an Amended and Restated Contract for Personal Services with Robert Kerr as the SOC Manager amending the sick leave provision to front load 40 hours of sick leave per calendar year, providing 48 hours of vacation front loaded in their vacation bank, authorize the ability to accrue up to 40 hours of CTO, and amending the benefit term reimbursement of health coverage to provide an unrestricted monthly supplemental payment, rather than a health reimbursement.

SOC Lead Specialists: Antwan Pippins and Andrea Shaffer

The SOC Lead Specialist job duties included but not limited to:

- Responds and assists with complex situations and other challenging circumstances.
- Provides suggestions and guidance to SOC Specialists to facilitate excellent customer services and promote a positive image for SacRT.
- Consults with management regarding the best strategies for addressing customer complaints, SOC Specialists effectiveness and meeting goals.
- Assists with necessary on the job training, coaching and mentoring.
- Operate a two-way radio to communicate with SacRT staff, law enforcement officers, Sacramento Police Department (SPD) volunteers and security guards.
- Answer phone calls from the Crime Tip Line
- Use sound judgment and good verbal skills during routine and emergency situations and effectively communicate with persons who may be irate, under stress and/or difficult to understand.
- Retain information regarding specific SacRT, SPD and Sacramento Sheriff Department (SSD) radio codes, elements of criminal offenses and have a working knowledge of all field operations within SacRT and local law enforcement agencies.
- Handle and screen incoming phone calls from the AlertSacRT mobile reporting app which includes speaking with potential crime victims, witnesses and other SacRT patrons.
- Provide records, warrants and other related information using local and state law enforcement agency databases.

- Keep track of the location and status of the Police Officers and other units in the field.
- Record all activity in a daily report.
- Use light rail station and train video surveillance equipment to search and identify system related problems, suspicious activity and/or terrorist threats.
- Coordinate and manage response efforts for high priority and emergency type of calls for service.
- Monitor surveillance cameras.
- Coordinate the response of medical and other public safety units to emergencies or in progress calls for service.
- Enter calls for service, coordinate response of resources, and maintain status of personnel assigned to RTPS for safety and deployment purposes.
- Record video from live train footage as requested and maintain accurate documentation of all recorded video.
- Process requests for video footage and accurately document all requests.
- Review video footage from light rail station buses and light rail trains.
- Ensure and maintain accurate chain of custody for all recorded video, especially those that are requested for evidentiary reasons, and all corresponding documentation.
- Provide training for other SOC staff on the use of video surveillance equipment and the proper recovery of video from hard drives, stations, and other surveillance equipment as required.
- Verify that all relevant documentation for video recovery is up to date and accurate.
- Coordinate with SacRT's Information Technology (IT) department for the repair and maintenance of all video and surveillance hardware and software.
- Operate the Public Address (PA) system to make announcements related to public safety and security and for bus bridges in the system.
- Monitor fare vending machine burglar and service alarms.
- Other safety and security duties as assigned.

Staff recommends entering into an Amended and Restated Contract for Personal Services with Antwan Pippins as the SOC Lead Specialist amending the sick leave to provide 40 hours per calendar year front loaded in their sick leave bank, providing 48 hours of vacation front loaded in their vacation bank, authorize them to accrue up to 40 hours of CTO, and amending the benefit term reimbursement of health coverage to provide an unrestricted monthly supplemental payment rather than a reimbursement payment.

Staff recommends entering into an Amended and Restated Contract for Personal Services with Andrea Shaffer as the SOC Lead Specialist amending the sick leave accrual to provide for 40 hours per calendar year to be front loaded onto their sick leave bank at the beginning of the contract term, providing 48 hours of vacation front loaded in their vacation bank, authorize the ability to accrue up to 40 hours of CTO, and amend the benefit term reimbursement of health coverage to grant them a monthly unrestricted supplemental payment, rather than a reimbursement payment each month.

SOC Specialists: Joel Troche, Gabby Huntsinger, Angelina Gamez, Madelyne Mckean, Daniel Cuevas, Devin Leach, and Maksim Kozlov.

The SOC Specialists job duties included but not limited to:

- Operate a two-way radio to communicate with SacRT staff, law enforcement officers, Sacramento Police Department (SPD) volunteers and security guards.
- Answer phone calls from the Crime Tip Line
- Use sound judgment and good verbal skills during routine and emergency situations and effectively communicate with persons who may be irate, under stress and/or difficult to understand.
- Retain information regarding specific SacRT, SPD and Sacramento Sheriff Department (SSD) radio codes, elements of criminal offenses and have a working knowledge of all field operations within SacRT and local law enforcement agencies.
- Handle and screen incoming phone calls from the AlertSacRT mobile reporting app which includes speaking with potential crime victims, witnesses and other SacRT patrons.
- Provide records, warrants and other related information using local and state law enforcement agency databases.
- Keep track of the location and status of the Police Officers and other units in the field.
- Record all activity in a daily report.
- Use light rail station and train video surveillance equipment to search and identify system related problems, suspicious activity and/or terrorist threats.
- Coordinate and manage response efforts for high priority and emergency type of calls for service.
- Monitor surveillance cameras.
- Coordinate the response of medical and other public safety units to emergencies or in progress calls for service.
- Enter calls for service, coordinate response of resources, and maintain status of personnel assigned to RTPS for safety and deployment purposes.
- Record video from live train footage as requested and maintain accurate documentation of all recorded video.
- Process requests for video footage and accurately document all requests.
- Review video footage from light rail station buses and light rail trains.
- Ensure and maintain accurate chain of custody for all recorded video, especially those that are requested for evidentiary reasons, and all corresponding documentation.
- Provide training for other SOC staff on the use of video surveillance equipment and the proper recovery of video from hard drives, stations, and other surveillance equipment as required.
- Verify that all relevant documentation for video recovery is up to date and accurate.
- Coordinate with SacRT's Information Technology (IT) department for the repair and maintenance of all video and surveillance hardware and software.
- Operate the Public Address (PA) system to make announcements related to public safety and security and for bus bridges in the system.
- Monitor fare vending machine burglar and service alarms.
- Other safety and security duties are required.

Staff recommends entering into an Amended and Restated Personal Services Contract with Gabby Huntsinger, as the SOC Specialist amending the sick leave to 40 hours per

calendar year, providing 48 hours of vacation front loaded in a time bank, ability to accrue up to 40 hours of CTO, and amending the benefit term reimbursement of health coverage to monthly supplement.

Staff recommends entering into an Amended and Restated Personal Services Contract with Angelina Gamez, as the SOC Specialist amending the sick leave provision to grant them 40 hours of sick leave to be front loaded in their sick leave bank each calendar year, providing 48 hours of vacation front loaded in their vacation bank at the beginning of the contract term, authorize the ability to accrue up to 40 hours of CTO, and amending the benefit term reimbursement of health coverage to a monthly unrestricted supplemental payment each month rather than a reimbursement payment.

Staff recommends entering into the First Amendment to the Personal Services Contract with Madelyne Mckean, as the SOC Specialist. Mckean was hired under the GM/CEO Authority on April 7, 2022 with a term date of April 6, 2023. The first amendment will extend the term to June 30, 2023 like the other SOC Staff.

Staff recommends entering into an Amended and Restated Contract for Personal Services Contract with Devin Leach as the SOC Specialist amending the agreement to grant 40 hours of sick leave per calendar year to be front loaded in a sick leave bank, providing 48 hours of vacation front loaded in a vacation bank, authorizing the ability to accrue up to 40 hours of CTO, and amending the benefit term reimbursement of health coverage to monthly unrestricted supplemental payment instead of a reimbursement payment.

Staff recommends entering into an Amended and Restated Contract for Personal Services Contract with Daniel Cuevas as the SOC Specialist amending the sick leave to front load 40 hours per calendar year in a sick leave bank, providing 48 hours of vacation front loaded in a vacation bank, and authorizing the ability to accrue up to 40 hours of CTO.

Staff recommends entering into an Amended and Restated Contract for Personal Services Contract with Maksim Kozlov as the SOC Specialist amending the sick leave to provide 40 hours of sick leave front loaded per calendar year in a sick leave bank, providing 48 hours of vacation front loaded in a vacation bank, and authorizing the ability to accrue up to 40 hours of CTO.

Staff recommends entering into an Amended and Restated Contract for Personal Services with Joel Troche as the SOC Specialist amending the sick leave to provide 40 hours front loaded in a sick leave bank per calendar year, providing 48 hours of vacation front loaded in a vacation bank, and authorizing the ability to accrue up to 40 hours of CTO .

Each temporary employee has unique experience with security in public transportation. Contracting these positions will help the Security and Safety Division with its mission of providing for all aspects of security and safety. Staff recommends that the Board approve each of the Amended and Restated Contracts and the First Amendment to the PSC with Madelyne Mckean described herein above, including providing 40 hours of sick leave each calendar year and 48 hours of vacation, which will be front loaded in a time bank instead of provided on an accrual basis for all SOC Staff. Also, amending the health

insurance reimbursement benefit, as authorized in Resolutions 2022-02-015 and 2022-02-016 for health coverage, to a monthly unrestricted supplemental payment intended to provide them with at least partial financial assistance so that they can purchase health insurance for full time SOC Staff. While it is SacRT's intention that the supplemental payment will be used for health costs, to ensure compliance with the Tax Code, the employees are free to use the supplemental payment for any purpose they choose.

RESOLUTION NO. 2022-05-051

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

May 9, 2022

APPROVING THE AMENDED AND RESTATED PERSONAL SERVICE CONTRACTS FOR TEMPORARY EMPLOYMENT WITH 1 SECURITY OPERATIONS CENTER MANAGER, 2 SECURITY OPERATIONS CENTER LEAD SPECIALISTS, AND 6 SECURITY OPERATIONS CENTER SPECIALISTS. THIS INCLUDES AMENDING THE CONTRACTS TO UPDATE THE BENEFIT TERMS FOR 1 SECURITY OPERATIONS CENTER MANAGER, 2 SECURITY OPERATIONS CENTER LEAD SPECIALISTS, AND 6 SECURITY OPERATIONS CENTER SPECIALISTS

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

THAT, the Amended and Restated Contract between SacRT and Robert Kerr, whereby Robert Kerr is granted vacation, additional sick leave, compensatory time off, and a monthly supplemental payment, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Antwan Pippins, whereby Antwan Pippins is granted vacation, additional sick leave, compensatory time off, and a monthly supplemental payment, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Andrea Shaffer, whereby Andrea Shaffer is granted vacation, additional sick leave, compensatory time off, and a monthly supplemental payment, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Devin Leach, whereby Devin Leach is granted vacation, additional sick leave, compensatory time off, and a monthly supplemental payment, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Daniel Cuevas, whereby Daniel Cuevas is granted vacation, additional sick leave, and compensatory time off, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Maksim Kozlov whereby Maksim Kozlov is granted vacation, additional sick leave, and compensatory time off, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Joel Troche, whereby Joel Troche is granted vacation, additional sick leave, and compensatory time off, is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Gabby Huntsinger, whereby Gabby Huntsinger is granted vacation, additional sick leave, compensatory time off, and a monthly supplemental payment , is hereby approved.

THAT, the Amended and Restated Contract between SacRT and Angelina Gamez, whereby Angelina Gamez is granted vacation, additional sick leave, compensatory time off, and a monthly supplemental payment, is hereby approved.

THAT, the General Manager/CEO and Board Chair are hereby authorized and directed to execute each of the Agreements herein approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-05-052

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

May 9, 2022

APPROVING THE FIRST AMENDMENT TO THE PERSONAL SERVICES CONTRACT FOR TEMPORARY EMPLOYMENT WITH 1 SECURITY OPERATIONS CENTER SPECIALIST.

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

THAT, the First Amendment to the Personal Services Contract between Sacramento Regional Transit District, therein referred to as "SacRT" and Madelyne Mckean, therein referred to as "Temporary Employee," whereby the term is set to end June 30, 2023, is hereby approved.

THAT, the General Manager/CEO and Board Chair are hereby authorized and directed to execute the Agreement herein approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: ADOPTING THE SHORT-RANGE TRANSIT PLAN – SACRT ON THE MOVE (FISCAL YEARS 2022-2027)

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The plan will provide a fiscally constrained program of capital and operating improvements over the five-year period of Fiscal Years 2022-2027 and establish compliance with Federal Transit Administration requirements as a direct recipient of federal funds.

FISCAL IMPACT

None

DISCUSSION

Summary

The Draft Short Range Transit Plan (SRTP) was approved for public comment at the February 14, 2022 Board meeting. The public comment period is now complete. Engagement efforts and public comment are described in further detail later in this staff report.

The Federal Transit Administration (FTA) requires that any transit agency receiving federal funds directly must have a current Short Range Transit Plan (SRTP). Federal transportation statutes also require that the Sacramento Area Council of Governments (SACOG), in partnership with state and local agencies, develop and periodically update a regional transportation plan and a transportation improvement program. The SRTP also provides information that is requested in SacRT's Memorandum of Understanding with SACOG regarding the coordination of on-going transit planning and programming of federal funds that support current and future transit services. The purpose of an SRTP is to plan transit services and operations for a five-to-ten-year period in a fiscally constrained format, meaning the program of projects does not exceed reasonably expected revenues over the life of the plan.

The Sacramento Regional Transit District's (SacRT) SRTP was last updated in December 2012 to include fiscal years 2012-2022 and was amended in 2014 with a revised operating plan. This SRTP update, "SacRT on the Move" will cover a five-year planning period (Fiscal Years 2022-2027) and continues with the same goals as the SacRT Forward project, which was implemented in 2019, and addresses the impacts of the COVID-19 pandemic that began in 2020, including post-pandemic recovery. The plan addresses bus, light rail, microtransit and ADA complementary paratransit services.

"SacRT on the Move" includes an overview of the current transit system and in its plan to move the agency forward through the next five fiscal years, staff has developed a variety of service improvements in coordination with partner agencies and members of the public. Considerations for service improvements include the on-going pandemic impacts, as well as the current labor shortages that have influenced the services we provide to the community. The plan also considers span and frequency improvements and future development.

The PowerPoint presentation (Attachment 1) provides an overview of the SRTP and highlights future service considerations and results from our public engagement.

Financial Assumptions

The financial assumptions are based upon SacRT's Financial Forecast Model, which includes assumptions through 2035, updated in July 2021 and represents SacRT's most recent official revenue projections. The Financial Forecast Model does not assume a local sales tax measure during the life of the SRTP; therefore, there are no projections in the SRTP based upon a new influx of funding. Although SacRT's Financial Forecast Model does not allow for increases in service over the next couple of years, SacRT will continue to make service improvements that are cost neutral. As additional funding and opportunities become available, SacRT will add service where needed. If a new funding source becomes available, such as a local sales tax measure, the Financial Forecast Model and SRTP will be amended accordingly.

A new local funding source, equivalent to a half-cent sales tax for Sacramento County, is essential to building a more robust transit system. SacRT has analyzed what can be accomplished with a new revenue source through its *TransitAction* Plan and studies on the Green Line to the Airport light rail extension project. SACOG also incorporated a quarter-cent sales tax for transit into its long-range planning process, the Metropolitan Transportation Plan 2035 Update. With additional funding several projects and services could occur within the five-year timeframe of the SRTP, including core capacity service improvements, light rail modernization, increased frequency and span of service, including high frequency bus service (bus rapid transit), and light rail expansion. Such an influx of funding would tremendously impact SacRT's ability to further leverage funding programs under the federal Bipartisan Infrastructure Law, the most significant federal investment in transit in the nation's history.

The SRTP includes a Five-Year Capital Project List that contains projects with funding programmed or funding that can be reasonably expected to be available within the planning timeframe. The capital projects to be undertaken support SacRT's existing and planned transit services. At the time of this SRTP update, SacRT's current Capital Improvement Plan (2018-2022) is also under an update process. The information in this

SRTP update will reflect plans pertaining to the upcoming CIP, which covers the FY2022-2026 period.

Coordination and Partnerships

Development of the final SRTP (Exhibit A) included extensive coordination with SacRT's member jurisdictions and SACOG. SacRT staff has also participated in several community meetings to promote the project among interested parties, stakeholders, and surrounding community members.

Engagement Efforts and Public Comments

SacRT staff conducted several virtual events in November 2021 to share information about the project and provide the public opportunities to be involved in the early stages of the plan's development. Public involvement continued with additional virtual open houses in February 2022, with the official SRTP public comment period beginning on February 14, 2022. SacRT held two more public meetings in March 2022 to provide additional opportunities for members of the public to learn, understand, and comment on the draft plan. The comment period concluded on March 17, 2022; however, additional comments continued to be received well into the month of April 2022.

SacRT has received a total of 95 comments on the SRTP draft plan, to-date. All comments have been reviewed and considered in the finalization of the plan document that is now being presented for adoption. All public comments can be found in Appendix J of the document.

Comments received ranged from requesting new service in areas that are currently unserved by fixed-route transit, increased frequency and longer spans of service on existing routes, and requests for transit to be reinstated in areas previously, but no longer served. Staff would like to address and provide explanations for some of the common concerns, including the following:

1. *Alder Grove/Marina Vista/Upper Land Park* – Staff has received numerous requests to return regular fixed-route service to this area, specifically to 5th Street south of Broadway, since Route 38 service there was discontinued in September 2019. Those changes were made in an effort to adhere to principles of sound network design, including minimizing redundancy and inefficient routing. Due to the neighborhood-oriented design of connecting streets (e.g., narrow roadways, tight turns, speed bumps, lack of feasible bus stop locations, etc.) the segment of 5th Street south of Broadway cannot be served with a through-route, but would be a small spur in the network, lacking through-service. With the SacRT Forward new bus network, SacRT has promoted and attempted to maintain a policy of operating all-day, full-size, fixed-route service only on through-corridors.
2. *Route 13 to Sacramento International Airport (SMF)* - Staff has reviewed and considered requests to extend Route 13 service to SMF. Staff believes Route 11 would be a better candidate to extend to SMF and that an SMF extension would not work well for Route 13. Route 11 currently ends in North Natomas, off Truxel Road. It could be extended from its current end point to SMF via Elkhorn Blvd and traverse the new Greenbriar area. In contrast, from its current terminal on Del Paso Road, west of Interstate 5, Route 13 would have to take less developed roads and

traverse less-developed areas. A Route 11 extension would also serve some destinations in Metro Air Park, just west of Greenbriar. SacRT staff does not, however, believe that service to the northern end of Metro Air Park would be feasible, due to its distance from the rest of the transit network.

3. *North Natomas/Duckhorn* - After receiving several requests for fixed-route service to North Natomas, particularly the area west of Interstate 5, staff has revised the SRTP's Five-Year Service Plan to include a new service concept. The revision includes a potential improvement in Year 2027, for a new bus route on Duckhorn Boulevard from Del Paso Road to Downtown Sacramento; parameters include a 15-hour service day, with 30-minute daytime headways, 60-minute evening headways, and 365 days of service. New development is also currently being planned west of El Centro Road. Service west of El Centro Road has been the subject of conceptual planning by SacRT; however, is outside the five-year window of this SRTP. SacRT expects, however, to incorporate those planned developments in its long-range transit plan.
4. *Vineyard* - Lack of fixed-route transit service in the Vineyard area of Sacramento County is and has been an unmet transit need; however, staff does not believe the area has or will have sufficient demand to justify service within the SRTP plan period of five years. Much of the area is still undeveloped and ridership demand is currently low. Although permanent funding has not been secured, SmARt Ride does currently provide service to much of the Vineyard area, and staff believes SmARt Ride is better suited to the low-density, low-demand characteristics of and the peripheral location of the Vineyard area.
5. *Elk Grove weekend service* – Staff has included potential weekend service improvements for Elk Grove routes in the fifth year of the SRTP. The SacRT Forward new network established a policy goal of having seven-day service on all all-day fixed-route corridors, preferably with better than 60-minute frequency. Elk Grove routes, which were acquired by SacRT from the City of Elk Grove via annexation, do not meet this standard; however, SacRT cannot necessarily fund an immediate increase in service to Elk Grove. Moreover, SacRT's annexation agreement with the City of Elk Grove calls for service to remain status-quo for the first five years. The SRTP therefore identifies Elk Grove weekend service improvements as a need and establishes an approximate cost but does not prioritize them until the final year of the plan. The same needs and policies apply to Folsom fixed-route service as well, although there were not as many public comments received with respect to Folsom service.

Revisions to SRTP Draft Document

The SRTP plan document has received the following revisions since the draft document was brought to the Board and shared with the public in February 2022:

- *Table 2.2 – District Facts and Operating Characteristics* – Total number of light rail stations has been modified from 52 to 53, to include the new Morrison Creek Light Rail Station.

- *Five-Year Service Plan* – As a result of public comments and customer requests for service, staff has added a new service concept for the North Natomas area, which plans to provide fixed-route bus service between Del Paso Road and downtown Sacramento, via Duckhorn Boulevard. Detailed description of this service concept can be found in Exhibit A, Appendix H.
- *Record of Public Comments* – The addition of Appendix J – Public Record of Comments includes all comments received during the plan development period. Engagement efforts began in August 2021 and continued through April 2022.

Plan Adoption

Staff recommends the Board adopt the FY2022-2027 Short Range Transit Plan, including revisions made to Exhibit A, and Appendix H (Five-Year Service Plan), and the addition of Appendix J (Record of Public Comments).

SacRT Short Range Transit Plan



SacRT Board of Directors Meeting

May 9, 2022, 5:30 p.m.

Introduction

- The Sacramento Regional Transit (SacRT) plan for transit services and operations for the period FY2022-2027 has been finalized.



- Draft plan was presented to SacRT Board of Directors on February 14, 2022
- Presenting final plan for adoption on May 9, 2022

Future Service Considerations

Five-Year Service Plan

- SacRT Forward project goals
- COVID-19 pandemic
- Regional growth and development
- Customer complaints and feedback
- Unmet transit needs
- Budget
- Ridership building and recovery
- Equity
- Climate Action

Detailed descriptions are referenced in **Appendix H** of the plan document

Public Outreach & Comments

- 30-day public review and comment period began on February 14, 2022
- SacRT staff held one virtual webinar in February 2022, and two virtual meetings in March 2022
- Public comment period concluded on March 17, 2022
- Received a total of **95** comments, to-date
- Common feedback includes:
 - Fixed-route service in Upper Land Park area
 - Route 13 to Sacramento International Airport
 - Fixed-route service in North Natomas area
 - Fixed-route service in Vineyard
 - Elk Grove weekend service

Record of all public comments are referenced in **Appendix J** of the plan document

S RTP Adoption

- Revisions made to the plan document since draft document was presented include:
 - Exhibit A – Table 2.2: District Facts and Operating Characteristics
 - Appendix H – Addition of North Natomas service concept
 - Appendix J – Addition of public comment record
- Staff recommends the Board adopt the FY2022-2027 Short-Range Transit Plan as presented on May 9, 2022

RESOLUTION NO. 2022-05-055

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

May 9, 2022

ADOPTING THE SHORT-RANGE TRANSIT PLAN – SACRT ON THE MOVE (FISCAL YEARS 2022-2027)

WHEREAS, the Short Range Transit Plan covers the fiscal years 2022-2027; and

WHEREAS, the Short Range Transit Plan is a fiscally constrained plan that describes a program of potential capital and service improvements over a five-year period; and

WHEREAS, the Short Range Transit Plan describes SacRT's organization, functions and financial resources to support future transit services; and

WHEREAS the Federal Transit Administration requires that any transit agency receiving federal funds directly must have a current Short Range Transit Plan,

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

THAT, the Short Range Transit Plan for Fiscal Years 2022-2027, as see out in attached Exhibit A, is hereby adopted and approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



Sacramento Regional Transit District
Short Range Transit Plan
Fiscal Year 2022 – Fiscal Year 2027

April 2022

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Appendix J – Record of Public Comments

1.0 INTRODUCTION AND VISION

The Sacramento Regional Transit District (SacRT) Short Range Transit Plan (SRTP) represents SacRT's plan for transit service over the next five years. This SRTP is a financially constrained plan. The Federal Transit Administration requires that any transit agency receiving federal funds directly must have a current Short Range Transit Plan (SRTP). The SRTP is a document that generally plans out transit services and operations within a five-to-ten-year period. The SRTP process is guided by several plans and projects that has and will continue to drive the agency toward accomplishing goals and reaching desired outcomes.

The SRTP was last updated in December 2012 to include Fiscal Years 2012-2022 and was amended in 2014 to provide an update exclusively on the SRTP's Section 4 Operating Plan. In previous years, SacRT found that financial assumptions spanning long periods have a level of uncertainty; therefore, following the schedule used for the previous update seemed most logical. This SRTP update covers Fiscal Years 2022-2027.

The SRTP is guided by several SacRT planning documents since its last update. SacRT's Transit Master Plan, the *TransitAction Plan*, includes the vision, goals, and strategies for accommodating the long-range transit needs of Sacramento's traveling public. SacRT implemented a network redesign project, *SacRT Forward*, in 2019, which reshaped bus service in Sacramento using a blank slate approach. SacRT also developed a Strategic Plan in 2020 that restructured the agency's key performance indicators to better track and monitor goals and objectives.

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. SacRT is required by a Memorandum of Understanding (MOU) to provide an updated SRTP every five to seven years. The organization has provided leadership and a vision for the future of both transportation and land use for this region. Under federal law (Title 23 U.S. Code), SACOG is also the designated Metropolitan Planning Organization for the Sacramento Region. As such, SACOG provides transportation planning and assists in determining the funding priorities for transportation projects across the region. Adopted by the SACOG Board every four years, the 2020 SACOG *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)* for the Sacramento region pro-actively links land use, air quality, and transportation needs. The MTP/SCS also builds upon SACOG's land use vision for the region as defined in the Preferred Blueprint Scenario (the Blueprint) adopted by the SACOG Board in December 2004. The Blueprint presents a "vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low density development..."

SacRT fully supports the principles of the Blueprint and has incorporated them into the long-range planning document, the *TransitAction Plan*. The *TransitAction Plan* embraces the previous land use and transportation planning efforts by SACOG and articulates a vision, goals,

and strategies for meeting SACOG's mobility goals through transit as articulated in SACOG's vision. The *TransitAction Plan* was adopted by the SacRT Board in August 2009 and was an integrated approach to planning and providing transit services by developing coverage and accessibility standards, service frequency standards, and productivity and performance goals to achieve this vision for the region. The *TransitAction Plan* developed a multi-tiered approach of providing transit service and coverage tied to three levels of funding. The tiers are:

- Base Projects and Services: reflecting minimal rail expansion and basic bus services (typically 30/60-minute headways) and coverage using existing (as assumed at the time of the *TransitAction Plan* completion) funding sources.
- Tier 1 Projects and Services: funded with an additional ¼-cent sales tax (or equivalent) and reflecting expansion of rail and improved bus services (typically in the 10/15-minute headways for major Hi-Bus corridors and 20/30-minute headways for community-based services).
- Tier 2 Projects and Services: funded with an additional ½-cent sales tax (or equivalent) and reflecting additional rail expansion projects, as well as similar or improved bus services as noted for Tier 1.
- Tier 3 Projects and Services: funded with additional funding sources reflecting extensive expansion of the rail system regionally, as well as rail and major bus services with 5/10-minute headways and 10/20-minute headways for the community-based services. Tier 3 would require additional funding on the order of a one ½-cent sales tax equivalent to be implemented.

This mobility vision for the future has been adversely affected by shifts in the economy and employment, resulting in declined ridership and revenue losses in Sacramento, California, and the nation. Instead of working towards the goals and vision of the *TransitAction Plan*, the Blueprint, and the *MTP/SCS*, SacRT was forced to undertake extensive and counter-productive service cuts in June 2010, not only negatively affecting transit mobility but also the region's ability to meet air quality goals. As a result, the last SRTP planned to re-establish service to pre-June 2010 service levels. During that effort, SacRT determined that the best way to provide meaningful transit services to Sacramento would be to redesign an aging bus network that had not been revamped in over 30 years. The outcome was the SacRT Forward project, which began in early 2018, and took a blank slate approach to providing bus service in Sacramento.

To achieve the mobility and regional goals of a new era and changed demographics additional revenue sources and/or transportation priorities envisioned in the current update of the *MTP/SCS* are required. SacRT supports the expansion of revenue sources so that it may achieve its stated goals and vision as articulated in the *TransitAction Plan*. Additionally, SacRT will be revisiting those goals and vision to modernize long-term plans to reflect the current time and

existing conditions. With that said, SacRT is preparing to update the long-range transit plan, as it is the time to prepare future transit plans with current transit goals and vision in mind. Because the SRTP has been directed through the *MTP/SCS* update assumptions to be a financially constrained document, it only remotely works toward achieving the visions for the region. Only with additional funding dedicated toward transit will SACOG's Blueprint and *MTP/SCS*, as well as SacRT's *TransitAction Plan* vision(s) become a reality. Therefore, while this SRTP has been prepared as directed by current regional priorities and financial assumptions, it is not consistent with where the region has demonstrated it wants to go from a transit perspective. Updating SacRT's long-range transit plan (*TransitAction*), will be the next step to moving regional transit goals forward cohesively.

This SRTP is divided into seven chapters and nine appendices. The seven chapters cover introduction and vision, an overview of SacRT and its system, the service planning and evaluation process, a five-year operating and capital improvement program, strategic planning and marketing, and a conclusion. The appendices include a summary of the September 2019 SacRT Forward service changes, key performance measures, the SacRT-adopted Performance Scorecard, SACOG's Unmet Transit Needs Findings, the FY 2022 abridged budget, the financial forecasting model assumptions, the 2018-2022 Five-Year Capital Improvement Plan, fleet needs, and the Five-Year Service Plan.

2.0 OVERVIEW OF THE DISTRICT AND THE TRANSIT SYSTEM

2.1 Agency Description

Sacramento Regional Transit District (SacRT) is the 2021 Outstanding Public Transportation System of the Year, the 2019 national TSA Gold Standard Security Award recipient for the highest standard of excellence and is the regional transit provider in the capital of California (the 5th largest economy of the world), operating 81 fixed-route bus routes, microtransit on-demand service, 43 miles of light rail serving 52 light rail stations, and ADA paratransit services, all within a 400 square-mile service area throughout Sacramento County, which includes service in the cities of Sacramento, Citrus Heights, Elk Grove, Folsom and Rancho Cordova.

2.2 History

SacRT was established by the California State Legislature in 1971 pursuant to the Sacramento Regional Transit District Act (Cal. PUC §102000 et seq.). SacRT began operation of transit services in 1973, becoming the largest transit provider in the Sacramento Region. The SacRT service area includes the urbanized boundary of Sacramento County. SacRT currently provides transit service to the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova. Table 2.1 summarizes SacRT's history and important dates for major operational accomplishments.

Table 2.1 Sacramento's Transit History and Important Dates

Mid -1800's	Sacramento's first public transit began. By the 1870's horse-drawn streetcars ran on tracks in dirt streets.
Late 1800's/ Early 1900's	The horse-car system converted to electric battery cars (1889), which were replaced over the next two years by the overhead wire trolley system. By the late nineteen-teens, the local bus had arrived, used primarily as a feeder to the streetcar lines.
1906-1943	Pacific Gas and Electric operates Railway Streetcar System.
1943-1955	Sacramento City Lines operates streetcars and buses.
1955-1973	Sacramento Transit Authority assumes management of system.

Apr 1973	Sacramento Regional Transit District assumes operations of transit service in the region.
1973	Completed new maintenance facility at 29 th and N streets and purchased 103 new buses
1987	Completed first 18.3 miles of light rail linking the Northeast Corridor (to Watt/I-80 station of the Blue Line) and the Folsom Corridor (to Butterfield station of the Gold Line) with Downtown Sacramento including 28 stations
1992	RT entered into a service agreement with Paratransit Incorporated to provide paratransit service.
1993	Built Compressed Natural Gas (CNG) fueling facility and introduced CNG bus system
1994	Added 39 th and 48 th Street stations to light rail line.
Sep 1998	First expansion of light rail to Mather Field/Mills Station (Gold Line)
Sep 2000	Introduction of Neighborhood Ride shuttle service with route deviation
Sep 2003	Opening of 6.3-mile South Line Light Rail Phase 1 (Blue Line) including seven new stations
2004	Entire 40-foot bus system uses CNG fuel.
Jun 2004	Gold Line expansion from Mather Field/Mills Station to the Sunrise Boulevard Station including three new stations
2005	Purchased property at McClellan Business Park to house Bus Maintenance Facility II and moved Community Bus Service to McClellan
Oct 2005	Gold Line 7.3-mile extension to Folsom including four new stations
Dec 2006	Gold Line .7-mile extension to Sacramento Valley Station
Jun 2009	Rancho CordoVan shuttle begins.
Nov 2011	Groundbreaking for South Line Light Rail Phase 2 (Blue Line)
Jan 2012	Added 8 th /H Street station to light rail line.
March 2012	Began operation of North Natomas Flyer
June 2012	Opening of Green Line to the River District 1.1-mile light rail line
Oct 2012	Implemented CityRide Dial-A-Ride service in the City of Citrus Heights
Feb 2013	McClellan CNG facility opening

Aug 2015	Blue Line 4.6-mile extension to Cosumnes River College, including three new stations
Oct 2016	Golden One Center Grand Opening
Feb 2018	Implemented SmarT Ride microtransit service
Jan 2019	City of Folsom and City of Citrus Heights annexations
Feb 2019	Began Folsom Stage Line operations
Jul 2019	Elk Grove contract operations
Sep 2019	SacRT Forward new bus network
Jan 2020	Began operation of Airport Bus Service
Mar 2020	COVID-19 pandemic service reductions
May 2020	Implemented Causeway Connection service, in partnership with UC Davis and Yolobus
Jun 2020	SacRT Go In-House Paratransit
Sep 2020	Restored service to pre-pandemic service levels
Jul 2021	City of Elk Grove annexation

2.3 Governance

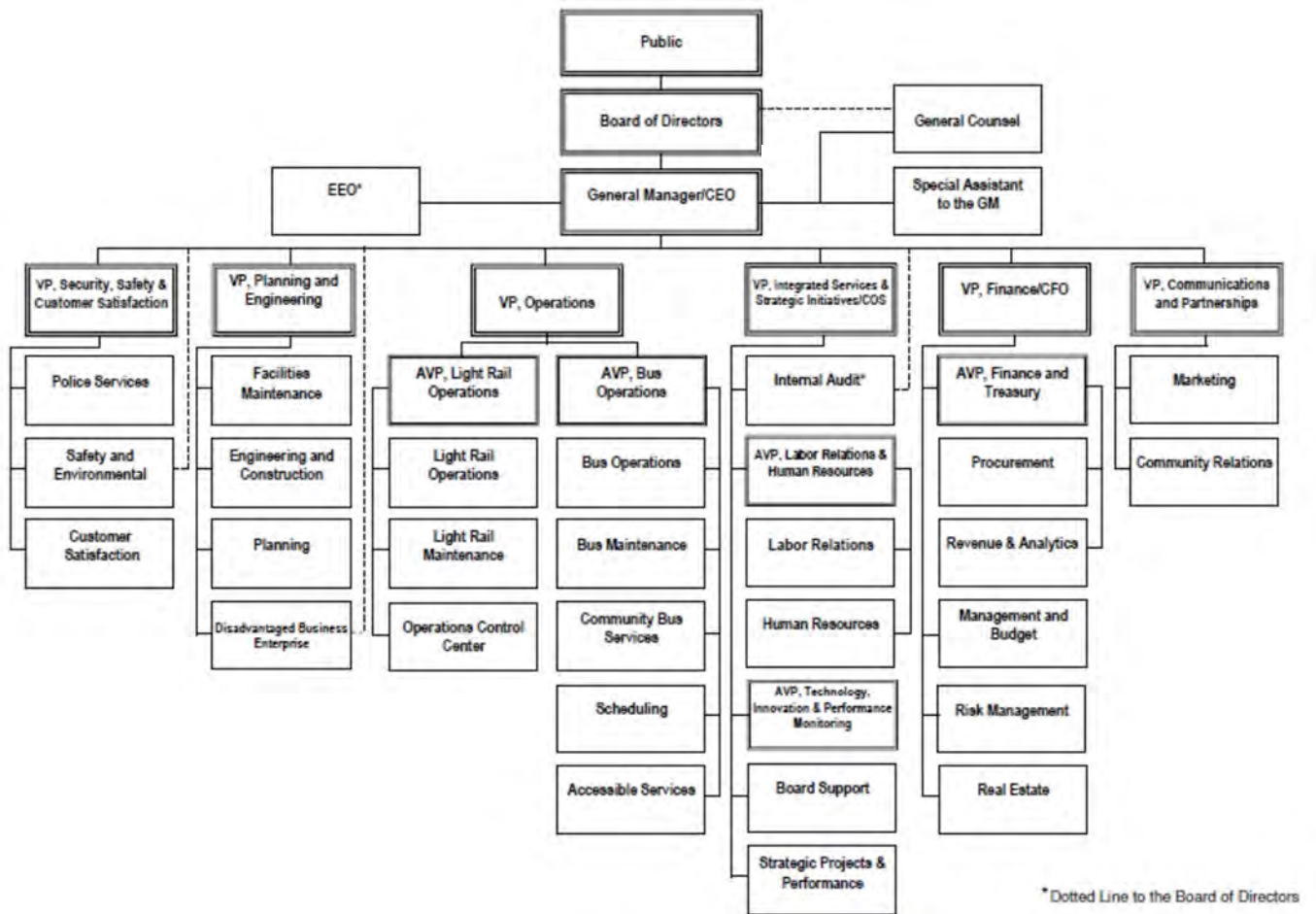
SacRT is governed by an eleven-member Board of Directors comprised of elected officials representing the local jurisdictions within SacRT’s service area. In 2003 and 2004, California Assembly Bills 1717 and 466 added positions to the Board to recognize new cities desiring to annex into the district. The bills also established regional membership on the board for cities that only contract for transit services from SacRT and have not annexed into the district. In 2007, Assembly Bill 2137 provided a new weighted voting system for Board members based upon their type of membership and the financial contribution made by each entity to SacRT. Since the 2014 update, the cities of Citrus Heights, Folsom and Elk Grove have annexed into the District, making 11 directors appointed by annexed jurisdictions, called “member entities,” including the County of Sacramento and cities of Sacramento, Citrus Heights, Folsom, Elk Grove and Rancho Cordova.

2.4 Organizational Structure

SacRT is managed by a General Manager/Chief Executive Officer who reports to the Board of Directors and oversees seven divisions. The Executive Management Team is comprised of the

head of each organizational unit (excluding the EEO Officer). The SacRT Board also employs a Chief Counsel who reports directly to the Board and oversees the SacRT Legal Division. SacRT currently employs a work force of over 1,200 employees, including operators and support personnel. Over three quarters of the workforce is dedicated to operations and maintenance of the bus and light rail systems. Figure 2.1 shows SacRT’s organizational chart.

Figure 2.1 Sacramento Regional Transit District Organizational Structure



Source: Sacramento Regional Transit District

Division of Human Resources, December 2020.

2.5 Transit Services

SacRT provides over 1.3 million people with access to bus and light rail service. The service covers most of the urbanized portions of Sacramento County in an area of 397 square miles. In addition, SacRT provides complementary paratransit service to eligible members of the disabled community. Table 2.2 highlights facts and characteristics about the system.

Table 2.2 District Facts and Operating Characteristics

Bus Service FY20		Light Rail Service FY20	
Power	Compressed natural gas (CNG), Diesel, Gasoline, Electric	Power	Electrical
Routes	63	Miles	44.9
Schedule	4:59 am to 11:15 pm daily	Schedule	3:49 am to 12:59 am daily
Stops	2,771	Stations	53
Vehicles	192 - 40' CNG Buses 47 – Electric, Gasoline shuttles and Diesel small buses	Vehicles	97
Annual Ridership	8.6 million	Annual Ridership	9.0 million
Entire System FY2020			
Fare Recovery Ratio		12.9%	
Annual Ridership		17.6 million	
Average Weekday Ridership		24,180	
Paratransit Service FY20		Passenger Amenities/ Customer Service FY2020	
Passenger Trips Provided	282,909	Transfer Centers	32
Annual Vehicle Revenue Miles	3.4 million	Park and Ride Lots	22
Vehicles	101	Annual Customer Service Calls	118,961

Source: Sacramento Regional Transit District, *FY2021 Budget* actuals for FY2020.

2.5.1 Bus Transit Service

As of January 2022, SacRT owns a revenue fleet of 263 buses and operates 81 bus routes with 2,500 bus stops. Of these routes, 49 are regular routes, 12 are peak-only expresses, 16 are supplemental peak services, and 4 are Community Bus Service (CBS) routes (three of which are peak-only express routes). Most regular routes operate out of the Downtown garage, and CBS routes operate out of McClellan Business Park.

Prior to February 2018, CBS operated a demand-response service called CityRide, for the City of Citrus Heights. In February 2018, SacRT replaced CityRide with a new microtransit service called SmarT Ride. SmarT Ride microtransit service is like other ride-share services where customers can use a smartphone app to request a ride that will pick up and drop off passengers within the service boundaries. The demand for microtransit service has grown beyond the City of Citrus Heights, and now operates in nine different service areas, referred to as “SmarT Ride zones”.

Passenger amenities include 32 transit centers, and 332 bus shelters (12% of all bus stops). All buses are accessible to persons with disabilities either by being low-floor vehicles or by using lifts. On the next two pages is the system map (Figure 2.2) along with a detailed map of the Central City area (Figure 2.3).

2.5.2 Light Rail Transit Service

SacRT operates three light rail lines (the Gold Line, the Blue Line, and the Green Line) totaling 44.9 miles in length. The three lines operate on four corridors radiating from the Downtown Sacramento area. The Gold Line operates from the City of Folsom, paralleling US 50, terminating in Downtown Sacramento. The Blue Line operates from the northeast corridor, originating at the Watt Avenue/I-80 station, to the South Sacramento corridor, paralleling Highway 99, terminating at the Cosumnes River College station. The Green Line operates from Richards Boulevard south on 7th Avenue terminating in Downtown Sacramento. The light rail system is illustrated in Figures 2.2 and 2.3.

Rail service is accessible to persons with disabilities through utilization of mini-high platforms or lifts. The light rail station at Watt Avenue/I-80 is equipped with two elevators to provide access between the rail station located on the lower level, and bus stops located on the upper level. Passenger facilities include 52 light rail stations and 22 park-and-ride lots. In January 2010, SacRT launched a Park-Pay-Ride program that required a \$1.00 per day fee to park in three of the park-and-ride lots. Since then, SacRT had implemented the same parking fee at all of the park-and-ride lots, until the program was eliminated in March 2019 in an effort to build ridership.

2.5.3 Contracted Shuttle Service

SacRT operates two services on a contract basis to provide commuter service and connectivity to light rail. The “Rancho CordoVan” service is designed, funded, and marketed as a service by the City of Rancho Cordova. The Rancho CordoVan service provide shuttle routes from three large communities in Rancho Cordova to the Zinfandel light rail station. The Jibe service

(formerly known as the Natomas Flyer service) provides four shuttle routes connecting North Natomas to Downtown Sacramento. The Jibe is also funded by the North Natomas Transportation Management Association (NNTMA). As of January 2021, the NNTMA temporarily suspended Jibe service due to continued stay-at-home efforts related to the COVID-19 pandemic.

Figure 2.2 System Map

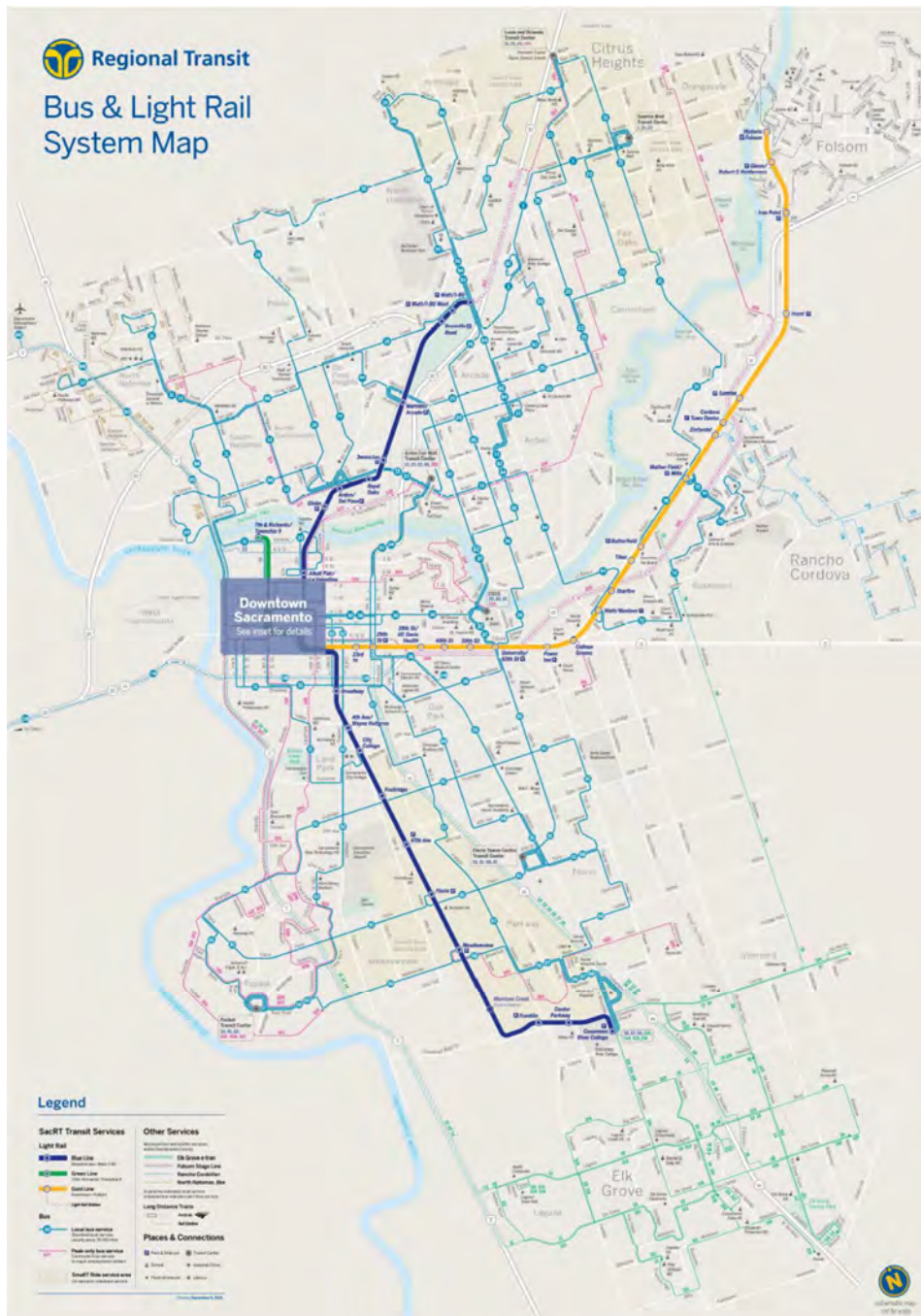
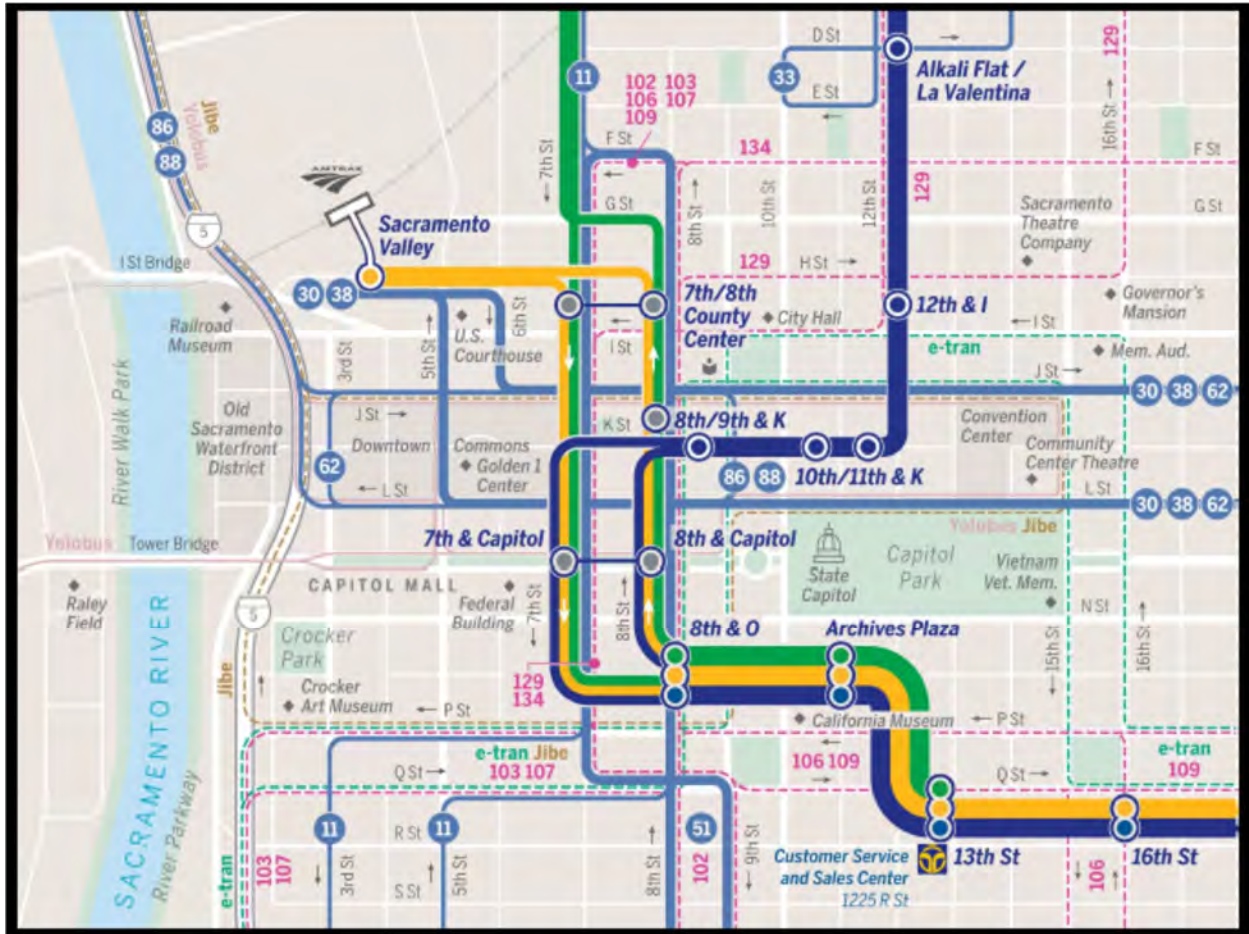


Figure 2.3 Central City Map



2.5.4 Microtransit Service (On-Demand)

In February 2018, SacRT implemented a new microtransit service, called SmarT Ride. SmarT Ride operates similarly to the prior demand-response service (CityRide), by using an app-based technology to request and book transit trips through a software scheduling program. The service began with a six-month pilot, offering curb-to-curb service for passengers within the City of Citrus Heights. With the success of the original pilot program in Citrus Heights, SmarT Ride has expanded to eight additional zones, offering corner-to-corner service in Franklin-South Sacramento, Florin-Gerber, Rancho Cordova, Downtown-Midtown-East Sacramento, Arden-Carmichael, Folsom, Natomas-North Sacramento, and Elk Grove. SacRT’s microtransit service is currently funded through the Sacramento Transportation Association (STA).

2.5.5 Complementary Paratransit Service

Paratransit service is a specialized form of transportation provided for persons with disabilities who are unable to use regular bus and light rail service. The Americans with Disabilities Act (ADA) requires SacRT to provide paratransit service, comparable in terms of hours of service and within 3/4 mile of fixed-route service, to patrons who are physically or mentally unable to use the fixed-route system. Until June 2020, all SacRT Complementary Paratransit service had been provided by Paratransit, Inc., the Consolidated Transportation Service Agency for the Sacramento urbanized area. In June 2020, SacRT ended its agreement with Paratransit, Inc. and began operating its complementary paratransit service in-house, which is now referred to as SacRT GO.

2.5.6 Capitol Corridor Intercity Rail Service

The Capitol Corridor intercity rail service is governed by the Capitol Corridor Joint Powers Authority (CCJPA), which consists of two representatives from each of the eight Northern California counties along the 170-mile corridor between Auburn and San Jose. Representing Sacramento County, SacRT has two representatives on the Board. The CCJPA stipulates that service be funded through State funds and fare revenues and not through member agencies. Capitol Corridor services are developed with input from the riders, private and public sector stakeholders, along with the partners who help deliver the Capitol Corridor service, including Amtrak, the Union Pacific Railroad, Caltrans, and the various agencies and communities that make up the Capitol Corridor.

2.6 Transit Security Program

SacRT has made a significant commitment to improve passenger safety and security and continually monitors security measures to ensure their effectiveness. SacRT 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 officers support SacRT's Transit Officers and Transit Ambassadors by citing individuals for fare and other violations of transit system regulations. SacRT provides security guards on trains and at stations and enforces a Paid Fare Zone at every light rail station. SacRT has increased monitoring of the transit system using technology with over 1,000 live-feed cameras monitored 24/7 in real-time from SacRT's Security Operations Center. Additionally, SacRT implemented new technology with the Alert SacRT safety and security reporting app, and the installation of a public address (PA) system to address nuisance behavior at all light rail stations, ensuring rapid and thorough action by the SacRT Police Services team.

2.7 Fare Structure

SacRT's tickets and passes can be broken into four categories based upon duration:

Table 2.3 Fare Payment Methods

Fare Type	Regular Price	Percent of Ridership
Single Ride	\$2.50	24%
Daily Pass	\$7.00	31%
Monthly/Semi-Monthly Pass	\$100.00/\$50.00	21%
Special Passes/Other ¹	-	24%

Source: 2019 Fare Survey, Sacramento Regional Transit District Planning Department.

The Federal Transit Administration requires transit operators receiving federal assistance to provide a discount of at least 50 percent to seniors (age 62 and older, or anyone possessing a Medicare card) and disabled persons. SacRT also provides a 50 percent discount to students ages 5-18, many of which are eligible for free transit passes through SacRT's Ryde Free Program depending on the school district.

To board at the discount rate, customers are required to show either a high school student ID card with a Ryde Free sticker, a Medicare card, or a permanent photo ID issued by SacRT, which proves their eligibility. A breakdown of full price, discount, and other special passes is provided in Table 2.4.

Table 2.4 Use of Discount Fares

Price Category	Percent of Ridership
Full Price	46%
Discount (50%)	30%
Special Passes/Other	24%

Source: 2019 Fare Survey, Sacramento Regional Transit District Planning Department.

¹ Includes college passes and several non-paying categories of passengers including children under age five, persons on general assistance, SacRT employees, SacRT operators deadheading to their routes and fare evaders. Descriptions of Special Passes and non-paying passengers are covered in a later section of this document.

The light rail system uses a proof-of-payment system at all light rail stations. Passengers are inspected randomly for valid fares by Transit Officers and Ambassadors who patrol the trains and stations. Light rail stations are considered a Paid Fare Zone, which means that all patrons at a station must have valid fare or be purchasing valid fare at one of the fare vending machines.

2.7.1 Payment Methods & Electronic Media

Fares can be paid with cash, monthly and/or daily passes, prepaid tickets, or by using SacRT's electronic fare media, such as the Connect Card smart card, or the Zip Pass mobile app. Only exact cash fare is accepted on the bus system. Only daily passes are issued by bus operators on board buses. All light rail stations have fare vending machines that accept cash, credit/debit cards and make change. Fare vending machines sell not only time-stamped single ride tickets and date-stamped daily passes, but also monthly and semi-monthly passes. Approximately 27.3% of SacRT's fare revenue comes from cash paying customers.

In 2016, the Sacramento Area Council of Governments (SACOG) completed the universal fare card system for the region's transit operators, known as the Connect Card. The Connect Card is a contactless, reloadable card that can be debited via "tapping" the card onto a card reader. Connect Cards are obtained at SacRT's Customer Service Center and participating retail outlets, and cards must be registered and loaded with funds online. The objectives of the Connect Card program are to simplify the fare structure throughout the region, provide more accurate and precise data for transfer agreements, have the potential to enable distance-based fares, and reduce counterfeiting. The Connect Card system was fully launched in 2016.

SacRT also offers electronic fares through our mobile ticketing application, ZipPass. ZipPass customers can download the app in either the Apple or Google Play stores for free. All SacRT's fare media products are available in the application. In FY21, approximately 10% of SacRT's total fare revenue was brought in through ZipPass. This is expected to grow significantly in the future with the recent onboarding of Los Rios Community College students to the app for the Spring 2022 semester.

Paper based pre-paid fare media can still be purchased at SacRT's Customer Service Center at 1225 R Street (13th Street Light Rail Station). However, please contact Customer Service (916-321-BUSS) prior to arriving if you wish to purchase paper fares as some products have been transitioned to electronic only (full fare monthly pass for example) at the Customer Service Sales Center.

2.7.2 Special Passes

As shown above in Table 2.4, roughly a quarter of SacRT’s boarding passengers use a special pass of some kind or do not pay a fare when boarding a vehicle. Table 2.5 provides a breakdown of ridership among the special pass types.

Table 2.5 Special Passes and Non-Paying Passengers

Pass Type	Percent of Ridership
Los Rios	6%
DHA Pass	4%
CSUS OneCard	4%
Child (under age 5)	1%
Fare Evasion ²	3%
Transfer	3%
Other/Unknown	1%
Total	23%

Source: 2019 Fare Survey, Sacramento Regional Transit District Planning Department.

SacRT has pass programs with both the Los Rios Community College District (since 2004) and Sacramento State (since 1991) where students' ID cards are honored as unlimited-ride transit passes. Both pass programs are funded by a small fee assessed upon all students.

The Sacramento County Department of Human Assistance (DHA) pass (launched in 1991) is a permanent ID card with a monthly sticker that provides unlimited rides. Stickers are purchased by the County and distributed to persons on general assistance.

² The fare evasion rate in Table 2.5 represents the ratio of fare evaders to total SacRT boarding passengers, which is estimated from the annual passenger fare survey. This should not be confused with the citation rate of passengers inspected by Transit Officers reported to the RT Board in the monthly Key Performance Report.

Fares on SacRT Go paratransit service are \$5.00 for a one-way ride and have historically been double the base fare to ride the fixed-route system. A 60-ride monthly pass is also available and is completely electronic and handled by SacRT GO dispatching software. Reservation Specialists have access to verify a rider's monthly pass when booking ADA paratransit trips.

Two other incentive discount passes are offered to field trips classes and jurors (described in more detail in Chapter 6).

2.7.3 Transfer Agreements

SacRT reinstated paper transfer slips as a type of media in 2018 as a ridership building initiative. SacRT also has in place agreements with neighboring operators to honor multi- and unlimited ride pass types and to reimburse one another for fare revenue that would have been collected from the boarding passenger.

2.8 Current Revenue Fleet

As of January 2021, the bus fleet consists of 197 standard buses, including 191 40-foot compressed natural gas (CNG) powered buses, and six 42.5-foot battery-electric buses. The fleet also consists of 66 smaller vehicles (12 to 30 seated passengers) for the CBS, Folsom, and SmaRT Ride services. This totals 263 buses. The CNG buses are standard 33- to 38-seat, two-door, 40 to 42.5-foot transit buses, all of which are ADA-compliant, with low-floors, wheelchair ramps, securement mounts, and an automatic stop announcement system. Peak service (as of January 2021) requires 144 large buses in the morning with a midday base of 139 buses in service.³ The peak vehicle requirement for CBS (as of January 2021) is 15 vehicles, with 10 vehicles in service during the midday. The peak vehicle requirement for Folsom service (as of January 2021) is six vehicles, with eight vehicles in service during the midday. For Folsom service, the number of vehicles during the midday exceeds the number of vehicles during peak periods because it also includes vehicles used for Folsom's dial-a-ride service. Dial-a-ride services, such as SmaRT Ride and SacRT GO do not have peak vehicle requirements, as the number of vehicles needed varies due to ridership demand.

The light rail fleet consists of 36 Siemens-Duewag cars, 40 Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF) cars, and 21 Urban Transportation Development Corporation (UTDC) cars. The Siemens-Duewag and CAF cars were designed to operate together in mixed consists. A mixed consist is up to four light rail vehicles coupled to form a train using both CAF and

³ During the summer, when SacRT's supplemental routes do not operate, morning peak-vehicle requirement is reduced.

Siemens-Duewag cars. The Blue Line operates with eight trains using 32 cars at peak and 16 cars at base. The Gold Line operates with eight trains using 32 cars at peak with 16 cars at base. The Green Line operates with one train and one car.

The UTDC couplers are a different height than the other vehicles and cannot be coupled with either the Siemens-Duewag or the CAF cars; therefore, they will always be operated in homogenous consists. The UTDC cars operate in a maximum of three-car consists to fit within the platform length at light rail stops.

2.9 Transit Centers

Transit centers are used to board or transfer between transit vehicles, often serving to collect or distribute passengers from local routes to trunk and light rail lines. SacRT has seven bus transit centers: American River College, Arden Fair Mall, California State University-Sacramento, Florin Towne Center, Louis/Orlando, Pocket, and Sunrise Mall. In addition, 29 light rail stations connect directly to bus routes. Intercity trains, regional rail, taxis, light rail, and buses meet at Sacramento Valley Station. Future planning will assess the existing transit centers within the SacRT system to respond to changing operations, to consider their expansion, and/or to identify new or changed locations to maximize system productivity.

In 2019, SacRT sold its property adjacent to the University/65th Street light rail station to allow for the building of a transit-oriented development (TOD) next to the light rail station. The TOD project, called the “65th East” project includes student housing and the reconstruction and modernization of bus stops.

SacRT and SMUD are working with a third-party developer/contractor to install a third party public electrical vehicle charging system. The system will consist of a main electrical distribution system that will feed 10 chargers for public charging. The charging system will be in the southwest corner of the Power Inn Station parking lot.

2.10 Facilities

SacRT operates five maintenance and operations facilities – one for buses at 29th and N Streets, one for buses at McClellan Business Park, one for the light rail system at 2700 Academy Way in North Sacramento, and one for Folsom buses at Hazel light rail station. SacRT also leases space at a facility located at 2801 Florin Road to operate a portion of SacRT’s paratransit service.

SacRT’s main bus maintenance facility at 29th and N Streets was originally designed for about 200 buses on approximately nine acres. SacRT purchased a second facility in 2005 at McClellan Business Park which is used for CBS operations and as a second bus maintenance facility. This

facility also includes SacRT's second CNG fueling system and is open to other CNG vehicle operators in the region. This facility accommodates approximately 270 buses when fully built out. This will ultimately give SacRT a total maintenance capacity for 470 buses, including large capacity and/or articulated buses for future Hi-bus transit programs.

The Metro (light rail) Maintenance Facility consists of a running repair and maintenance facility, a heavy repair facility, a wayside maintenance shop, and storage track for 104 vehicles. The running repair and maintenance facility is used for basic vehicle repair and preventive maintenance. The heavy repair facility is used for major component rebuilding, upgrades, retrofits, and all light rail truck work. The wayside maintenance facility services all track, traction power, grade crossing, and signaling systems for the entire light rail system. Additional railcar storage is present at 13th Street, Sunrise, Meadowview, Watt/I-80, and Sacramento Valley Stations.

One Folsom fixed bus route operates from Hazel Avenue light rail station, and SacRT GO paratransit service operates from the leased facility on Florin Road; both locations are used for dispatching purposes only. These two additional dispatch centers do not include vehicle maintenance capabilities.

3.0 SERVICE PLANNING AND EVALUATION

3.1 Goals, Objectives, and Key Performance Indicators (KPIs)

SacRT has several planning documents that provide direction for the Short-Range Transit Plan (SRTTP) goals, objectives, and service performance assessment, which include the current long-range planning document referred to as the *TransitAction Plan*, the SacRT Forward Project, the 2021-2025 Strategic Plan, and the High Capacity/Bus Rapid Transit (BRT) Plan.

3.2 *TransitAction Plan*

The *TransitAction Plan*, adopted in August 2009, establishes a long-range vision for SacRT's system. The *TransitAction Plan* vision and objectives are shown in Figure 3.1. The vision expands transit mobility and accessibility to the population by 2035. Objectives of the *TransitAction Plan* include provision of a safe and secure system, an efficient and cost-effective system, a system integrated with land use policies, a fully accessible system that maximizes passenger convenience, and provides a community amenity that reduces impact on the environment and supports economic growth. The complete plan can be found on the SacRT Web site at www.sacrt.com.

The *TransitAction Plan* was developed with a substantial public outreach effort that supported an expanded view of transit. New service described in the *TransitAction Plan* would be provided at a level commensurate with a new revenue source or sources that could fund expanded capital and operating levels. As a result, the vision provides a direction for the future, which is consistent with community needs, but which cannot be implemented until a new revenue source is secured.

Some of the new services and technologies included in the *TransitAction Plan* are:

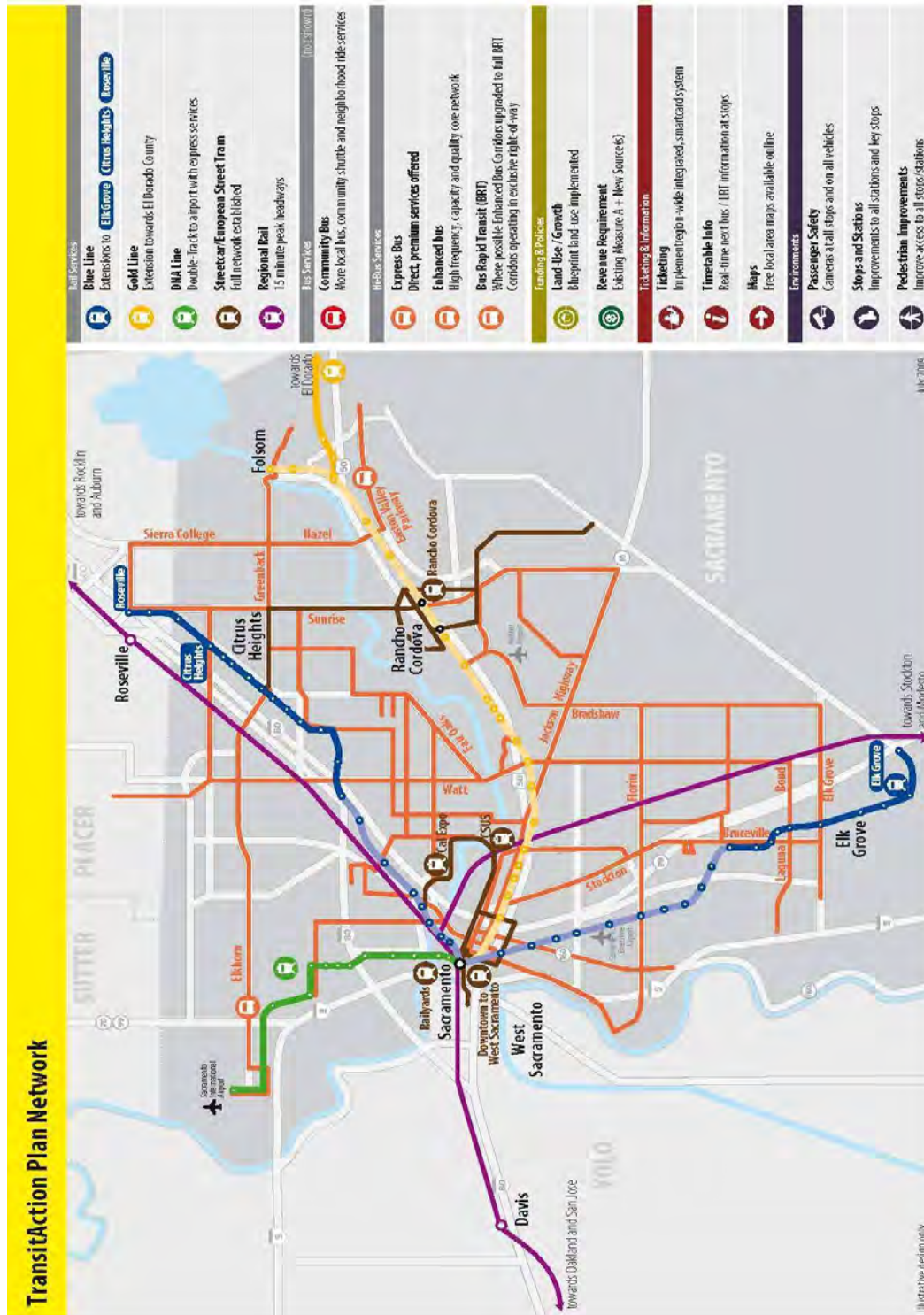
- Increase bus service overall, including local bus and neighborhood shuttle.
- Extend light rail to the Sacramento International Airport.
- Extend light rail to the City of Citrus Heights.
- Introduce streetcar service and/or European trams within the City of Sacramento connecting Downtown, Sacramento State, Cal Expo, and Arden Fair.
- Introduce streetcar service within the City of Rancho Cordova.
- Create a Hi-Bus network that provides a high quality, high capacity, and high frequency bus service on major arterials.
- Introduce new technologies for automated passenger information signs, real time passenger/dispatch communication, universal fare media, expanded safety and security, and automatic vehicle location systems for buses.
- Add surveillance cameras and recording systems to vehicles and stations; and
- Introduce new low floor light rail trams.

A number of these new services and technologies have been implemented since the TransitAction Plan was adopted in 2009, including:

- Increased bus service and frequency seven days a week following the SacRT Forward project.
- Created, identified, and prioritized corridors for High-Capacity Bus/BRT improvements
- Introduced new technologies including electronic fare media (the ConnectCard smart card and ZipPass mobile app), a real time passenger information alert system (Alert SacRT mobile app), and an automated vehicle location system (RT Tracker mobile app).
- Increased surveillance and security at light rail stations through a new Security Operations Center (SOC).

SacRT is preparing to update the long-range transit plan to be better aligned with the current environment and regional goals. Since the long-range transit plan *TransitAction* was adopted in 2009, the region has experienced tremendous change, particularly in the last two years with the SacRT Forward project bringing forth a newly redesigned bus network, and the COVID-19 pandemic that heavily impacted transit ridership. Both events have changed transit and how the SacRT agency operates. With the adoption of the short-range transit plan, SacRT will move forward on updating the long-range transit plan to modernize the goals and visions of the agency.

Figure 3.1 TransitAction Plan Vision and Objectives



Source: Sacramento Regional Transit Master Plan TransitAction Plan, August 2009.

3.3 Strategic Plan

SacRT acts as Sacramento's focal point for multi-modal transit development and strategic planning. Adopted by the Board of Directors in October 2020, the *SacRT Strategic Plan 2021-2025* serves as a blueprint for operational excellence. The plan represents strategic initiatives outlining the highest priority projects that teams and individuals within the agency will work on over the 2021-2025 fiscal years. The complete Strategic Plan document can be found on SacRT's Web site at www.sacrt.com.

SacRT strives to balance the delivery of a high-quality customer experience with value to taxpayers, and the Strategic Plan offers a platform from which the agency will take aim at these high-level aspirations. The plan focuses on four guiding pillars which include Customer Satisfaction, Operational Excellence, Community Value, and Employee Engagement. The plan shapes the way SacRT will implement its long-range transportation plan and defines SacRT's Vision, Mission, and Values, which is represented in Figure 3.3.

SacRT has developed six core values to guide the entire organization in supporting regional goals, including:

- Collaboration
- Respect
- Trust
- Diversity
- Innovation
- Excellence

3.3.1 Performance Metrics & Scorecard

The 2021-2025 Strategic Plan introduces the SacRT performance scorecard, which is comprised of quarterly metrics used to actively report to the Board, to customers, and to the community how well the agency is performing in efforts to achieve the plan's goals. Performance in operational areas will be measured over the course of the year with a quarterly performance scorecard (see Appendix A for information on performance metrics). In addition to SacRT's already established Key Performance Indicators (KPI) and vital statistics process, a new set of metrics have been developed to measure performance according to each of the four guiding pillars within the plan. They include not only ridership, efficiency, revenue, and cost-related goals, but also goals for customer satisfaction, and community and employee involvement.

Figure 3.2 SacRT’s Mission, Vision, and Values



Sacramento Regional Transit

Mission
Moving you where you want to go, when you want to go.

Vision
A leader in providing mobility options for our community.

Values
Six core principles guide individuals, teams, and the entire SacRT organization:

- Collaboration**
I work with a collaborative spirit to help my colleagues and our customers to succeed.
- Innovation**
I challenge the easy and inspire myself and others to look for innovative solutions.
- Diversity**
I recognize and honor diversity and social justice, and seek out and listen for voices different than mine.
- Respect**
I communicate clearly, respectfully, and honorably – in a way that would make my family proud – to my colleagues and our customers.
- Excellence**
I work to deliver excellence to our customers through clean, safe, reliable, and convenient service.
- Trust**
I trust my teammates and empower them to make decisions that improve the quality of life for their colleagues, our customers, and the community that supports us.

3.4 SacRT Forward

In 2019, SacRT underwent a bus network redesign project, henceforth referred to as “SacRT Forward”, which took a blank slate approach to redesigning a bus network that meets the current needs and demands of riders in the Sacramento region. SacRT’s route structure was designed 30 years ago with a radial network focused on downtown Sacramento. Land uses, travel patterns and economic centers have grown and changed through the years making the current route structure antiquated. While downtown Sacramento continues to play an important role, it was time for many of the other changes to be considered to best serve the region with transit. As part of this project, SacRT undertook a series of tasks aimed at analyzing and providing a comprehensive understanding of the existing SacRT transit system and travel demands for the market it serves, providing the basis for new service recommendations. SacRT Forward

implemented a more consistent seven-day network, increased frequency on nearly all routes, increased service levels on weekends, and altered coverage in some areas, which may now be supplemented by microtransit service (SmaRT Ride).

In June 2010, SacRT adopted substantial service changes in response to a budgetary shortfall of just under \$25 million through Fiscal Year (FY) 2011. As a result, bus routes and light rail service was significantly reduced, which impacted ridership. The changes included elimination of entire bus routes, reduction of bus and rail service spans, and frequency reductions on both bus and rail service.

The main goal of SacRT Forward was to rebuild ridership by developing a new bus network that would accommodate the changing travel demands in the region. Staff recommendations included the elimination of under-performing routes, major changes to some existing routes, and the creation of new routes along with the increase of frequencies on higher performing routes. Public involvement was an important component in developing the final service recommendations and was conducted in three phases over an 18-month period, from August 2017 to February 2019. Thousands of outreach materials were distributed, a multitude of public workshops and meetings were held, and hundreds of comments were received by members of the public.

3.4.1 SacRT Forward Principles

Through the SacRT Forward project, several key themes were considered for redesigning the new bus transit network. These included:

- More consistent network (7 days a week)
- Network that complements new 15-minute weekend light rail service
- Major reduction in hourly routes
- Better weekend service
- New and improved schedules
- Better reliability
- Equitable
- Network that can be built upon

The SacRT Forward Bus Network was adopted by the SacRT Board in February 2019 and was implemented in September 2019. Appendix B includes a summary of the route changes from SacRT Forward.

3.5 High-Capacity Bus/Bus Rapid Transit Study

In accordance with the District's long-range transit plan and continuing the work of the SacRT Forward project, SacRT is assessing opportunities for high-capacity bus/bus rapid transit (BRT) service along five congested corridors in the Sacramento region, including:

- Stockton Boulevard
- Florin Road
- Sunrise Boulevard
- Arden Way
- Watt Avenue

BRT service is faster and more reliable service that is useful to more people for travel to work, school and to meet their daily needs. Public workshops and online surveys were held in winter 2020 to share strategies (such as bus-only lanes, signal priority and station amenities) and to understand priorities for improving speed, reliability, and user experience.

The SacRT Board adopted the High-Capacity Bus Study in April 2021. Staff now prepares to seek funding for environmental, design and construction work to improve the five corridors for future enhanced bus service.

3.6 Service Planning

The SacRT Planning Department is responsible for developing and maintaining an efficient route system, responsive to customer travel needs. Service planning consists of ridership data analysis, reporting service statistics, forecasting ridership, cost, and fare revenue, evaluation of existing bus and light rail routes according to service standards, and development of route changes and new routes. SacRT's Planning Department also responds to complaints and requests for service from members of the public and assists in community outreach and other related activities to meet SacRT's legal requirements relative to an equitable and cost-efficient route system, as well as to improve the transit route system.

The service planning 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 ensures that operating efficiency and cost-effectiveness will be maintained.

SacRT's major performance and reporting requirements are varied and include:

- California's Transportation Development Act (TDA); requires SacRT to maintain a 23

percent ratio of fare revenue with Local Measure A supplement.

- Periodic performance audits, required by the California Public Utilities Commission (CPUC) and TDA; examine SacRT's cost per passenger, cost per revenue hour, boardings per revenue hour, boardings per revenue mile and revenue hours per employee.
- Federal Transit Administration (FTA) National Transit Database; requires SacRT to report annual boardings and passenger miles to receive Section 5307 formula funding; and

Ridership data analysis activities are also needed as input or supporting documentation for:

- SacRT's Financial Forecast Model and Cost-Allocation Model.
- Federal Title VI of the Civil Rights Act of 1964 reports and updates.
- Invoices relating to service, fare, and transfer agreements.
- Grant applications and performance audits.
- Analysis of the fare structure and fare agreements.
- Traffic studies, regional modeling, and system expansion studies; and
- Other ad-hoc reporting needs.

3.6.1 Service Standards

SacRT's Service Standards policy serves as a guide for staff and stakeholders to provide quality service to all customers regardless of race, color, national origin, or income. The document establishes service standards and related policies for SacRT's fixed-route transit service, and satisfies Title VI of the Civil Rights Act of 1964, which helps to assure that SacRT's services are provided in a non-discriminatory manner.

The Federal Transit Administration (FTA) requires SacRT to establish the following four service standards and two service policies:

- Vehicle Loading Standards
- Productivity Standards
- On-Time Performance Standards
- Service Area Coverage Standards
- Vehicle Assignment Policy
- Transit Amenity Distribution Policy

Service standards are monitored every three years in SacRT's Title VI Program update. SacRT also monitors productivity and on-time performance quarterly, as a part of the Strategic Plan's performance scorecard metrics.

The Sacramento region has seen a tremendous change since SacRT's service standards were established in 2013, primarily due to the COVID-19 pandemic. Just over the last 12 months, SacRT has seen a giant shift in transit ridership and travel patterns which greatly impacts service operations. As such, SacRT needs updating its service standards with new thresholds that will

properly measure current service.

3.6.2 Service Reliability and On-Time Performance

The on-time performance of SacRT's system is of the utmost importance to its passengers. 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 SacRT strives to provide on-time service.

On-time performance for SacRT's bus system is measured at time points. A bus is considered on-time if it leaves its time point between 0 and 5 minutes late. For the last time point on each trip, the arrival time is used instead of the leave time. SacRT's target is for the bus system to be 85 percent on-time or better. On-time performance for SacRT's light rail system is measured at the starting point of each trip. Trains are considered on-time if they depart 0 to 5 minutes late. SacRT's target is for the light rail system to be 97 percent on-time or better.

Prior to the COVID-19 pandemic, on-time performance averages had dipped as low as 72 percent for bus service, and as low as 95 percent for light rail service. Over the last 12 months, SacRT has seen on-time performance averages improve, due to fewer boardings and decreased congestion on the roadways.

3.6.3 Service Change and Fare Structure Change Process

SacRT's service change and fare change policies satisfy Title VI of the Civil Rights Act of 1964, Executive Order 12898, and related federal civil rights laws, which help ensure that SacRT's services are provided in a non-discriminatory manner, specifically with regards to minority populations and low-income populations. The service change policy also provides guidelines for meeting the requirements of the California Environmental Quality Act (CEQA) as they relate to service changes. In total, the service change process takes approximately six to nine months when significant changes are made, with the following stages (some of which overlap with one another):

Figure 3.3 Service Change Process

<u>Stage</u>	<u>Duration</u>	<u>Consists of</u>
Plan Development	2-3 months	Ridership analysis; schedule analysis; field investigation; review of customer inquiries and other public participation; cost estimation; and ridership and revenue forecasting
Board Approval	2-3 months	Drafting staff reports, Board resolutions and supporting exhibits; setting and holding public hearings; and presenting to SacRT Board, Mobility Advisory Council, and other committees
Schedule Preparation	3-4 months	Timing routes; vehicle scheduling (blocking); driver scheduling (run cutting); verifying union contract compliance; and proofing schedules
Implementation	1-2 months	Operator bidding and training; updating bus stops, signs, maps, Web page and stop announcement databases; and preparing press releases, newsletters, and other notifications

Source: Sacramento Regional Transit District, Planning Department, 2021

SacRT categorizes service changes as either minor or major according to their size and likely impact. Minor service changes can be authorized by SacRT's General Manager/CEO and does not require Board approval. Major service changes require a public hearing, a Title VI equity analysis, and approval by the SacRT Board.

3.6.4 Public Engagement

All SacRT Board meetings are open to the public and members of the public are allotted time to speak before the Board of Directors. Per California's Brown Act requirements, all meeting times and locations are posted at least 72 hours prior to the meeting at the SacRT Administrative Office at 1400 29th Street (24 hours in the case of special or emergency meetings). Public hearings are required to be advertised in at least one newspaper of general circulation and in local minority papers if time permits at least ten days prior to the public hearing. SacRT customarily issues press releases to major news outlets, and conducts social media blasts on the agency's Facebook, Twitter, and Instagram pages to notify the public of proposed service changes.

Transit patrons are notified of proposed service changes via the SacRT Web site (www.sacrt.com) and social media outlets, mini-posters displayed in buses and light rail trains, the monthly *Next Stop News* customer newsletter and typically A-frame signs at major light rail stations or affected bus stops.

Service and fare change proposals are also typically accompanied by meetings and communication with elected officials and other stakeholder organizations, especially neighboring transit operators and Transportation Management Associations (TMA). Community workshops may also be held as applicable. SacRT's Mobility Advisory Council, which typically meets monthly,

provides a regular forum for representatives of the senior and disabled communities to review and comment on proposed changes.

Major service and fare changes require an accompanying Title VI analysis⁴ with demographic and service profile maps and charts, which is prepared by Service Planning staff and approved by the SacRT Board. It is then filed with the FTA, which determines whether the proposal disproportionately affects disadvantaged communities.

Typically, bus service changes are determined to have no significant environmental impacts and are exempt from the California Environmental Quality Act (CEQA). In some cases, staff may determine an environmental assessment is necessary, in which case the appropriate environmental document is prepared, approved by the SacRT Board, and filed with Sacramento County.

Service changes may be generated by public comments and requests. SacRT's Customer Advocacy Department receives Passenger Service Reports from customers requesting service improvements as well as new service. Customers, public transportation advocates, and community leaders call, write, or email staff, management, or Board members directly as well. All requests of this nature are forwarded to the Planning Department for investigation, action, and preparation of a response.

In addition, the Sacramento Area Council of Governments (SACOG) Board of Directors annually solicits the public for unmet transit needs within SacRT's boundaries through a public hearing process. This process is required by TDA⁵. Both the SRTP and the Capital Improvement Plan (CIP) are developed with consideration of the unmet transit needs identified by the public. SACOG has most recently completed its 2021-2022 cycle findings and held its annual unmet transit needs public hearing for the 2022-2023 cycle. Based on SACOG's findings, there were unmet transit needs found during both years within SacRT's jurisdiction; two of which were reasonable to meet. See Appendix C for a summary of the findings.

Complaints and requests for service are investigated by Planning Department staff. Minor, cost-neutral adjustments can occasionally be made, taking affect within three months. In recent years, Sac RT has been able to add frequency by improving headways and increase spans of service both on weekdays and weekends with the SacRT Forward project.

⁴ FTA C-4702.1B 10/1/12

⁵ Sections 99238, 99238.5, 99401.5 and 99401.6 of the Public Utilities Code.

3.6.5 Data Analysis

In addition to public comments, analysis of route productivity and performance is conducted to determine if routes are performing according to SacRT’s performance standards as well as to be following Title VI requirements⁶. SacRT Planning staff works closely with SacRT Analytics staff to analyze and report ridership data and statistics. The main sources of ridership data and statistics are as follows:

Figure 3.4 Data Collection

<u>Source</u>	<u>Mode(s)</u>	<u>Description</u>
APCs	Bus, Light Rail	SacRT’s full-size bus fleet and light rail vehicles are fully equipped with automatic passenger counters (APCs), which provide on/off/time/location data. Statistical reporting software processes the raw APC data for ridership analysis capabilities.
Farebox Machines (GFI)	Bus	SacRT’s full-size bus fleet is fully equipped with electronic fareboxes, all of which have a numeric keypad with buttons corresponding to a fare payment type that the bus operator uses to count each boarding passenger. This provides trip-level ridership totals but does not provide stop-specific data.
Route Checks	All	SacRT is required to conduct periodic manual route checks on the entire system for benchmarking purposes. Route checks consist of a surveyor riding the route, recording all passengers on/off activity by stop. Trips to be surveyed are picked at random from a list of all trips in the schedule. Manual route checks are a requirement for benchmarking and validating APCs every three years.
Driver Counts	CBS	Drivers from the Community Bus Services (CBS) record total boardings per trip on a daily log sheet.
Connect Card / ZipPass	All	SacRT’s electronic fare media provides fare statistics, as well as origin/destination information each time the card/pass is activated and used on the system. Passengers are required to tap their card, or show their mobile app upon boarding...

Source: Sacramento Regional Transit District, Planning and Analytics Departments, 2021.

Schedule data is pulled from the Trapeze/FX system and combined with the sources of ridership data to compute the official estimates and totals for each route and the entire system.

In addition to the day-to-day ridership collection activities, SacRT conducts several additional surveys and studies on a periodic basis as needed.

Typically, every spring, the Revenue and Analytics Department will conduct a passenger fare survey consisting of surveyors riding buses and trains and recording the fare payment method of all boarding passengers. This provides a more detailed breakdown of fare payment methods than the electronic farebox. It also provides a breakdown of fare payment methods on light rail, where there are no other sources of this information, apart from breakdowns of cash sales and ticket validations made at light rail fare vending machines. For the 2019 fare survey, SacRT staff inspected 44,000 fares between April and July.

Approximately every five years, an on-board passenger survey is conducted to determine demographic ridership and travel patterns in accordance with Title VI requirements⁷. The on-board survey collects information on race, color, national origin, English proficiency, language spoken at home, household income, travel patterns among riders and fare usage by fare type. One of the key outputs of the on-board survey is origin-destination data for SacRT's passengers. The information is also used to develop demographic profiles comparing minority riders and non-minority riders and to conduct far equity analyses. The most recent on-board survey was conducted in spring 2020; however, SacRT was unable to complete the survey due to the COVID-19 pandemic and stay-at-home orders from the State. Since the survey results were impacted by the survey's short duration, SacRT plans to conduct a supplemental survey prior to the next deadline of 2025.

Data from the Finance Division is also used in ridership data collection and analysis. This includes cash totals from buses and light rail fare vending machines, sales data from the customer service center, vendors and outlets, and contract amounts and invoices.

Other data sources used by SacRT include census data, street networks, parcel maps, zoning maps and other geographical data, most of which is maintained and provided by SACOG to SacRT. The Planning Department also maintains Geographic Information System (GIS) files of all current bus routes and stops, and the light rail system as well as planned/proposed system extensions. In addition to GIS files, Planning staff uses Remix software to understand, plan, and collaborate on the current and future design of the transit system.

7 FTA C-4702.1B 10/1/12

4.0 OPERATING PLAN

4.1 Trends and Future Services

The last several years in SacRT history have been marked by a major light rail extension, a system-wide route optimization study, SacRT Forward, the implementation of microtransit on-demand bus service, and the disruptive impact of the COVID-19 pandemic and the challenges SacRT had to face as a public transit agency. Since the last SRTP, SacRT has also made several improvements to the fare structure and the community's ability to pay fares electronically with the introduction of a smartcard system, Connect Card, and a mobile fare payment application on smart phones. In March 2020, SacRT implemented service reductions when the pandemic forced stay-at-home orders; however, service was quickly restored back to pre-COVID levels within several months. Although transit ridership declined and travel patterns changed tremendously, SacRT continues to look for ways to serve the changing needs of the community. Moving forward, SacRT's strategic planning efforts and assessment of agency performance will help the agency recover from the impacts of the pandemic and move forward with improving its services.

4.2 Current Bus Service

As of January 2022, SacRT is scheduled to operate 81 bus routes covering a 397 square mile area. 59 routes operate out of the downtown garage, five routes operate out of the Community Bus Services (CBS) division located at McClellan Business Park, and one route operates out of the Hazel division located at the Hazel Avenue light rail station. Additionally, the 17 Elk Grove routes operate out of the Elk Grove corporation yard located off East Stockton Boulevard in Elk Grove, adjacent to Highway 99. On Saturdays, and Sundays/Holidays SacRT operates 28 total routes, all operated out of the downtown garage. These 28 routes, plus light rail, operate 365 days a year. Table 4.1 shows the number of bus routes by day.

Table 4.1 Number of Bus Routes by Day

Route Type	Number of Routes		
	Weekday	Saturday	Sunday/Holidays
Local*	46	32	28
Express/Peak	12	0	0
CBS	4	0	0
Folsom	3	0	0
Supplemental	16	0	0
Total	81	32	28

*Includes Elk Grove routes, Source: SacRT Scheduling Department, January 2022

4.2.1 Service Characteristics

Of SacRT’s 64 scheduled routes almost 75 percent are scheduled to operate on 30-minute (or better) headways. Per SacRT Forward’s recommendation to improve frequency and service spans, headways on most routes were improved, and service on all routes were expanded to weekends. Table 4.2 summarizes the headways for all-day routes.

Table 4.2 Bus Headways

Service Day	Number of Routes with Headways of...				
	15 min	30 min	45 min	60 min	90 min
Weekday/All-Day	3	24	1	8	1
Saturday	-	12	10	8	2
Sunday/Holiday	-	4	10	14	-

*Source: Sacramento Regional Transit Planning Department, January 2022
90-minute headway - Elk Grove routes; excludes supplemental/commuter routes*

SacRT serves and maintains approximately 2,500 active bus stops throughout its service area and has an additional 1,500 stops that are currently inactive (not served by a bus route). SacRT also serves and maintains bus stops within the City of Elk Grove, and the City of Folsom.

4.2.2 Downtown Garage

SacRT operates 59 routes out of the downtown garage located at 28th and N Streets. The downtown fleet is made up entirely of standard 34- or 38-seat, two-door, 40-foot transit buses. All of these are ADA-compliant vehicles, with low-floors, wheelchair ramps and securement mounts and an automatic stop announcement system. Peak service requires 148 buses in the morning with a midday base of 123 buses in service.¹

4.2.3 Community Bus Service (CBS)

In 2004, the CBS Division was created to operate bus service on smaller vehicles to allow routes to operate on narrower streets, deviate from fixed-route alignments, and provide opportunities for specialized shuttle services. These services have operated from the garage at McClellan Business Park since 2005.

Prior to the COVID-19 pandemic, the CBS division operated 11 routes out of McClellan. Currently, there are five CBS routes operating Monday through Friday out of McClellan. The peak vehicle requirement at CBS is 14 vehicles, with six vehicles in service during the midday. Two of the CBS

¹ During the summer when the supplemental routes do not operate, morning peak-vehicle requirement is reduced.

routes operate as regular fixed-routes, and three are contracted shuttle services with the City of Rancho Cordova, referred to as ‘CordoVan’.

In January 2019, the City of Folsom annexed into the District, with three fixed routes operating out of the CBS division. SacRT began dispatching the Folsom fixed routes from a location at the Hazel light rail station. This operation continued until September 2021 when two of the Folsom fixed routes moved to the downtown garage, and the third Folsom route moved to the McClellan location.

4.2.4 Microtransit On-Demand Bus Service

In October 2012, SacRT’s Community Bus Service (CBS) began providing dial-a-ride service called City Ride in Citrus Heights, which offered curb-to-curb service to any destination within the boundaries of the City of Citrus Heights from 7 a.m. to 7 p.m. Monday through Friday.

In February 2018, SacRT embarked on a new innovative way to offer dial-a-ride service in the City of Citrus Heights and launched SmaRT Ride on-demand transit, enabling residents to hail rides on smaller, neighborhood friendly-sized public transit buses, like services like Uber or Lyft, with the same fare as fixed-route service. The new service leveraged the use of innovative app-based technology used for scheduling, dispatching, and gathering ride requests provided by software vendor, TransLoc.

The on-demand transit pilot program has been very successful since implementation, and SmaRT Ride has grown from one microtransit zone to a total of nine microtransit zones and has moved away from TransLoc to a new software vendor, called Via. See table for a list of current SmaRT Ride zones, and Appendix D for zone maps.

Table 4.3 SmaRT Ride Zones

Curb-to-curb	Citrus Heights-Antelope-Orangevale
Corner-to-corner	Arden-Carmichael
Corner-to-corner	Downtown-Midtown-East Sacramento
Corner-to-corner	Folsom
Corner-to-corner	Franklin-South Sacramento
Corner-to-corner	Florin-Gerber
Corner-to-corner	Natomas-North Sacramento
Corner-to-corner	Rancho Cordova
Corner-to-corner	Elk Grove

SmaRT Ride services continue to be evaluated in the SacRT service area and new zones are considered for areas with minimal fixed-route transit coverage. SacRT will continue to comprehensively study the program’s standards, policies, zones, and other considerations; however, plans for SmaRT Ride service are not included in this SRTP.

4.3 Current Light Rail Service

The SacRT light rail system consists of three lines totaling 44.9 miles in length operating on four corridors radiating from Downtown Sacramento:

Figure 4.1 Light Rail System Descriptions

<u>Corridor</u>	<u>Line</u>	<u>Description</u>
Northeast Corridor	Blue Line	Parallels State Route 160, Capitol City Freeway, and Interstate 80, terminating at Watt Avenue and Interstate 80
South Sacramento Corridor	Blue Line	Parallels State Route 99, terminating at Cosumnes River College
Amtrak/Folsom Corridor	Gold Line	Parallels US 50 with trains terminating in Downtown Folsom every 30 minutes during the day, all other trains terminating at Sunrise Boulevard
River District	Green Line	Follows 7 th Street with trains terminating at Richards Boulevard

The system map can be seen in Figures 2.2 and 2.3 in Section 2.0.

4.3.1 Light Rail Service Characteristics

Light rail headways are 15 minutes during the day, seven days a week, and 30 minutes in the evening. Stations can accommodate up to four-car trains, which were run during peak hours prior to the COVID-19 pandemic. Since March 2020, SacRT operates mostly two-car trains, with additional cars needed for capacity. The peak vehicle requirement has decreased from 69 light rail vehicles prior to the pandemic, to 35 vehicles with the reduction in train consists. Midday service consists of the same vehicle requirement as peak service since the total number of trains and cars are scheduled to operate the same throughout the day.

Light rail service operates 365 days a year, beginning as early as 3:49 a.m. and ending as late as 12:59 a.m. on weekdays. Weekend service begins as early as 4:27 a.m. and ends as late as 12:59 a.m. (10:59 p.m. on Sundays).

Passenger facilities include 52 light rail stations and 22 park-and-ride lots. The previous revenue-enhancing Park-Pay-Ride program that charged a \$1.00 per day fee to park at park-and-ride lots was eliminated from all stations to build ridership.

In August 2015, the second phase of the South Line extension on the Blue Line light rail was completed and open for revenue service. The extension project added 4.3 miles of track from the Meadowview light rail station (which was the previous terminus on the Blue Line) to Cosumnes River College (CRC). The extension added four new stations including the Franklin station, the Morrison Creek station, the Center Parkway station, and the Cosumnes River College station. The Morrison Creek station did not open for revenue service until the adjacent land started to develop in 2021. Additionally, SacRT partnered with the Los Rios Community College District to construct a large parking structure at CRC to attract new riders and commuters to boost ridership.

In September 2016, the Golden 1 Center sports arena opened in downtown Sacramento, located just blocks from several existing light rail stations, including the 7th and I Street station and the 7th and Capitol station. SacRT worked in partnership with the Kings to provide supplemental light rail service on event nights to, as well as supplemental bus service for arena employees. The first year of the arena opening brought many new riders to the light rail; however, most of the event goers discovered that parking and traffic were not as bad as anticipated, so the increased ridership that was experienced during the first year of the arena opening had dwindled by the end of the second year.

In January 2019, SacRT increased light rail service on weekends from 30 minutes to 15 minutes during peak travel hours. By offering more frequent service on the weekends, riders were able to travel to their destinations quickly. The service improvement was just one of the many customer initiatives that SacRT had implemented over the previous year to reduce barriers for people to ride public transit.

4.3.2 Network Integration Plan

Not only does light rail carry nearly half of all SacRT passengers, but also nearly all SacRT's bus routes connect with the light rail system, which has several important implications on service design. Since light rail trains run on 15-minute headways, bus headways are also usually scheduled in increments of 15 minutes so that the connection timing will be consistent throughout the day. Buses are scheduled to arrive and leave as close as possible to halfway in between train arrivals. Experience has shown that overly tight bus-to-rail connections lead to safety issues, such as passengers dashing across busy streets or train tracks. This policy also helps minimize delay to buses from train crossings.

As a condition of state funding for new low-floor light rail vehicles, SacRT has been required to create an official Network Integration Plan which describes how the new equipment will be used and will be compatible with the State Rail Plan. The plan is an opportunity for SacRT to do operations scenario planning, to tie together several related projects, including new vehicle procurement, station conversion to low-floor-compatible platforms, and major changes downtown including the new Sacramento Valley Station, the Railyards, Republic FC, and double-

tracking of 7th Street. Staff has been evaluating future operating scenarios for feasibility, efficiency, reliability, and capacity which are all discussed in the plan. The report also looks at bus circulation downtown, in addition to future light rail operations. Appendix E includes a summary of the final Network Integration Plan.

4.4 Complementary Paratransit Service – SacRT GO

As an operator of fixed-route transit services in Sacramento County and a recipient of federal funds, SacRT is responsible for providing complementary paratransit services that meet the federal regulations as mandated under the Americans with Disabilities Act (ADA). Complementary paratransit service is required to be provided within a three-quarter mile radius of all fixed-route transit service to serve patrons who are unable to use the fixed-route system due to a disability or health-related condition. Prior to June 29, 2020, SacRT had contracted its complementary paratransit service to Paratransit, Inc. (PI) for the provision of ADA paratransit service.

SacRT staff developed a transition plan to bring paratransit operations in house, which included information on operating the service, public outreach, the return of assets back to SacRT from PI, and creating job opportunities for current PI drivers. Staff conducted several months of public engagement and obtained input from the public and stakeholders in the disabled and senior citizen community to design and operate the best possible service model for paratransit service. On June 29, 2020, SacRT brought the service in-house.

Up until Fiscal Year (FY) 2020, paratransit trips increased by an average of five percent per year. In FY 2020, 140,546 trips were provided, a 49 percent decrease year-over-year. This is primarily related to the pandemic and stay-at-home orders in Sacramento County for most of the year. Since FY20, paratransit trips are slowly increasing now that people are out of their homes and traveling within the community more frequently. A total of 154,134 ADA paratransit trips were provided in FY2021, a nine percent increase year-over-year.

SacRT is committed to serving seniors and persons with disabilities with accessible, courteous service, and is focused on meeting the mobility needs of all members of our community, whether it be through ADA paratransit service, or on fixed-route service. SacRT continues to make the fixed-route system (bus and light rail service) more accessible through a variety of system enhancements. Enhancements to the fixed-route system include, but are not limited to, several 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 for visually impaired and blind patrons. Additionally, SacRT's buses are equipped with accessible ramps for use by wheelchair passengers, and automated stop announcements for visually impaired patrons.

4.5 Trends and Projections

4.5.1 Pre-COVID Trends

SacRT experienced several ridership trends and impacts to service leading up to the pandemic in the spring of 2020, including:

- In 2015 and 2016, SacRT saw a high number of bus cancellations which caused bus ridership to decrease due to the issues it created with service reliability.
- The South Line extension to CRC impacted ridership, primarily in the South Sacramento region as there was a shift in bus and rail ridership when some bus riders migrated over to rail instead.
- The opening of the Golden One Center sports arena downtown and the events held at the new arena was supplemented with special light rail service, which was the operation of additional train cars on event nights. Initially, the supplemental train service served its purpose, and we saw high ridership during the first year of the arena opening. Event goers anticipated heavy traffic conditions downtown, and they also anticipated difficulty with parking; therefore, most chose to ride the light rail service SacRT provided on event nights. By the second year, the ridership on special event train service decreased as riders learned that traffic and parking conditions were not as problematic as they initially thought. By this time, many moved from using the light rail service back to driving themselves.
- SacRT Forward and Ryde Free RT (free fares for K-12 students) created a positive impact on ridership just prior to COVID-19. The system-wide bus redesign improved frequency and span of service on nearly all routes, and SacRT began to see positive results in ridership. Additionally, the free fares for students program was implemented at the same time, which also increased ridership just prior to COVID-19 with student ridership being among the highest groups of all SacRT fare types.

4.5.2 Post-COVID Trends

It has been nearly two years since the COVID-19 pandemic surfaced and brought great impacts to the region and people's lives everywhere. The COVID-19 pandemic of 2020 resulted in large ridership losses among transit agencies all over the nation. Immediately following the onset of the COVID-19 pandemic SacRT experienced ridership losses of 70%-80% for a period of approximately 3 months from March 2020 through June 2020. Ridership began to slowly return in the summer of 2020 and is now approximately 50% below pre-pandemic levels (December 2021).

The ridership declines are primarily due to the change in travel patterns caused by the COVID-19 pandemic. Students and commuters make up a large portion of SacRT ridership, so with many agencies now working from home, the regular commuters have transitioned to telecommuting. Many riders are also concerned about staying socially distanced from each other. Although SacRT requires masks to board and ride vehicles, some patrons who are choice riders have switched to driving their personal vehicles instead of sharing space with others on public transit.

Upon the pandemic and adjusting to the needs of rider's, SacRT also experienced a trend in capacity issues on buses and trains. To stay socially distanced, a much smaller number of passengers were allowed on board vehicles at a time; therefore, capacity was reached more quickly causing SacRT to have to dispatch extra vehicles to accommodate all riders.

Trends in ridership have seen some positive changes over the last 12 months, with students being back on campus after staying home for a year doing distance learning. Although bus ridership has seen improvements, light rail ridership remains flat since the mode is heavily commuter-based, and most commuters remain teleworking at home. Additionally, commuter bus routes have not rebounded the same way that most other routes have, since commuters are no longer using express routes to travel downtown from surrounding suburbs. To develop meaningful service improvements, SacRT needs to consider the productivity of routes, and the best way to use the limited resources that are available for improving services. Staff will continue to evaluate the ridership and productivity on these routes very closely to modify services as necessary.

4.5.3 Productivity and Performance

SacRT bus ridership increased by 0.9 million (+9.6 percent) to 10.3 million from 9.4 million in FY 2020 compared to FY 2019. Rail ridership increased by 1.3 million (+13 percent) to 11.3 million from 10 million, and fare revenue for the year was \$26.2 million, up \$0.8 million (3.2 percent) from FY 2019. These increases that SacRT saw in FY2020 are primarily due to the successful projects that were implemented during the FY2019 period, which include the SacRT Forward project and the RydeFree RT fare program.

The SacRT system had a baseline of about 20 million riders a year (pre-COVID). In September 2019 when the SacRT Forward project was implemented, it was expected that productivity on bus would decrease. The effort reduced regular bus routes from 40 to 27, with service seven days a week on all 27 regular routes. Weekend service was improved with more frequent service, as most routes operated on 60-minute headways, and added weekend service to routes that previously did not operate on weekends.

Aside from the SacRT Forward project and the RydeFree fare program, the following are other service changes that have been implemented:

- Reduced fares in 2018, and restored paper transfers in 2019
- Operation of new services, including microtransit and transit service in the City of Folsom

- Increased weekend frequency on light rail to 15-minutes during the day
- Implemented Causeway Connection Route 138 in collaboration with Yolo County Transit District (YCTD)
- Implemented new bus service to the Sacramento International Airport, Route 142

Other key indicators include:

- Employment in Sacramento County increased from 2016 to 2019, by an average of 26,310 jobs (3.8 percent) to 683,554 from 657,244. Total employment reported for 2021 has decreased back down to 2017 levels and is likely due to the pandemic and labor shortages caused by the pandemic.
- Gas prices started to trend downward after 2015 until 2018 when average prices started to rise. In 2018 and 2019, average gas prices stayed flat around the mid-three-dollar range, with a few spikes in the remaining months of the year at close to four dollars per gallon. In 2020, it appeared that prices may start trending down; however, by mid-2021 average prices shot up to four dollars per gallon and over, and this trend has continued since.

4.5.4 Projections & Ridership Building

In response to the COVID-19 pandemic, SacRT is developing a recovery plan to achieve post-pandemic goals through service improvements and re-building ridership. SacRT has staffed a committee to begin identifying ways to build ridership through initiatives, including fares, service improvements, and marketing campaigns.

Table 4.3 shows a summary of the FY2021-2022 Budget document adopted June 2021 (Appendix F), and assumptions for FY 2023-2027 from SacRT's Financial Forecast Model (see Appendix G). The Financial Forecast Model, which includes assumptions through 2035, was updated in July 2021 and represents SacRT's most recent official projections.

**Table 4.4 Ridership, Revenue, Revenue Hour, and Cost
Projections through FY 2027**

	FY 2021 Budget	FY 2022 Budget	FY 2023 FFM	FY 2024 FFM	FY 2025 FFM	FY 2026 FFM	FY 2027 FFM
Boardings (000's)							
Bus	5,188	4,859	4,993	5,131	5,272	5,418	5,567
CBS	116	85	87	90	92	95	97
SmaRT Ride	181	159	164	168	173	177	182
SacRT GO	209	227	233	240	246	253	260
Light Rail	6,328	4,547	4,672	4,801	4,993	5,069	5,209
Total Boardings	12,021	9,877	10,150	10,429	10,717	11,012	11,316
Fare Revenue (000's)							
Fixed-Route	\$11,327	\$10,997	\$11,300	\$11,612	\$11,932	\$12,261	\$12,599
Paratransit	\$850	\$850	\$873	\$898	\$922	\$948	\$974
Total Fare Revenue	\$12,177	\$11,847	\$12,174	\$12,509	\$12,854	\$13,208	\$13,572
Revenue Hours (000's)							
Bus	539.55	627.75	634.03	640.37	646.77	653.24	659.77
CBS	27.59	17.69	17.86	18.04	18.22	18.40	18.59
SmaRT Ride	65.75	56.20	56.76	57.33	57.90	58.48	59.06
SacRT GO	109.12	89.21	90.10	91.00	91.91	92.83	93.76
Light Rail	229.61	220.14	222.34	224.56	226.81	229.08	231.37
Operating Cost (000's)							
Bus	\$81,535	\$100,252	\$103,804	\$107,481	\$111,288	\$115,231	\$120,224
CBS	\$4,761	\$4,400	\$4,556	\$4,717	\$4,885	\$5,058	\$5,277
SmaRT Ride	\$10,547	\$9,325	\$9,655	\$9,997	\$10,352	\$10,718	\$11,183
SacRT GO	\$21,766	\$21,708	\$22,477	\$23,273	\$24,097	\$24,951	\$26,032
Light Rail	\$73,386	\$78,602	\$91,386	\$84,269	\$87,255	\$90,345	\$94,260
EG Contract	\$8,333	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating Cost	\$200,327	\$214,287	\$221,878	\$229,738	\$237,877	\$246,303	\$256,976

* SacRT Finance Department, Financial Forecasting Model (FFM_7-1-21)

4.6 Post-Pandemic Service Recovery

SacRT's goal of improving the efficiency and effectiveness of the current system while positioning the agency to sustainably meet future transit demand within the service area was altered in the spring of 2020 by the COVID-19 pandemic. As a result, SacRT is developing near-term service changes and improvements to begin as an initial step in post-pandemic recovery.

In response to the COVID-19 pandemic stay-at-home orders issued by the State of California in March 2020, SacRT reduced trips on light rail and commuter bus routes and contracted bus services, suspended bus routes providing services to schools and the airport and reduced light rail trips.

4.6.1 Bus Service Recovery

By June 2020, SacRT restored most of the service that had been reduced in the months prior. In April 2021, SacRT implemented schedule adjustments to some bus routes and went back to full operation of supplemental school routes in September 2021 when campuses re-opened, and students returned to school from distance learning. Many trips on commuter routes have been restored, although most are still operating with very low ridership. SacRT continues to run express buses for the time being, but the future of these services is being considered with the evaluation of future service for the next five years. In September 2021, SacRT also restored Route 142 with service to the Sacramento International Airport.

4.6.2 Light Rail Service Recovery

Rail service was reduced to Sunday schedule operations in March 2020, which included a reduction in train consists. In June 2020, rail service was increased to operate on Saturday schedules with some added consists to certain peak trips. By September 2020, light rail service was restored to pre-COVID service levels.

4.6.3 Microtransit Recovery/Growth

Service levels on microtransit was not impacted by the COVID-19 pandemic and did not experience the same reductions that was seen on fixed-route service. The dial-a-ride mode remained unchanged, although ridership experienced changes. In April 2021 SacRT implemented three new SmaRT Ride zones.

4.7 Future Service

Although SacRT's financial forecast model does not allow for increases in service over the next couple of years, SacRT will continue to make service improvements that are cost neutral. As additional funding and opportunities become available, SacRT will add service where needed. SacRT has developed a draft service plan covering the next five years, included as Appendix H. This list of potential service options has been identified and may be proposed as opportunity arises in each fiscal year.

Year 2022 – Improvements listed in this year include ones that address the largest complaints, and ones addressing the shortcomings with the SacRT Forward project, including things that were planned but did not have funding to implement, or areas where the network ended up too thin. Improvements planned for this year unify span of service across routes, so they complement one another better, increase the length of our service day, and make efficient use of supervisory resources. Key considerations for changes in this year include the opportune timing for span improvements due to SacRT's vehicle shortage issue; SacRT can add later hours without increasing the peak vehicle requirement.

Year 2023 – Improvements listed in this year include the addition of new frequent 15-minute bus service on routes that have been previously considered; however, could not be justified while the core network still had deficiencies. Key considerations include strong ridership and productivity on the selected routes, which are not overly long in running time making the cost to improve more manageable. Additionally, these improvements complement many intersecting routes by providing frequent transfers.

Years 2024, 2025 & 2026 – Improvements listed in these years primarily include plans to expand light rail service and serve future developments that are planned for the Railyards project area, i.e., Kaiser Hospital, major league soccer stadium, etc.

Other future service options listed for potential implementation includes items brought to SacRT by the community, partner agencies, and/or through internal discussions that have not yet been identified with a timeline for implementation due to funding; however, SacRT intends to continue evaluating all service needs brought forth for consideration as funding opportunities change or improve.

4.7.1 City of Elk Grove Annexation and Bus Service

On July 1, 2021, the City of Elk Grove Transit Services annexed into the Sacramento Regional Transit District service area. Mutual goals for annexation include safeguarding equivalent or better public transit service levels in the City in the future; enhanced competitiveness for regional, state, and federal funding to achieve regionally beneficial projects such as zero emission vehicle replacement; increased transit service frequency and coverage, including express bus and microtransit service, and progression of the Blue Line from Cosumnes River College into Elk Grove. SacRT and the City have an annexation agreement that includes several business points

which will serve as guidance for staff in short and long-term planning. Some of these business points refer to the operation of transit service and fare structure, and state:

- SacRT and the City will to the extent financially feasible and economically practicable begin actively planning within six months of annexation for the operation of a bus rapid transit (BRT) and/or Express bus (ExBus) transit service along Big Horn Boulevard corridor, with a target of operation by July 1, 2024.
- SacRT commits to maintain service levels consistent with existing service during the first four years of annexation and commits to no changes that affect overall service levels unless there is a significant economic downturn or other significant change beyond SacRT's ability to control.
- SacRT will not modify the fare structure within the first six months following the annexation date, and after the first six months SacRT will provide the City with at least 30 days' notice prior to the beginning of any public input process required by SacRT's fare change policy.

SacRT will continue to evaluate services to identify whether improvements are needed, and any changes to service operations will continue to be a joint effort between SacRT Board of Directors and the City of Elk Grove for the duration of the annexation agreement. SacRT is currently looking at improving the span and frequency of weekend bus service, which is included in the Five-Year Service Plan (Appendix H).

4.7.2 High Capacity/Bus Rapid Transit (BRT) Service

SacRT has assessed opportunities for High-Capacity Bus Service or Bus Rapid Transit (BRT) through a study, and have identified five corridors for future BRT service, which include Stockton Boulevard, Florin Road, Sunrise Boulevard, Arden Way and Watt Avenue. During the study period, staff conducted several virtual workshops to get members of the public involved and to better understand priorities for improving speed, reliability, and rider experience. Prior to implementing BRT service, staff is working to address the capital improvements that are needed along the corridors for successful BRT service. SacRT's Future Service Plans for the next five years does not include BRT service since this effort is still in the planning stages; therefore, this service will likely be discussed and further planned in detail within SacRT's Long Range Transit Plan.

4.7.3 Serving New Developments with Transit

SacRT is involved with all local jurisdictions in development projects small and large. Many large developments and specific plans are shared with SacRT in the early planning stages to be able to project future transit service needs. Some of the existing large developments that staff is working with to project future transit service include:

Jackson Corridor – SacRT has worked with the County of Sacramento and the development team for several years to plan future transit service along this corridor. This development contributes fees to the County for transit operations and infrastructure and have been set aside for when service on the corridor is implemented. The County infrastructure developer fee program will also cover the construction of new bus stops. SacRT is preparing and penciling out future bus service in this area.

Metro Air Park (MAP)/Greenbriar – SacRT has been working with the County and development team on the multiple projects being built in MAP, which includes a large housing development in Greenbriar. To-date, we have identified some potential stop locations based on major arterials that are planned for this specific area. Developments are rapidly coming to fruition and SacRT Planning staff remains in constant contact with the individuals to carefully plan out future transit services, which funding will play an important role.

Delta Shores- Staff has met with several developers on the multiple development plans within the Delta Shores area, located on the west and east side of I-5 and on both the north and south sides of Cosumnes River Boulevard. Many retail and commercial projects have been built to-date, but most of the planned housing developments are still in early planning stages. SacRT is anticipating the plans for fixed-route service in this area, as developments are being built near the Morrison Creek light rail station. Staff has begun to pencil out potential fixed-route service with the help of the City and plans for street construction.

Upper Westside – SacRT has worked with the City of Sacramento on the Upper Westside Specific Plan to identify potential future transit service in this area, and we will continue to work with the development team to identify major arterials where transit services can be operated and location for potential fixed-route stops.

4.7.4 – The Railyards Stadium

In April 2019, the City of Sacramento approved the construction of the Railyards Stadium, which is a planned 21,000 seat soccer-specific stadium to be built by the start of the 2023 MLS season. The stadium is in the Downtown Sacramento Railyards, between 8th and 10th Streets, and south of the former railroad berm that forms the northern boundary of the stadium site. SacRT is analyzing special light rail service on the Blue line or the Green line to serve the stadium. Staff plans to continue working and coordinating with the developers of the stadium, the Railyards development team, and the City of Sacramento.

4.8 Financial Plan

SacRT maintains a financial forecasting model that integrates service costs by mode with current and projected revenues to determine if there are sufficient revenues to cover the cost of projected service levels through 2035. This is a service driven model that is generally used as a tool to analyze the impact of changes in revenue source categories as well as the impact of adding or reducing service modes. The financial forecasting model is also used to demonstrate that SacRT will have adequate revenue to maintain projected levels of service and to undertake new capital infrastructure replacement and expansion. The model’s assumptions can be found in Appendix G. Table 4.5 provides a summary of SacRT’s current funding sources.

Table 4.5 Summary of Current (2022) Funding Sources

Funding Source	Operating (\$m)	Capital (\$m)
<i>Fares</i>	11.8	-
<i>Other Operating Revenue</i>	6.1	-
<i>Local and State Assistance</i>	124.1	69.4
<i>Federal Assistance</i>	72.2	55.7
Total	\$214.2 mil	\$125.1 mil

Source: Sacramento Regional Transit District, Adopted Budget FY2022.

The model has operating and capital project components. Operating funds are received from various sources to pay for the operation of the system. Operating funds cover the costs of administration, salaries, benefits, materials, maintenance, professional services, utilities, insurance, and liabilities.

Capital funds include state and federal grants and are used to purchase rolling stock and expand facilities, such as light rail extensions, maintenance facilities, new equipment (buses and light rail vehicles), as well as for some planning and engineering activities.

4.8.1 Revenue Sources

There are a variety of local, state, and federal revenues that are available to support transit operations and capital projects, and there have been several new revenue sources in response to the COVID-19 pandemic, as well. The list below describes the sources of the revenues shown in Table 4.6.

Local and State Revenues Sources

This category includes formula-based allocations to SacRT from state and local government sales taxes. SacRT receives funding from the California Transportation Development Act Local Transportation Fund (TDA-LTF), the Transportation Development Act State Transit Assistance Program (TDA-STA), and Sacramento County Measure A.

Sacramento County (Measure A) Sales Tax Funds: Funds generated by Sacramento County's Measure A Sales Tax Ordinance, which was originally 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. SacRT uses these funds for transit capital and operating needs. Starting in FY 2009, SacRT began receiving approximately 38 percent of Measure A revenues.

Local Transportation Fund: Funds generated by the quarter-cent state sales tax, through the TDA. In Sacramento County, TDA funds are used primarily for transit purposes. These funds are administered by the Sacramento Area Council of Governments (SACOG).

State Transit Assistance: Funds generated by the sales tax on gasoline and diesel fuel sales. These funds are dispersed to transit agencies in Sacramento County through SACOG 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. These revenues are the only significant revenue source that SacRT directly controls. In July 2016, fares were increased; however, reduced back down in October 2018. Currently, fares contribute to only 5.5 percent of the operating costs, which is much lower compared to prior years, and is primarily due to the pandemic.

Developer Impact Fees: Funds generated by developer fees imposed on land development projects. These fees are intended to pay for service improvements resulting from impacts from the development. They are restricted to capital projects that show a nexus to the geographic area generating the fee.

Contract Services: Contract services include contracts with the City of Rancho Cordova, as well as North Natomas (NN) shuttle services. These entities purchase SacRT transit services; however, NN has suspended their services due to COVID-19 and has not yet determined when those services will be reinstated.

Project Financing: SacRT has worked to expand its financing capabilities through the passage of AB 1143, which is legislation that allows SacRT to directly issue Revenue Bonds without the involvement of a third-party issuer. The Revenue Bonds will provide funds for a limited number of other time-sensitive capital projects including bus replacements and nonrevenue vehicle and equipment replacements.

Other local sources: Other sources of revenue include investment income, commercial real estate leases, advertising income, fare evasion fines, promotional item sales, and photo identification activities.

Federal Revenue Sources

Federal transportation funding is based on transportation funding bills that are signed into law by the President. This category includes Section 5307 Formula Funds, Section 5316 Jobs Access

Reverse Commute allocations and Congestion Mitigation Air Quality (CMAQ) funds. This category also includes the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Stimulus funding. SacRT uses federal funds for operating, planning, and capital, subject to the specific regulations of each program.

Section 5307 Urbanized Area Formula: Funds distributed by formula to large and small urban areas based on population and population density. Funds may be used for a variety of transit planning, capital and preventive maintenance needs. MAP-21 added Jobs Access and Reverse Commute Projects as eligible projects under Section 5307.

Section 5309 New Starts: Funds for new fixed guideway projects. New Start projects are recommended by the Federal Transit Administration based on rigorous criteria and selected for funding by Congress. Projects include bus and light rail system expansion.

Section 5337 State of Good Repair Formula: Funds to repair and upgrade rail system or bus systems.

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.

Coronavirus Aid, Relief, and Economic Security Act (CARES Act): In March 2020, to help the nation's public transportation systems respond to the Coronavirus Disease 2019 (COVID-19), the FTA allocated \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion allocated to large and small urban areas and \$2.2 billion allocated to rural areas. Funds are provided at a 100 percent federal share, with no local match required, and supports capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA): In January 2021 the FTA allocated \$14 billion in Federal funding allocations to continue to support the Nation's public transportation systems during the Coronavirus Disease 2019 (COVID-19) public health emergency to recipients of urbanized area and rural area formula funds. Like the CARES Act, the supplemental funding will be provided at 100-percent federal share, with no local match required.

American Rescue Plan: In March 2021 the American Rescue Plan Act of 2021 (ARP) includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.

Table 4.6 shows a five-year projected operating revenue and expenses from the financial forecasting model. The current year and prior years are from current and past budgets. The financial forecasting model revenue projections assume slow recovery from the pandemic impacts in Sacramento County over the next five years and then assume a modest improvement each year afterwards until 2027. SacRT's FFM projects no increase in bus or rail operating hours currently.

4.8.2 Potential New Funding Sources

A new local funding source, equivalent to a half-cent sales tax for Sacramento County, is essential to building a more robust transit system. This revenue can be generated through a variety of mechanisms. However, the local option sales tax has been the “go-to” mechanism for generating flexible funding for transit operations and capital. SacRT has analyzed what can be accomplished with a new revenue source through its *TransitAction* Plan and studies on the Green Line to the Airport light rail extension project. SACOG also incorporated a quarter-cent sales tax for transit into its long-range planning process, the Metropolitan Transportation Plan 2035 Update.

Depending on how much funding is available to SacRT and when the funding begins, several projects and services identified in the *TransitAction* Plan could occur within the five-year timeframe of the SRTP. The Sacramento Transportation Authority has been researching a sales tax that may supplement other funding sources to allow for the following projects:

- Core capacity service improvements.
- Light rail vehicle replacements and station platform improvements.
- Safety, security, and facility improvements.
- Streetcar in Downtown Sacramento.
- Increased frequency of the Gold Line to Folsom.
- Hi-bus/BRT service; and
- Completion of the next phase of the Green Line to the Airport project.

Bipartisan Infrastructure Law: The largest investment in American infrastructure in generations and it will boost transit funding for communities all over the country by an average of 30%. The new funding provided under the bill will help transit agencies reduce the current maintenance backlog by 15% and replace more than 500 aging subway, light rail, and commuter rail cars. It will further modernize the nation's transit fleet by replacing more than 10,000 fossil-fuel powered transit vehicles with cleaner electric or low-emission transit vehicles. FTA announced key priorities and historic funding amounts for public transportation. The law authorizes up to \$108 billion, including \$91 billion in guaranteed funding for public transportation – the most significant federal investment in transit in the nation's history.

Table 4.6 Projected Operating Revenues and Expenditures through FY 2027

<i>(Dollars in Thousands)</i>	<i>FY 2022 Budget</i>	<i>FY 2023 FFM</i>	<i>FY 2024 FFM</i>	<i>FY 2025 FFM</i>	<i>FY 2026 FFM</i>	<i>FY 2027 FFM</i>
<i>Beginning Cash Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Revenue Available for Operations</i>						
<i>Local</i>						
<i>Measure A</i>	51,636	54,115	56,712	59,434	62,287	65,464
<i>Supplemental Measure A/Measure B</i>				7,500	7,000	6,000
<i>Measure A Neighborhood Shuttle</i>	5,040	5,985				
<i>Measure A SacRT GO</i>	4,447	4,660	4,884	5,119	5,364	5,638
<i>TDA - LTF</i>	60,528	63,434	66,479	69,670	73,014	76,737
<i>STA operating</i>	102	105	11,500	14,845	17,290	17,809
<i>Fares</i>	11,847	12,174	12,509	12,854	13,208	13,572
<i>Service Revs.--New Cities</i>	600	629	659	691	724	761
<i>Cap & Trade LCTOP</i>	2,342	3,000	3,000	3,500	3,500	3,000
<i>New Revenue Bonds issuance \$86 M</i>	0	0	(1,543)	(1,543)	(1,543)	(1,543)
<i>Federal</i>						
<i>CARES</i>	31,139	6,508	0	0	0	0
<i>CRRSAA/ARP/Other Federal</i>	37,855	64,000	31,000	20,000	20,304	21,319
<i>Sect. 5307 Formula</i>	19,203	19,395	19,614	19,912	20,215	21,225
<i>Sect. 5337 State of Good Repair</i>	10,004	10,104	10,205	10,358	10,514	11,039
<i>Sect 5037 (JARC type projects)</i>	509	674	682	692	703	738
<i>CMAQ</i>	710	721	0	0	0	0
<i>Other</i>						
<i>Advertising</i>	800	820	883	905	927	998
<i>Investments</i>	200	206	212	219	225	232
<i>Real Estate</i>	340	349	357	366	375	385
<i>Misc.</i>	1,900	1,948	1,996	2,046	2,097	2,150
<i>ECOS</i>	650	666	683	700	0	0
<i>Low Carbon an RINs credits</i>	1,650	1,733	1,819	1,910	2,006	2,106
<i>Total Revenue Available for Ops.</i>	\$214,287	\$222,173	\$230,291	\$237,947	\$247,112	\$256,977

CONTINUED-

(Dollars in Thousands)	FY 2022 Budget	FY 2023 FFM	FY 2024 FFM	FY 2025 FFM	FY 2026 FFM	FY 2027 FFM
<i>Operating Expenses by Mode</i>						
<i>Standard Bus O&M</i>	\$100,252	\$103,804	\$107,481	\$111,288	\$115,231	\$120,224
<i>CBS Fixed O&M</i>	\$4,400	\$4,556	\$4,717	\$4,885	\$5,058	\$5,277
<i>SmaRT Ride O&M</i>	\$9,325	\$9,655	\$9,997	\$10,352	\$10,718	\$11,183
<i>SacRT GO (Paratransit) O&M</i>	\$21,708	\$22,477	\$23,273	\$24,097	\$24,951	\$26,032
<i>Elk Grove Contract</i>	0	0	0	0	0	0
<i>Light Rail O&M</i>	\$78,602	\$81,386	\$84,269	\$87,255	\$90,345	\$94,260
Total Operating Expenses	\$214,287	\$221,878	\$229,738	\$237,877	\$246,303	\$256,976
Annual Oper. Surplus (Deficit)	\$0	\$295	\$552	\$70	\$809	\$2
Cash Balance Before Transfers	0	295	552	70	809	2
Transfers to Capital	0	0	0	0	0	2
Transf to Capital - Cum. Bal	0	0	0	0	0	2
Reserve per year	0	295	552	70	809	0
Reserve Cumulative Balance	0	295	848	918	1,727	1,727
Ending Cash Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.5-month reserve requirement	\$26,786	\$27,735	\$28,717	\$29,735	\$30,788	\$32,122

Source: Sacramento Regional Transit District, Sacramento Regional Transit Financial Forecasting Model

5.0 CAPITAL IMPROVEMENT PLANNING

The Short-Range Transit Plan (SRTP) is a financially constrained plan so that it can be incorporated into the Sacramento Area Council of Governments regional transportation plan, the Metropolitan Transportation Plan. The SRTP includes a Five-Year Capital Project List that contains projects with funding programmed or funding that can be reasonably expected to be available within the planning timeframe. The capital projects to be undertaken support SacRT's existing and planned transit services.

At the time of this SRTP update, SacRT's current Capital Improvement Plan (2018-2022) is also under an update process. The information in this SRTP update will reflect plans pertaining to the upcoming CIP, which covers the FY2022-2026 period.

5.1 Development of Capital Improvement Program and Five-Year High Priority Project List

The documents that have been developed to present SacRT's capital projects are referring to the draft *2022-2026 Five-Year Capital Improvement Plan (CIP)*, and the Five-Year High Priority Projects List. The CIP represents the culmination of SacRT's efforts to strategically plan and prioritize capital activities. The development of the CIP begins with SacRT's Capital Programming Committee (CPC), which is comprised of five members of SacRT's executive staff, who assist the General Manager in developing a "state of good repair and maintenance program" for SacRT's current assets, as well as identifying any expansion projects and providing for modest system enhancement/improvement projects – particularly ones that significantly enhanced customer service, safety and cleanliness and opportunities for greater system efficiency, and revenue generation. In addition to monitoring, evaluating, and administering the CIP, the committee is tasked to review and recommend projects for the plan. Federal, state, and local funds anticipated for the planning period help to set parameters for the plan.

The CPC meets monthly to evaluate the status of capital projects included in the CIP. The current CIP was approved in October 2017 by the SacRT Board of Directors and is currently being updated to reflect the coming five-year period. Projects are categorized into five tiers based on need and projected funding availability, as described below:

Tier 0 - These projects are fully funded.

Tier I - These are high priority projects that are not fully funded.

Tier II - These are unfunded, high-priority projects and are dependent on adequate future revenue sources becoming available. There are limitations associated with certain revenue sources that could impact SacRT's ability to move Tier II projects forward.

Tier III – These projects are identified as Opportunity-Based. They are unfunded in the CIP based on current revenue projections. Tier III projects were included in the program to both recognize and maximize SacRT’s ability to take advantage of potential new funding streams.

Tier IV – **These projects are unfunded future projects projected for completion between 2023-2048. They are included in the CIP for planning purposes only.** The projects are contingent upon adequate revenues being available to SacRT. This could impact SacRT’s ability to work on these projects. If funding falls short, these projects will move further out on the timeline.

Throughout SacRT’s CIP, projects are sorted by the following classifications:

- Light Rail
- Bus
- Demand Response
- Paratransit
- Streetcar
- Bus Rapid Transit

As part of the CIP, a Five-Year High Priority Projects list is also included to provide a financially constrained list of critical projects and can be found in Appendix I. At this time, the next update to the CIP is currently in progress; therefore, the Five-Year High Priority Projects list is in draft form until the CIP is adopted.

5.2 System Expansion Projects

The light rail Starter Line built in 1987 needs maintenance and enhancements. The system was built as a very low-cost project with single tracking and minimal enhancements at stations. Now, many segments of the system need double tracking and all stations are undergoing modernization efforts as part of a Light Rail Modernization project, which will also include new low-floor vehicles. SacRT has also committed to some light rail expansion projects including extending the Green line to the airport, and a potential extension on the Blue line into the City of Elk Grove. System expansion projects are included in Appendix I.

5.2.1 Service and Facilities Enhancements along Existing Corridors

Several improvements are proposed for the light rail system that are designed to improve operational flexibility, schedule reliability, increase system safety, as well as provide passenger

amenities and expanded services.

In 2015, the Blue line extension to Cosumnes River College was open for revenue service. The project included a 4.3-mile extension of light rail track from the Meadowview light rail station in South Sacramento to Cosumnes River College. This project included an additional four stations along the extended alignment, including the Morrison Creek station, Franklin station, Center Parkway station and the Cosumnes River College station, which is the new terminus for the south line.

Other future improvements planned include facilities improvements at the Sacramento Valley Station (SVS), which includes plans for a bus mobility center, and more double-tracking portions of the light rail line downtown to accommodate additional light rail service on Gold and Green lines, as well as the operation of the Downtown/Riverfront Streetcar project. Double-tracking would provide SacRT the opportunity to adjust light rail services downtown and to the Railyards District, which is rapidly developing. Project details and funding information can be found in the full program of projects list, in Appendix I.

5.2.2 Green Line to the Airport

SacRT's Green Line to the Airport project will extend light rail approximately 13 miles north from downtown Sacramento to the River District, the Natomas communities and the Sacramento International Airport. A map of the locally preferred alternative alignment can be found in Figure 5.1.

SacRT completed a draft Administrative Environmental Impact Report (DEIR) in 2019 and has circulated the information to local jurisdictions for their review and opportunity to provide comments. Next steps include providing the DEIR to the Federal Transit Administration (FTA); however, SacRT will need to have secured funding information to move forward. In the meantime, the project continues to be managed and coordination efforts continue to occur with stakeholders and partners, especially since much of the area surrounding the future alignment is rapidly developing. SacRT considers and coordinates with the County of Sacramento and developers on many potential projects that lie within the area of the future track alignment.

Figure 5.1 Green Line to the Airport



5.2.3 Fleet and Equipment Programs

SacRT's fleet management plans provide detailed information on fleet size, ridership projections, vehicle spare ratios, vehicle life expectancy and planned vehicle purchases. The documents are guiding plans for the preparation of budgets, financial forecasts, the SRTP, and other critical plans for SacRT. The current fleet management plans need updating, which will be underway this year, and will be amended to this SRTP when complete.

As described in the fleet management plans, ongoing costs include bus and light rail vehicle maintenance and replacements. SacRT is required to replace the Compressed Natural Gas (CNG) buses at their 14-year life cycle. The Community Bus Service vehicles' useful lives range from five to ten years. Paratransit vehicles have a service life of five years. Light rail vehicles are targeted to be replaced after 30 years but no more than 40 years. All vehicles undergo periodic maintenance. Light rail vehicles require a "mid-life" refurbishment to ensure safety and efficiency, which usually happens between years 15 and 20. On-going maintenance and shop equipment needs are also reflected in these plans.

5.2.4 Light Rail Modernization

SacRT is currently in the process of updating the light rail network with its Light Rail Modernization Project. This project will improve and modernize the light rail system with new low-floor light rail vehicles, updated station platforms, and adding passing track to Folsom area stations.

The project includes:

- Installing a second track or "passing track" at Folsom area stations to operate every 15 minutes, between Sunrise and Historic Folsom Stations, rather than the existing 30 minutes.
- Purchase new low-floor light rail vehicles to modernize the aging light rail fleet.
- Station conversions to accommodate the new low-floor light rail vehicles.
- Major facility improvements for the Watt/I-80 Transit Center and Sacramento Valley Loop (Environmental Clearance Phase).

Passing Track at Folsom Stations

The 15-minute service at Folsom area stations is currently impeded because only a single track serves between the Hazel Station and the Historic Folsom Station. As a result, eastbound light rail trains traveling from downtown Sacramento to Historic Folsom, and westbound trains traveling from historic Folsom to downtown Sacramento must use the same track.

Installing a second track, or a “passing track,” provides SacRT with the opportunity to modernize its light rail system and increase service to Folsom. The second track will enable light rail trains to operate eastbound and westbound between the Sunrise and Historic Folsom stations with minimal delay. In addition, the Gold Line light rail station platforms will be raised to accommodate SacRT’s new low-floor vehicle fleet.

New Low-Floor Light Rail Vehicles

SacRT was awarded \$170 million in funding specifically for the Gold Line to modernize the light rail fleet, including the purchase of 20 new low-floor light rail trains, station modifications, and as mentioned above, a “passing track” near Folsom to provide 15-minute service that will provide better accessibility for passengers with disabilities, bicycles, and strollers, and help reduce traffic congestion on the busy Highway 50 corridor.

On April 15, 2020, SacRT signed the notice to proceed to purchase the first 20 new low-floor light rail vehicles from Siemens Mobility, Inc. In December 2021, SacRT and Siemens Mobility executed a contract for the purchase of an additional eight vehicles, on top of the 28 currently being manufactured. SacRT’s contract with Siemens includes options for the purchase of up to 76 vehicles. SacRT subsequently secured \$46.4 million for the purchase.

The majority of SacRT’s existing light rail vehicles have reached their useful life. The new low-floor vehicles will have low level boarding at every doorway, a spacious seating design, and large windows for better light and views. They will feature improved accessibility with wider aisles and areas for bicycles. The new low-floor vehicles will increase overall operational flexibility by providing more access to passengers with disabilities. The first low-floor vehicles are scheduled to be ready for revenue service to SacRT by the end of 2023.

Station Conversions

Light rail station platforms will need to be converted to provide access for riders on the new low-floor light rail vehicles. The station platforms are required to be eight inches above the top of rail track to allow for the ramp to deploy from the vehicle to the station platform with the proper slope for passengers to board. Most stations (48 of 53) serving the light rail system do not have platforms that meet the eight-inch requirement and will need to be raised.

Stations constructed after 2006 were designed for low-floor vehicles and will not require modification.

SacRT will upgrade the Gold Line station platform conversions in two phases:

- In the first phase, a portion of the station will be upgraded to allow for a two-car low-floor train by pouring concrete to raise the platform eight inches above the top of rail track.
- In the second phase, an additional raised platform will be placed adjacent to the Phase 1 platform to accommodate a three-car low-floor train. The construction is expected to be completed by Fall 2023.

Following the completion of Gold Line station platform conversions, the Blue Line station platforms will be converted to accommodate the new low-floor light rail vehicles.

Passing Track Construction

The construction work will start in early Summer of 2022.

Construction is expected to be complete by late 2023. Upon project completion, trains will arrive in, and depart from, downtown Folsom every 15 minutes.

Major Facility Improvements

In 1987, SacRT opened an 18.3-mile light rail system that linked northeastern (Interstate 80) and eastern (Highway 50) corridors with downtown Sacramento. The stations were equipped with mini-high platforms to allow ADA accessibility to the front light rail vehicle only.

Currently, SacRT operates on over 43-miles of track and provides service to 53 stations. Many of the original stations and facilities are still in service and both the technology and design need modernization. This modernization to major facilities includes double-tracking, signal upgrades, station remodeling, and power station replacement, which will improve accessibility and reliability.

Watt I-80 Transit Center Improvements Project

Watt I-80 Transit Center Improvements Project includes reconfiguring the east and west stairwells to increase visibility and safety, replacing the east and west elevators, and upgrading to the transit center on Watt Ave by enhancing safety, lighting, seating, and widening the bus loading zone. Currently the project is in Preliminary Engineering with an anticipated design completion of April 2023. EQA/NEPA has been approved and the new east elevator is completed and operational. The new west elevator is expected to be in operation in Spring 2022.

5.2.5 Zero Emission Bus Rollout Plan

The Sacramento Regional Transit District (SacRT) Board of Directors adopted a Zero-Emission Bus Rollout Plan in March 2021, which will transition SacRT's bus fleet to 100% zero-emission by 2040.

The California Air Resource Board (CARB) Innovative Clean Transit (ICT) regulation requires all public transit agencies in the State of California to transition from conventional buses (compressed natural gas, diesel, etc.) to zero-emission buses (battery-electric or fuel cell electric) by 2040. The regulation requires a progressive increase of an agency's new bus purchases to be zero-emission buses (ZEBs) based on their fleet size.

By 2040, CARB expects all transit agencies in the state to be operating only ZEBs. To ensure that each agency has a strategy to comply with the 2040 requirement, the ICT regulation requires each agency, or a coalition of agencies ("Joint Group"), to submit a ZEB Rollout Plan ("Rollout Plan") before purchase requirements take effect.

SacRT is categorized as a "Large Transit Agency" under the ICT regulation and must comply with the following requirements:

- January 1, 2023 – 25 percent of all new bus purchases must be ZE
- January 1, 2026 – 50 percent of all new bus purchases must be ZE
- January 1, 2029 – 100 percent of all new bus purchases must be ZE
- January 1, 2040 – 100 percent of fleet must be ZE
- March 2021 – March 2050 – Annual compliance report due to CARB

In accordance with the ICT regulation, SacRT will prioritize ZEB purchases and progressively increase the percentage of ZEB purchases over time. Based on initial analysis, the last conventional bus is expected to be purchased in 2028. Early retirement should not be an issue pursuant to the ICT regulation (2040) based on SacRT's future purchases. One potential strategy is to place newly acquired buses on SacRT's longest (distance) blocks. This will ensure that these buses meet the Federal Transit Administration's (FTA) 500,000-mile requirement ("useful life") more rapidly. Table 5.1 presents a summary of SacRT's anticipated bus and shuttle procurements through 2040. By 2023, 25% of purchases must be ZEB; by 2026, 50% of purchases must be ZEB; and from 2029 onward 100 percent of purchases must be ZEB.

Table 5.1 Future Bus Purchases (ZEB)

YEAR	TOTAL BUSES	ZERO-EMISSION BUSES				CONVENTIONAL BUSES		
		TOTAL ZEB	PCT.	REPLACING ICE	BUS TYPE	TOTAL ICE	PCT.	BUS TYPE
2021	-	-	-	-	-	-	-	-
2022	63	-	-	-	-	63	100%	40'/25'
2023	69	18	26%	12	27'/25'	51	74%	40'/25'
2024	57	15	26%	12	27'/25'	42	74%	40'/25'
2025	47	12	26%	12	32'/27'/25'	35	74%	27'/25'
2026	59	32	54%	32	27'/25'	27	46%	40'/32'/25'
2027	55	28	51%	28	40'/25'	27	49%	25'
2028	117	59	50%	46	40'/32'/25'	58	50%	40'
2029	7	7	100%	4	25'			
2030	44	44	100%	35	40'/27'/25'			
2031	60	60	100%	22	40'/27'/25'			
2032	47	47	100%	40	40'/27'/25'			
2033	46	46	100%		40'/27'/25'			
2034	48	48	100%	41	40'/25'			
2035	71	71	100%	33	40'/32'/25'			
2036	81	81	100%	39	40'/32'/25'			
2037	35	35	100%		27'/25'			
2038	55	55	100%	4	40'/32'/27'/25'			
2039	41	41	100%		40'/27'/25'			
2040	124	124	100%	58	40'/27'/25'			

6.0 STRATEGIC PLANNING AND MARKETING

6.1 Long Range and Strategic Planning

The Sacramento Area Council of Governments (SACOG) has developed a long-range land use vision for the Sacramento region called the Sacramento Region Blueprint (Blueprint). The Blueprint contains the guiding concepts for development of the Metropolitan Transportation Plan (MTP) with a planning period to 2035. Information on the Blueprint may be found at www.sacregionblueprint.org. Based on smart growth principles, the Blueprint promotes developing infill and new communities with more compact communities, a mix of land uses, and an emphasis on public transit, walking, and bicycling. One of the primary Blueprint goals is to increase development where there is existing infrastructure and reduce development in outlying areas. These smart growth principles help to guide the efficient use of land, protect agricultural and open space, and develop more livable sustainable neighborhoods supported by a good transit system. SacRT's long range plans will embrace and build upon these smart growth principles.

6.1.1 Development Review Process

SacRT participates in a development review process with the local cities and county. SacRT's Planning Department coordinates development review with external agencies and applicable departments within SacRT to help build stronger transit supportive projects and identify transit infrastructure needs that may be included in that project's development.

The development review process starts with city and county planners who refer development applications to SacRT planning staff. Through this process, SacRT is given an opportunity to comment on various aspects of projects including:

- Setting aside land for transit facilities.
- Locating development close to transit stops and station.
- Recommending intensification of land uses and supportive retail and office uses to promote ridership.
- Providing a mix of land uses (reducing single-use zoning where possible).
- Improving accessibility to transit by recommending removal of barriers that prohibit direct routes from surrounding land uses to transit stops and stations, and supporting Complete Streets principles.
- Recommending overall design changes that provide the most transit supportive design and uses near stops and stations.
- Reducing project impacts on transit services.
- Incorporating transportation demand management measures; and

- Reducing environmental impacts in compliance with the California Environmental Quality Act and National Environmental Protection Act.

6.1.2 Transit Oriented Development

SacRT's *Guide to Transit Oriented Development (TOD)* that was approved with the *TransitAction Plan* supports reducing reliance on cars (reducing vehicle miles traveled) in conformance with the regional Blueprint vision. The TOD Guidelines make recommendations for communities within SacRT's service area that will improve transit supportive development within each jurisdiction.

TOD efforts have continued and developed even more since the first set of guidelines were introduced and approved in the *TransitAction Plan*. SacRT partnered with the City of Sacramento to create a TOD ordinance which would regulate certain land uses located on properties within ½ mile of an existing or proposed light rail station.

The TOD ordinance was approved in 2018, became effective in 2019, and was amended in 2020. The purpose of the ordinance is to incentivize transit supportive uses near light rail stations, and to preserve transit areas for appropriate development opportunities. The Ordinance Amendments revised how distance is measured between light rail stations and properties. Distance was originally measured as-the-crow flies or air space, which was amended to change to using existing roads, streets, and pathways.

The ordinance helps ensure that the investments made in our regional transit system are continually supported and utilized to their full extent. The ordinance encourages the following anticipated community benefits:

- Reduce greenhouse gas emissions and create healthier communities through increased transit ridership
- Increase pedestrian access around businesses
- Provide long-term return on investments for landowners
- Provide easy access to goods and services for seniors and other persons with access and functional needs who are unable to drive
- Create more vibrant transit centers and corridors with a mix of pedestrian friendly uses

6.1.3 Racial Equity Commitment

Located in one of the nation's most diverse communities, SacRT's actions and service should embrace, nurture, and protect the diversity of our community and riders and ensure they have access to a transit system free from institutional, structural, systemic prejudice, discrimination, bias, and hate. This speaks deeply to our commitment to diversity and social justice, which is one of our core values outlined in our 2021-2025 Strategic Plan.

SacRT is committed to ensuring that transit is central to the protection and restoration of community, that we take this moment to transform underserved and systemically marginalized communities' access to resources and opportunities, that everyone has a fair and just means of mobility, and that we engage with our workforce and our transit ridership in a way that is culturally sensitive, authentic, and responsive.

SacRT cultivates a workplace culture that promotes diversity, equality, respect, and justice for all employees, and we cherish the insights it brings to our agency and the diverse communities we serve.

6.2 Service Promotion

Several communication tools including a web page, rider email blasts, brochures, flyers, A-frame signage, monthly passenger newsletter, system map and route specific pocket timetables provide detailed information to passengers and the community about SacRT services. SacRT has also implemented several promotional campaigns and route specific marketing designed to increase transit awareness and boost ridership in selected neighborhoods along specific corridors. SacRT recognizes that the communities in which it serves are diverse. In compliance with Title VI of the Civil Rights Act of 1964 requirements, different marketing tactics are used to reach customers from diverse cultures, including providing materials in other languages (Spanish, Russian, Chinese, Hmong, etc.).

When major service and/or fare changes are implemented, the SacRT Street Team, consisting of six to eight employees, is mobilized to educate passengers at major bus stops, light rail stations and on-board vehicles.

The Marketing department also conducts several efforts that are designed to increase transit awareness and system ridership. This information is disseminated through:

- “Next Stop News”, a monthly passenger newsletter.
- Flyers, interior bus cards, in-vehicle mini-posters, major bus stops and stations, rider alerts, push notifications, public address announcements at light rail stations, digital toolkits, press releases, virtual/in-person meetings and workshops, and at special events.
- Libraries, community activity centers, schools, medical facilities, major employment centers.
- Key stakeholders, transportation management associations, community organization advocacy groups, and
- Social media posts.

6.2.1 Fare Promotions and Incentives

SacRT offers the following discount passes to promote transit ridership:

- RydeFreeRT, which is a fare-free transit program in students in grades TK-12th. RydeFreeRT allows youth/students to ride SacRT bus, light rail and Smart Ride microtransit service any day, any time with a current RydeFreeRT card.
- Sacramento State/Los Rios Transit Pass: Sacramento State/Los Rios Transit Pass: As described in Chapter 3, SacRT has cooperative agreements with Sacramento State and the Los Rios Community College District to provide discounted student transit passes to enrolled students. Los Rios sStudents may utilize SacRT services using the ZipPass mobile app with their student identification card and a current registration sticker. Sacramento State students can use their student ID card with accompanying transit sleeve and Sacramento State employees also participate in the program with valid identification.
- Jury Program: The County of Sacramento and SacRT have a program for jurists in order to reduce the need for parking. The Courthouse offers free transit tickets to jurors using SacRT's bus and light rail system to travel to and from the courthouse.
- The Connect Card will add conveniences and offer incentives to ride transit and use the Connect Card.
- Download the ZipPass Mobile Fare App to purchase light rail, bus and Smart Ride fare directly from your smart phone.
- Tap to Ride using contactless fare payment technology on light rail.

6.2.2 Customer Service, System Enhancement, and Security

Recent improvements include the following:

- Implementing online trip planning.
- Increasing security personnel and fare inspection.
- Adding video surveillance.
- Partnering for Community Prosecutor program.
- Implementing a program of youth forums within the City of Sacramento addressing security issues on board the transit system; and

- SacRT BusTracker: real-time bus location and arrival information.
- Download the Alert SacRT Safety and Security App to report any issues on the system and receive light rail service alerts.

6.2.3 Accessible Services Outreach

SacRT has prepared several marketing materials to promote its accessible services. Several years ago, SacRT established a Mobility Advisory Council, which consists of persons with disabilities and older adults. The Council advises SacRT's staff on system accessibility features and improvements that are applicable to persons with disabilities and older adults. Information regarding SacRT's accessible services is available on SacRT's web site. Signs and information display to guide passengers at SacRT bus stops, light rail stations, transit centers, and on-board buses and light rail vehicles have been designed in accordance with the American with Disabilities Act.

6.2.4 Community Outreach

SacRT has developed partnerships with public agencies and organizations such as Caltrans, the City and County of Sacramento, Sacramento Metropolitan Air Quality Management District, Breathe California, and others. These partnerships enable SacRT to work cooperatively to help improve the Sacramento region's air quality by promoting the use of transit. SacRT also is partnered with Transportation Management Associations, and Property and Business Improvement Districts to provide information about transit to major Sacramento employers.

Pre-pandemic, SacRT typically participated in approximately 90 events annually in the greater Sacramento community, including the Martin Luther King Jr. March and Expo, Black History Month, California Clean Air Day, Earth Day, health fairs, Capitol Bike Fest, Cinco de Mayo, festivals, Pride Festival, Safetyville, transportation fairs and Try Transit events to provide trip planning and transit information. During the pandemic, outreach is now held during virtual events and social media (both paid and owned) posts.

7.0 CONCLUSION

Over the next five years, SacRT is anticipating post-pandemic recovery. Although most services have been slow to recover since 2020 when the pandemic first began, SacRT has seen ridership rebound on some routes and is dedicated to continuing to plan for future services with that growth in mind. SacRT is also committed to continuing with light rail service expansion on the Green Line and modernizing the entire light rail system with low-floor vehicles and improved station platforms.

WHY



Mission

Moving you where you want to go, when you want to go.

Vision

A leader in providing mobility options for our community.

Values

- Collaboration
- Diversity
- Innovation
- Respect
- Trust
- Excellence



The SacRT organization strives to balance the delivery of a high quality customer experience with value to taxpayers, and this strategic plan offers a platform from which the agency will take aim at these two high level aspirations.



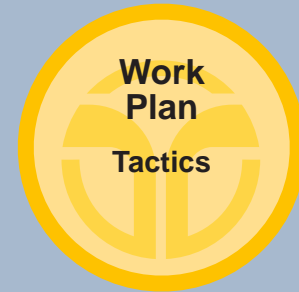
WHAT



Annual Outcomes

1. Establish a baseline of customer satisfaction
2. Deliver operational excellence across the organization.
3. Establish a baseline of the community's perception of SacRT as a trusted partner.
4. Improve employee engagement over prior year.

HOW



Tactical Activities

Team tactics describe how annual goals will be attained. Primary focus this year is on Customer Satisfaction, Operational Excellence, Community Value, and Employee Engagement

1.

Customer Satisfaction

- ✓ Establish Baseline for Customer Satisfaction

2.

Operational Excellence

- ✓ ADA Service Transition
- ✓ Asset Management Planning
- ✓ Capital Improvements Program
- ✓ Develop Key Performance Indicator Standards for Grants
- ✓ Improve Project Management and Performance In Line with Strategic Plan
- ✓ Improve Technology Sources
- ✓ Increase On-Time Performance
- ✓ Increase Vehicle Reliability
- ✓ Proactive Maintenance Planning
- ✓ Procurement Standards
- ✓ Rebuilding Ridership
- ✓ Reduce Cancellations
- ✓ Refine Finance Key Performance Indicator Standards for Various Decision-Making Processes
- ✓ Scheduling to Allow Safety Measures and Achievable Schedules
- ✓ Successful Implementation of SMS
- ✓ Successful System Cleanliness Audit

HOW



Tactical Activities

Focused team tactics organized according to the four strategic priority areas of the Strategic Plan:

3.

Community Value

- ✓ Communications Plan and Marketing Campaign
- ✓ Economic Impact in Station Areas (TOD) and Community Benefit
- ✓ Establish Baseline Goals for Police Services Perception with Customers and Employees
- ✓ Long Range Plan

4.

Employee Engagement

- ✓ Employee Engagement and Implementation Program
- ✓ Employee Retention
- ✓ Reduce Risks (Workers Compensation Claims, Accidents, Claims)



This Strategic Plan introduces the SacRT Scorecard, a new tool to measure and monitor performance in key areas identified as essential to success for SacRT.

WHO



Quarterly Scorecard Metrics to measure performance according to each of the four strategic priority areas.

1.

Customer Satisfaction

- ▶ Customer Perception of SacRT's Value
- ▶ Overall Customer Satisfaction
- ▶ On-Time Performance Satisfaction
- ▶ System Cleanliness Satisfaction

2.

Operational Excellence

- ▶ Rebuild Ridership Trust
- ▶ System Cleanliness
- ▶ Operating Cost Per Vehicle Revenue Hour
- ▶ On-Time Performance
- ▶ In-Service Failures
- ▶ Preventable Accidents

3.

Community Value

- ▶ Community Perception of SacRT's Value to the Region
- ▶ Community Perception of Economic Impact to Sacramento Region
- ▶ Social Media Engagement
- ▶ Community Perception of Transit Accessibility
- ▶ Economic Impact in Station Areas (TOD) and Community Benefit

4.

Employee Engagement

- ▶ % Agree They Receive Timely Feedback on Performance from Supervisor
- ▶ % Agree Teamwork is Encouraged and Practiced
- ▶ % Agree They Receive Enough Training to be Their Best at Work
- ▶ % Agree They are Overall Happy at Work
- ▶ % Agree They Have a Good Working Relationship with Those Around Them

Rider Alert **Proposed Service Changes**

REVISED
February 18, 2019

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Route	Changes	Route	Changes	Route	Changes	Route	Changes
1	UPDATED: Improve evening frequency and reduce early morning frequency. Add new trips from Sunrise Mall at 6:29, 6:59, and 7:29 p.m. and from Watt/I-80 at 7:04, 7:34, 8:04, and 8:34 p.m. Eliminate trips from Sunrise Mall at 5:14 and 5:44 a.m. and from Watt/I-80 at 5:49 and 6:19 a.m. Eliminate weekend trips from Watt/I-80 at 5:06, 5:36, and 6:06 a.m. Add a Saturday trip leaving Sunrise Mall at 9:11 p.m. Shift Sunday/Holiday trip leaving Watt/I-80 at 8:36 p.m. 30 minutes later to 9:06 p.m.	13	UPDATED: Combine with Route 22 and extend north and west in Natomas. Eliminate part of existing route through Natomas. Improve headways to 45 minutes. Add Saturday/Sunday service with 45 minute frequency from 7:00 a.m. to 8:00 p.m. Extend north on Truxel Road, west on San Juan Road to Duckhorn. From Arden/Del Paso station, new route would go east like existing Route 22 but extend to Butano Dr and El Camino Ave. Discontinue service on North Market Drive, National Drive, and on Northgate Blvd north of San Juan Road. Instead use San Juan Road to Truxel Drive. Detour the two morning trips that currently begin at Arden/Del Paso station at 6:23 and 7:23 a.m. to serve state offices via Gateway Park Dr to North Market Dr, and back to Truxel Rd. Continue service to/from Arden Fair Mall to 9:00 p.m.	23	UPDATED: Reroute from Ethan Way to Howe Ave. Shift trips beginning from Arden/Del Paso station at 9:45 and 10:45 p.m. later approximately 5 minutes for train transfers. Adjust schedules to maintain more even headways and passenger loads. Add outbound trips from approximately 1:30 to 3:00 p.m. to help with heavy passenger loads from Arden/Del Paso to Watt Avenue. Add Saturday morning trip beginning at Arden/Del Paso at 7:48 a.m. Improve Sunday/Holiday headways from 60 to 45 minutes until approximately 7:00 p.m.	30	UPDATED: Combine Route 30 and Route 38. Both routes would use J/L Street from Sacramento Valley Station to 39th Street. Route 30 would continue to CSUS as it does today. On weekdays, each route would have 30 minute base frequency. From downtown to 39th Street, weekday customers would be able to catch either #30 or #38, for effective 15-minute frequency. Route 30 would have additional trips from 7:00-8:30 a.m. from Sac Valley and from 2:30 to 5:00 p.m. from CSUS to achieve 15 minute frequency on its own, independent of #38. Reroute from Capitol Mall to L Street. Reroute outbound trips from Sacramento Valley to use H St, and 6th St direct to J St rather than looping back to 3rd St. On Saturdays, every other #30 trip (currently 30-minute frequency) would become a #38 trip. Change weekday trip beginning downtown at 9:10 p.m. to a #38 trip. Eliminate weekday trip beginning at CSUS at 9:23 p.m. Last trip from CSUS will remain at 9:53 p.m. Add extra eastbound trips beginning downtown between 7:00 and 8:00 a.m.
2	UPDATED: Eliminate #2 Riverside except for the trips leaving Rush River Dr and Windbridge at 5:29, 6:29, 7:29, and 8:29 a.m. and at 3:29 p.m. and the trips leaving 8th Street and F Street at 7:25 a.m. and 2:25, 3:25, 4:25, and 5:25 p.m. Change number to #102.	15	UPDATE: Eliminate route south of Arden/Del Paso station. Customers may use Blue Line instead or #11 Truxel along Richards Blvd. Improve Saturday frequency to 30 minutes from 8:00 a.m. to 7:00 p.m. Add a Sunday/Holiday trip from Arden/Del Paso at approximately 8:20 a.m., eliminate the trip beginning at Grand/Marysville at 8:55 p.m., and improve Sunday/Holiday frequency to 45 minutes from approximately 8:30 a.m. to 7:00 p.m. Extend evening trips that end at Marysville Blvd to Watt/I-80.	24	Eliminate route. Area is covered by SmarT Ride microtransit.	33	UPDATED: No changes.
3	Change number to #103. No other changes.	19	UPDATED: Add one Saturday/Sunday morning trip in each direction beginning an hour earlier on Saturdays and Sundays. New routing from Norwood Ave, east on Bell Ave, north on Rio Linda Blvd, west on Elkhorn Blvd, north on 2nd St, east on M St, to Oak St, 10th St, east on O St, south on Dry Creek Road, east on Elkhorn Blvd non-stop, north on Watt Ave to Elverta Rd.	25	UPDATED: Eliminate service on Madison Ave and to Sunrise Mall. New route would go from Mercy San Juan hospital on Coyle Ave, north on Dewey Drive, continuing onto Van Maren Ln, north on Auburn Blvd to Louis/Orlando transit center. All trips would operate the entire length of the route. Weekday service would have 30 minute frequency from approximately 5:00 a.m. to 8:00 p.m. and hourly service from approximately 8:00 p.m. to 10:30 p.m. Improve Saturday frequency to 45 minutes until approximately 8:00 p.m. and add night service at 60 minute frequency until approximately 10:00 p.m. Add Sunday/Holiday service at 60 minute frequency from 7:00 a.m. to 8:00 p.m.	34	Eliminate route except for morning trips beginning at 6:03, 7:03, and 8:03 a.m. and evening trips beginning at 2:30, 3:20, 4:20, and 5:20 p.m., with departure times subject to change. Begin 2:30 p.m. trip from F Street and 29th Street. Change number to #134. Realign bus route off of Coloma Way and Pala Way to use new 53rd Street extension through former Sutter Hospital site, upon construction. East Sacramento will also be covered by new SmarT Ride Zone.
5	UPDATED: Eliminate except for the outbound trip leaving Meadowview station at 7:16 a.m. and the inbound trip leaving Cottonwood Lane at 3:40 p.m. Change name and number to #105 Elsie. Alternate routes include new #56, 67, and 68 and new SmarT Ride Gerber.	21	UPDATED: Operate all trips the full length of the route from Mather/Mills station to Louis/Orlando transit center. Eliminate weekday trips beginning at Sunrise Mall at 4:41, 5:11, and 5:41 a.m. and leaving Mather station at 5:22 a.m. Operate at 45 minute frequency on Saturdays until approximately 8:00 p.m. and 60 minutes until approximately 10:00 p.m. Eliminate Saturday/Sunday trip beginning from Sunrise Mall at 6:12 a.m.	26	UPDATED: Extend route north on Watt Ave to Elverta Road. Loop through McClellan Park via Peacekeeper Way, Dudley Blvd, and James Way. Extend weekday evening hours from 7:00 p.m. to 8:00 p.m. at 30 minute frequency and from 8:00 p.m. to 10:30 p.m. at 60 minute frequency. Improve Saturday frequency to 30 minutes until 6:00 p.m. Extend Saturday hours to 10:00 p.m. at 60 minute frequency. Add Sunday trips from Watt/Elverta around 7:30 a.m. and 7:00 p.m. and from 65th St station at 7:29 a.m. and 6:29, 7:29, and 8:29 p.m.	38	UPDATED: Combine Route 30 and 38. New Route 38 would run on J/L Streets from 3rd Street to 39th St, south on 39th Street, southeast on Stockton Blvd, east on Broadway, and north on 65th St to the Gold Line. On weekdays, improve Route 38 frequency to 30 minutes from 6:30 a.m. to 8:30 p.m. with 60 minute frequency for the last trip of the night, leaving downtown between 9:00 and 9:30 p.m. and last trip from 65th St station leaving approximately 8:30 p.m. Add a Saturday trip leaving Downtown Sacramento around between 9:00 and 9:30 p.m.
6	UPDATED: Eliminate #6 Land Park except for the morning trips leaving Rush River Dr at 7:13 and 8:13 a.m. and the afternoon trips leaving 8th/F Street at 2:07, 3:07, 4:07, 5:07. The 2:07 p.m. trip would begin at Land Park & Vallejo Dr and not run during summer. Change number to #106.	22	UPDATED: Combine with Route 13.	28	Eliminate route. Customers may use Route 21 or 75 as an alternative.	47	Eliminate route due to redundancy with nearby routes. Area is served by Routes 56, 67, and 81.
7	Change number to #107. No other changes.			29	Change number to #129.		
11	UPDATED: Extend route south to City College. Improve midday frequency to every 45 minutes, with peak-hour frequency remaining at 30 minutes. Improve Saturday frequency to 45 minutes. Add Sunday/Holiday service from 7:00 a.m. to 8:00 p.m. with 45 minute frequency. City College extension would run from 7th & F Streets, south on 7th St, west on P St, south on 3rd St, east on Broadway, south on Riverside Blvd, east on 8th Ave, south on Land Park Drive, east on Sutterville Rd to City College station. In northbound direction, use 5th Street from Broadway to Q Street, to 8th Street.						

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Route	Changes	Route	Changes	Route	Changes	Route	Changes
51	UPDATED: Improve Saturday frequency to 20 minutes from 9:30 a.m. to 12:00 p.m. Add Saturday trips beginning from Florin Towne Centre at 6:44 and 7:44 p.m. Improve Sunday/Holiday frequency from 30 to 20 minutes from 9:30 a.m. to 4:30 p.m.	51	UPDATED: Improve Saturday frequency to 20 minutes from 9:30 a.m. to 12:00 p.m. Add Saturday trips beginning from Florin Towne Centre at 6:44 and 7:44 p.m. Improve Sunday/Holiday frequency from 30 to 20 minutes from 9:30 a.m. to 4:30 p.m.	51	UPDATED: Realign north end of route. From Watt/I-80 station go north on Watt Ave, east on Don Julio Dr, north on Walerga Rd, and west on Elverta Rd to Watt Ave. Run #84 on La Riviera Dr and Folsom Blvd on weekdays only. Use Watt Ave on weekends. Improve weekday frequency to 30 minutes from 6:00 a.m. to approximately 8:00-8:30 p.m. from Watt/Manlove and add an additional two hours of service at 60 minute frequency. Add Saturday trips from Watt/Manlove station at 7:03 and 7:37 a.m., and at 30 minute frequency until 6:03 p.m., with hourly trips at 6:03, 7:03, 8:03, and 9:03 p.m. and from Watt/Elverta at around 7:43, 8:13, and 8:43 a.m., at 30 minute frequency until 6:43 p.m., and at 7:43 and 8:43 p.m. Add Sunday service with 60 minute frequency beginning in both directions at 7:00 a.m. with last trips in both directions beginning around 8:00 p.m.	93	UPDATED: Reroute from Elkhorn Blvd, Greenback Ln, and Auburn Blvd to Louis/Orlando via Andrea Blvd, Tupelo Blvd, Antelope Road, and Auburn Blvd. Improve Saturday frequency to 45 minutes. Add Saturday/Sunday trips beginning at Louis/Orlando around 7:35 a.m. and 7:35 p.m. and beginning at Watt/I-80 around 7:14 and 8:14 p.m.
54	Eliminate route. Area west of SR-99 covered by #56, #67, and #81. Area east of SR-99 covered by #68 and new Smart Ride microtransit service.	68	UPDATED: Reroute from 44th St to MLK Blvd from 14th Ave to Fruitridge Rd. Reroute from Steiner Dr to Stockton Blvd via 47th Ave. Extend route south to cover Route 55. On Stockton Blvd from Elder Creek continue south on Stockton, east on Florin Rd, south on Palmer House Dr, east on Scottsdale Dr, south on Power Inn Rd, west on Gerber Rd, south on Stockton, west on Elsie Ave and south to Cosumnes River College via Valley Hi Dr, Wyndham Dr, and Bruceville Rd. Add two southbound trips to improve weekday evening frequency to 30 minutes. Improve Saturday frequency to 30 minutes.	84	UPDATED: Add a Saturday/Sunday morning trip from Mather/Mills station at 7:25 a.m. Add Saturday trips from Mather at 7:25 and 8:25 p.m. and from Manlove at 8:02 p.m. Add a Sunday trip from Mather at 7:25 p.m. and trips from Manlove at 7:02 and 8:02 p.m.	95	Combine with #93.
55	UPDATED: Eliminate route and extend #68 south to cover on slightly different routing.	72	UPDATED: Add a Saturday/Sunday morning trip from Mather/Mills station at 7:25 a.m. Add Saturday trips from Mather at 7:25 and 8:25 p.m. and from Manlove at 8:02 p.m. Add a Sunday trip from Mather at 7:25 p.m. and trips from Manlove at 7:02 and 8:02 p.m.	86	UPDATED: Add weekday trips from Downtown Sacramento at 6:57, 7:57, and 9:27 p.m. Improve Saturday/Sunday frequency to 45 minutes. Add Saturday trips leaving downtown at 9:05 p.m. and leaving Marconi station at 9:11 p.m. Add one hour earlier morning service in each direction on Sundays and extend Sunday hours to 8:00 p.m.	103	Change number to #193. No other changes.
56	UPDATED: Reroute to Brookfield Dr and Franklin Blvd from Meadowview Rd west of Franklin Blvd. Improve Sunday frequency to 45 minutes.	74	UPDATED: Combine with Route 75.	87	UPDATED: Add weekday evening trips from 65th St station at 7:30, 8:30, and 9:00 p.m. and from Marconi station at 7:33 p.m. Improve Saturday/Sunday frequency to 45 minutes. Add Sunday trips from 65th St station at around 6:27, 7:27, and 8:27 p.m. and from Marconi station at around 7:26 and 8:26 a.m. and 7:26 and 8:26 p.m.	109	No changes.
61	UPDATED: Combine with parts of Route 2 and 65 and improve frequency. Eliminate service east of Power Inn Rd and to the Gold Line (riders may transfer to #81 at 65th St). From Fruitridge Rd and Power Inn Rd, extend route south on Power Inn, west on Elder Creek Rd, south on 75th St, west on Lawnwood Dr, south on Briggs Dr, west on Florin Road to Florin Towne Centre. From Fruitridge Rd at South Land Park Drive, extend south on South Land Park Dr, west on 43rd Ave, continuing on southbound Riverside Blvd, east on Florin Rd, south on Gloria Drive, south on Rush River Dr to Pocket Transit Center. Improve weekday frequency from 30 minutes until 7:00 p.m. Add Saturday/Sunday service with 45 minute frequency from 7:00 a.m. to 7:00 p.m. and 60 minute frequency to 8:00 p.m. Maintain two peak-hour shuttle trips on Florin-Perkins Rd (See Route 161).	75	UPDATED: Combine with parts of Routes 28 and 74. Improve weekday frequency to 30 minutes. Extend weekend hours to 8:00 p.m. New route would go from Butterfield station to Mather station via Folsom Blvd, then continue through Mather Park and parts of Rancho Cordova via Mather Field Rd, Rockingham Dr, Old Placerville Rd, Schriever Rd, Armstrong Rd, Bleckley St, McCuen Blvd, Femoyer St, International Dr, Data Dr, and Capital Center Dr.	88	UPDATED: Add weekday trips beginning in Downtown Sacramento at 6:55 and 9:25 p.m. Improve Saturday frequency to 45 minutes. Improve Sunday frequency to 45 minutes from through 7:00 p.m. Eliminate the Saturday trip beginning in downtown at 6:15 a.m. and add a Saturday trip beginning downtown at 9:12 p.m. Add a Sunday trip beginning at Arden/Del Paso station around 7:46 a.m.	161	New route from College Greens station to Belvedere Ave at Florin-Perkins Road, with one morning trip arriving at Belvedere at 7:45 a.m. and one afternoon trip departing Belvedere at 4:15 p.m.
62	UPDATED: Reroute to L Street from Capitol Mall in Downtown Sacramento. Reroute from 13th St to South Land Park Dr via 43rd Ave. Add Sunday service with 60 minute frequency from 7:00 a.m. to 9:00 p.m.	80	Eliminate route. Watt Ave and North Highlands would be covered by new #26 and #84.			170-173	No changes.
65	UPDATED: Combine with Routes 61 and 67.	81	UPDATED: Improve Sunday frequency to 30 minutes from 8:30 a.m. to 5:00 p.m. in the eastbound direction and from 9:00 a.m. to 7:00 p.m. in the westbound direction.			175-177	No changes.
67	UPDATED: Reroute off of Florin Rd and instead continue south on Franklin Blvd from Florin Rd to Mack Rd, east on Mack, south on Valley Hi, and south to Cosumnes River College via Valley Hi, Wyndham, and Bruceville. Add two southbound trips and one northbound trip to improve weekday evening frequency to 30 minutes. Improve Saturday frequency to 30 minutes and add a Saturday trip from Arden Fair Mall at 9:22 p.m.	82	UPDATED: Reroute from Mission Ave, Engle Rd, Eastern Ave, Edison Ave, Pasadena Ave, and Winding Way to Walnut Ave and Winding Way. Improve weekend frequency to 45 minutes.			SmaRT Ride Gerber	Add SmaRT Ride on-demand microtransit service in the area bounded by Power Inn Road, Gerber Road, the Union Pacific Railroad, and Calvine Road from 7am to 7pm Monday-Friday with non-stop connections to Cosumnes River College station.

Maps and more info available at:

www.sacrt.com/sacrforward

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	There are no unmet transit needs that are reasonable to meet in the cities of Elk Grove, Galt, Isleton, and the portion of Unincorporated Sacramento County that is not in the SRTD or in the Sacramento Regional Transit District (incl. portions of Unincorp. Sacramento County and the cities of Citrus Heights, Folsom, Rancho Cordova and Sacramento).			
				All operational comments are shared with the transit operators, and/or the appropriate jurisdiction.
Sacramento County				
Elk Grove	e-tran needs fixed route service between Elk Grove City Limits and the Delta Shores Shopping Center. Currently, no fixed route service is available at Delta Shores by any transit provider.			The Delta Shores Shopping Center is outside the operational jurisdiction for e-tran. If e-tran were to supply service they would need to work something out with SacRT. There is not demonstrated demand for service from Elk Grove to Delta Shores Shopping Center. This is not an unmet transit need.
	e-tran needs improved weekend/holiday fixed route bus service.			There is very little expressed demand for Sunday or holiday services. This is not an unmet transit need.
Galt	The SCT/Link route 99 does not currently run on weekends and many need direct access to medical facilities not available in Galt and connection to RT services at Cosumnes River College 7 days per week. No need to change route.			SCT/Link is struggling to restore service that was reduced due to the COVID-19 pandemic. There is currently not sufficient demand for regular service with social distancing, nor is there expressed demand for additional weekend service. This is not an unmet transit need.
	Consider adding additional routes to your SCT/Link- Galt to Sacramento Commuter Express to accommodate commuters with 7:00 AM start times in the downtown Sacramento area.			Current schedule have 6:25 AM bus leaving Galt City Hall arrives in downtown at 7 AM. Earliest Galt departure times already have seen a steep decline ridership due to the COVID-19 pandemic. This is not an unmet transit need.
	SCT/Link needs to provide more busses to the Sacramento downtown area earlier in the morning to accommodate earlier start times like 6:30 and 7 AM.			Current schedule have 6:25 AM bus leaving Galt City Hall arrives in downtown at 7 AM. Earliest Galt departure times already have seen a steep decline ridership due to the COVID-19 pandemic. This is not an unmet transit need.
	Currently, they [SCT/Link] offer a 6:35 a.m. and 7:05 a.m. departure from Galt Twin Cities park and ride. Ideally, a 5:30 a.m. or 6:00 a.m. departure would create more flexibility and a less crowded bus.			The 6:35 AM bus gets riders to downtown Sacramento by 7 AM. The earliest departure times on Galt to Sacramento Commuter route have seen the steepest declines in ridership. There is not sufficient demand to sustain earlier service starts. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	<p>Service to all medical facilities needed.</p>			<p>This is not an unmet transit need.</p>
	<p>The Kaiser facility on Howe Avenue and Munroe is in the same area (near Morse Avenue), but there is no fixed route or SmaRT Ride service. This could be resolved by rerouting RT route 82 from the 65th Street light rail station and American River College onto Fair Oaks Blvd. from Howe to Morse Ave. to Cottage Ave. as it does today. There is also a Vitalant blood donation facility on Fair Oaks and Morse.</p>			<p>The Kaiser facility near Howe and Munroe is currently served by multiple SacRT bus routes (26, 82 and 87).</p> <p>This is not an unmet transit need.</p>
		<p>More bus service is needed in unincorporated Sacramento County (Vineyard area), preferably along Elk Grove-Florin Road north of Calvine Road would help service the area. Currently the closest service is offered by e-tran and is at least a 30 minute walk away.</p>		<p>This comment refers to the Vineyard area as "along Elk Grove-Florin Road north of Calvine Road", which is currently not served by fixed-route transit.</p> <p>Not reasonable to meet at this time due to lack of operational funding, and unknown ridership demand. Sacramento County and SacRT have an agreement and are preparing to serve the Vineyard area with transit service covered by development fees at a date TBD.</p> <p>This is an unmet transit need that is not reasonable to meet.</p>
		<p>Light rail should come further east into unincorporated Sacramento County (Vineyard area).</p>		<p>This comment refers to the Vineyard area as "along Elk Grove-Florin Road north of Calvine Road", which is currently not served by fixed-route transit.</p> <p>Not reasonable to meet at this time due to lack of operational funding, and unknown ridership demand. Sacramento County and SacRT have an agreement and are preparing to serve the Vineyard area with transit service covered by development fees at a date TBD.</p> <p>This is an unmet transit need that is not reasonable to meet.</p>
	<p>Commuter rail from the eastern portion of unincorporated Sacramento County (Vineyard area) to the City of Elk Grove would be helpful.</p>			<p>SacRT does not currently operate commuter rail service; see comments for #11 and #12.</p> <p>This is not an unmet transit need.</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	A new "South Sacramento East Farm to Future SmaRT Ride" Zone that would cover 65th Street on the west, Folsom Boulevard on the north, South Watt Avenue on the east, and Florin Road on the south operating from 8 AM to 5 PM M-F.			This is not an unmet transit need.
	New route 9: Sierra College/Hazel Local Bus Route would be operated cooperatively by Placer County Transit and Sacramento RT (similar to the YCTD & SacRT operated "Causeway Connection") and would travel hourly M-F in the north-south direction along Sierra College Boulevard/Hazel Avenue between Sierra Community College and the Hazel Light Rail Station.			<p>Sierra Community College is outside SacRT's service area; currently served by Roseville Transit, and Placer County Transit that allows a transfer to SacRT light rail at Watt Avenue/I-80.</p> <p>This is not an unmet transit need.</p>
	RT routes 30 and 38 should be extended west and north to the Sacramento International Airport and replace western terminus of routes 51 and 62 at the Sacramento Valley Station.			<p>SacRT currently has planned service to the Sacramento International Airport (Route 142), although it is temporarily suspended due to COVID-19. Yolobus currently serves the Airport with stops in downtown Sacramento.</p> <p>This is not an unmet transit need.</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	RT route 13 would serve the Sacramento International Airport to Arden Del Paso.			<p>The Arden Del Paso light rail station currently provides light rail service and is a transfer point for multiple bus routes. The Airport currently has planned service (Route 142) although it is temporarily suspended due to COVID.</p> <p>This is not an unmet transit need.</p>
	Restore service along Elk Horn Blvd. to serve the north Sacramento area.			<p>SacRT provides fixed-route bus service at Elkhorn Blvd. and Dry Creek Rd. (Route 19).</p> <p>This is not an unmet transit need.</p>
	When will planned changes in SmaRT Ride service take place?			<p>Discussions regarding potential changes to SmaRT Ride services are on-going and no final decisions have been made. RT will share the implementation date(s) once finalized.</p> <p>This is not an unmet transit need.</p>
	Split existing RT route 13 at the Arden/Del Paso Station operating a new Local Route 29 from the Arden/Del Paso Station to the existing eastern terminus on Butano Drive at El Camino Avenue - near Watt Avenue.			This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Extend remaining portion of the RT route 13 service from El Centro Road and Del Paso Road to the Sacramento International Airport.			This is not an unmet transit need.
	RT route 23 weekday morning reverse commute trips (Arden/Del Paso to Citrus Heights) should be added at 5:23 AM and at 5:53 AM allowing riders to connect with other early morning routes like route 26 and route 82 that already operate early morning service prior to 6:00am.			This is not an unmet transit need.
	Realign RT route 23 service in the City of Citrus Heights to travel north of Greenback Lane from San Juan and Greenback via Sylvan Road and Auburn Boulevard to the Louis/Orlando Transit Center.			This is not an unmet transit need.
	Route 25 needs early morning weekday reverse commute service starting no earlier than 5 AM at the Marconi/Arcade LRT station to make connections with other early morning routes like Route 26 and Route 82.			This is not an unmet transit need.
	Permanently discontinue Route 142 (Airport Express) due to both low ridership between January 5, 2020 and March 22, 2020, and because this route was just downtown to Airport and back downtown again.			This is not an unmet transit need.
SRTD (incl. portions of Unincorporated Sacramento County)	Route 30 should provide the service between Sacramento International Airport and either the Sacramento State Esplanade and the University/65th Street Light Rail Station with a span of hours matching the previous route 142, including discontinuing service at the Sacramento Valley Station.			This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Route 38 should provide the service between Sacramento International Airport and either the Sacramento State Esplanade and the University/65th Street Light Rail Station with a span of hours matching the previous route 142, including discontinuing service at the Sacramento Valley Station.			This is not an unmet transit need.
	RT route 51 provide service to the Sacramento Valley Station.			This is not an unmet transit need.
	RT route 56 provide service to the Sacramento Valley Station.			This is not an unmet transit need.
	RT route 62 provide service to the Sacramento Valley Station.			This is not an unmet transit need.
	New RT route 80 would travel from Auburn Boulevard at Greenback Lane along the Greenback/Elkhorn Corridor to Sacramento International Airport, with the potential to service the new Natomas Amtrak San Joaquins Station.			This is not an unmet transit need.
	RT route 87 should start service operating beginning at the Marconi/Arcade Station to the University/65th Street Station at 6 AM to avoid missing connections to other routes.			This is not an unmet transit need.
	SmaRT Ride should service the Delta Shores shopping center.			This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	<p>SacRT routes operating in Folsom should run on weekends, especially to recognize that light rail runs to/from the City on weekends and that there are many "activities of daily living" destinations that the riding public cannot access on weekends due to lack of service.</p>			<p>Folsom currently has light rail service on the weekends.</p> <p>This is not an unmet transit need.</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	<p>SacRT should explore extending SmaRT Ride service hours on all existing zones to 10pm and to all days of the week, and not solely on weekdays only.</p>			<p>This is not an unmet transit need.</p>
	<p>Extend light rail to North Natomas, and to the airport, to give people a more environmentally responsible and affordable way to commute and travel for other necessary trips, as well as for recreation post pandemic.</p>			<p>North Natomas currently has transit service (multiple bus routes and SmaRT Ride microtransit service). SacRT has plans for the Green Line light rail extension through North Natomas to the Airport; however, no funding has been identified at this time.</p> <p>This is not an unmet transit need.</p>
	<p>Busses from/to North Natomas are slow and also are subject to traffic congestion so frequently takes more than twice to three times as long as driving to downtown Sacramento.</p>			<p>This is not an unmet transit need.</p>
	<p>Need more direct service between suburbs, like Carmichael and Fair Oaks, that do not require long bus rides with multiple transfers.</p>			<p>This is not an unmet transit need.</p>
	<p>There is a need for a bus to connect the community in the area of Bell Road and Marysville Blvd. to the Watt Avenue light rail station, since currently riders from that area have to walk 15-20 minutes to Grand Ave. to catch a bus crossing two freeway on and off ramps there and back.</p>			<p>Bell Road and Marysville Blvd. are currently serviced by microtransit, and the Watt I-80 light rail station currently has light rail service.</p> <p>This is not an unmet transit need.</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Workers and other riders need expanded SmarT Ride service to connect to the College Greens light rail station since bus serve was discontinued east of Power Inn.			The College Greens light rail station currently has light rail service, and there is currently SmarT Ride microtransit service east of Power Inn.
	The RT Route 106 which only operates on a peak schedule inbound & outbound and makes it difficult to access necessary trips, grocery store, etc.			There are multiple other bus routes within walking distance of this commenter's location that will allow access to multiple destinations, including grocery stores. This is not an unmet transit need.
SRTD (incl. portions of Unincorporated Sacramento County)	Promote multicounty partnership service between Hazel LRT and Sierra College (SacRT and PCT) using the successful partnership between YCTD and SacRT for Causeway Connection hourly service as an example.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
SRTD (incl. portions of Unincorporated Sacramento County)	Two potentially good Connect Card purchase locations are the "Sac State Downtown" campus and the Sacramento State Main Campus too, if they aren't doing it already.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
	SacRT and YCTD that cooperate in operating the "Causeway Connection" Route 138, and need to be on the same page with regards to operating the "Causeway Connection" on Dr. Martin Luther King Day and Presidents' Day. Preferably operating on both days as regular weekday service.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
	Kaiser hospital on Morse Ave. will be moving to the railyards and service directly to the hospital will be needed.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	My family member works in downtown and would use the train if there were more park and ride lots available.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	Buses don't come often enough and don't go enough places.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	It would be so helpful if there were more inter-city transit, that does not require a transfer, as well.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	Should a recommendation come about moving annexation of the e-tran service area by SacRT forward, then route numbering must be addressed to eliminate rider confusion.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	SacRT needs to review the safety at transit stops.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	SacRT needs to be able to make sure that some of these stops are able to withstand some of the climate that we have here in Sacramento (for example the rainy season or the summer months).			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	Install more dedicated bus lanes/pull outs for busses to pick up passengers quicker than making people walk in the street to get on the bus.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	<p>Some of the drivers don't have the best customer service and that some drivers have not protected people via from mentally ill people or homeless that get on either the light rail or RT busses.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	<p>Seniors 75 years old and older should be able to ride free on all buses and trains allowing many on fixed incomes to maintain their independence a little longer and take care of themselves while they are still able.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	<p>When Regional Transit gets more funding (maybe a tax measure in 2022), they need to increase frequency on existing bus lines before adding new bus lines.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	<p>Many people need to sit down due to age or injury while waiting for a bus. With an aging population seating at bus/transit stops should be a priority.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	<p>Sacramento RT is very outdated and slow to keep up with adjustments/changes that may been needed with transit service areas changes.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	The system maps are very dated and are not easy for the general public, especially new riders, to use.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	SacRT routes need to be completely overhauled so that they run efficiently through highly populated areas, main streets and avenues.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
SRTD (incl. portions of Unincorporated Sacramento County)	SacRT receives massive amounts of funding but are not using the funds correctly, and city and state government need to really audit Sacramento Regional transits operations.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
Other	San Joaquins (rail) are looking at extending service north to Sacramento County.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	ACC Rides – Volunteers take 3 ½ hours for a Delta area round trip, and two clients in Courtland can't walk to bus stop. Currently there are no volunteers because of COVID-19 since a majority are seniors.			<p><i>SCT/Link staff responded: SCT/Link provides service from Galt to the Delta area (Isleton, Locke, Ryde, etc.). This service has very low ridership, which we are trying to improve. SCT/Link is looking at different ways to serve the area.</i></p> <p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
Sacramento County				
SRTD (incl. portions of Unincorporated Sacramento County)			Weekend service is needed on the weekend in the southwest area of Elk Grove served M-F by the routes 11 and 111.	Future plans for weekend service in Elk Grove is included in the Short Range Transit Plan's Five-Year Service Plan exhibit; to be adopted in Spring 2022
		Have the SacRT route 65 come down Franklin Blvd. to the Laguna Town Hall in Elk Grove like it did before light rail came to Cosumnes River College.		Patron can travel from Franklin LRS to Laguna Town Hall, via Blue line to CRC, then on etran route 116. No service from Franklin station to Laguna Town Hall via Franklin Blvd; no fixed-route service on segment of Franklin between CR Blvd and Big Horn (almost 2 miles). There is minimal catchment for fixed-route stops along this segment; demand for transit is low due to no real travel destinations other than single-family homes
	More frequent and consistent bus service is needed on main thoroughfares Laguna and Elk Grove Boulevards.			Laguna and Elk Grove Blvd both have multiple routes that serve these thoroughfares
	Elk Grove needs a direct light rail option to the Sacramento International Airport.			Fixed-route transit service exists between Elk Grove and the airport (although it is not direct service and requires multiple transfers).
	More transit service is needed in the Arden Arcade area.			The Arden Arcade area is served by multiple fixed-routes
	More frequent bus service on the SacRT route 25 on Marconi that travels through Arden Arcade.			There is existing transit service on Marconi, seven days a week. Frequency is not an unmet need.
	More service is needed on the SacRT route 23 on El Camino.			There is existing transit service on El Camino, seven days a week. Frequency is not an unmet need.
	With no school bus service in the San Juan Unified School District more transit is needed so that children can get to/from school.			Which schools? Although SacRT is not a school transportation provider (that would be charter service), there are a number of routes that operate near some schools in the San Juan District.
	Sacramento County needs more microtransit vehicles on the road since wait time is excessive - frequently 45 minutes to an hour.			This is an operational comment. Long wait times are due to driver shortages, and would not necessarily be solved with additional vehicles.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	<p>Change the route 142 to run from downtown Sacramento, north on I-5, north on Hwy. 99 to W. Elkhorn Blvd., back to I-5 by way of the new Metro Air Park interchange, and then finally to the final stop inside the Airport.</p>			<p>There is existing fixed-route transit service between Natomas and the airport. Service to Metro Air Park is in early planning stages as the area is not yet developed enough for transit service and demand does not exist.</p> <p>SacRT - Thank you for sending your suggested route proposal for SacRT's Route 142 to the airport. Planning staff has discussed potential bus service for the Metro Air Park area as development continues and ridership demand grows out there, and we will include your comments into our Short-Range Transit Plan (SRTP), as well. SacRT is nearly ready to kick off the community involvement piece of the SRTP process, which will provide opportunities for the public to be involved in developing ideas for future service. SacRT will be holding some virtual workshops in the coming months for people to participate and share their ideas. Meetings dates and times will be posted on the SRTP web page: https://www.sacrt.com/apps/short-range-transit-plan/</p>
	<p>Have a route that runs from downtown Sacramento, north on I-5, north on Hwy. 99 to W. Elverta Road, from W. Elverta Road down Metro Air Parkway, back to I-5 via the Metro Air Parkway Interchange, and then finally to the stop inside the airport.</p>			<p>There is existing fixed-route transit service between Natomas and the airport. Service to Metro Air Park is in early planning stages as the area is not yet developed enough for transit service and demand does not exist.</p> <p>SacRT - Thank you for sending your suggested route proposal for SacRT's Route 142 to the airport. Planning staff has discussed potential bus service for the Metro Air Park area as development continues and ridership demand grows out there, and we will include your comments into our Short-Range Transit Plan (SRTP), as well. SacRT is nearly ready to kick off the community involvement piece of the SRTP process, which will provide opportunities for the public to be involved in developing ideas for future service. SacRT will be holding some virtual workshops in the coming months for people to participate and share their ideas. Meetings dates and times will be posted on the SRTP web page: https://www.sacrt.com/apps/short-range-transit-plan/</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	<p>SacRT route 11 - extend from Club Center Drive and Natomas Blvd. to SMF via Natomas Blvd., Elk Horn Blvd., and alignment following southbound Highway 99 to I-5 north to Airport Blvd. or Elk Horn Blvd. to Metro Air Pkwy, to I-5.</p>			<p>There is existing fixed-route transit service between Natomas and the airport. Service to Metro Air Park is in early planning stages as the area is not yet developed enough for transit service and demand does not exist.</p>
	<p>SacRT route 23 - Silvan Rd. in Citrus Heights to realign route from San Juan and Greenback via roadway continuation of San Juan, Silvan, Auburn Blvd. with the Louis and Orlando Transit Center being the terminus of the north eastern end of the route.</p>			<p>SacRT Route 23 operates seven days a week; patron can make a transfer to arrive at Louis Orlando Transit Center</p>
	<p>Make sure all area served by SacRT are provided service 7 days per week per SacRT Forward.</p>			<p>SacRT fixed-routes operate seven days per week</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Restore Regional Transit bus service on 24th Street between Fruitridge Road and Mack/Meadowview Road, that was discontinued in 2010, with service 7 days a week, or at least five days a week Monday through Friday.			Although there is no route that operates on that segment of 24th Street, the Blue Line light rail service runs parallel less than 1/2 mile away; the previous route was eliminated due to low ridership and it was redundant with light rail
			RT should consider some type of shuttle service to the Delta Shores shopping center, from the Franklin or Center Parkway light rail stations, maybe hourly several times a day during the week.	SacRT does not provide fixed-route service to the Delta Shores shopping center, and is in early planning stages for services as the rest of the area is being developed. Staff is working with the City on future developments and street design, and is including this area in the SRTP.
	Provide more direct and frequent service to downtown Sacramento from Citrus Heights near Old Auburn Road/border with Roseville.			There is existing transit service available between Citrus Heights and Downtown Sacramento.
	Expand the SmaRT Ride zone to include the area near the intersection of Auburn Blvd. and Garfield Avenue.			There is existing transit service to Auburn Blvd. and Garfield (Route 1).
	SacRT buses should run later and on Sundays to allow people to more easily access jobs that have evening/night hours.			SacRT routes operate on Sunday evenings
	Expand SmaRT Ride service to connect the College Greens light rail station with Depot Park on Fruitridge since bus service was discontinued east fo Power Inn Road.			Where exactly on Fruitridge is this patron traveling to? Route 61 runs on portions of Fruitridge. Where exactly east of Power Inn Road is the final destination?
	SacRT Go (paratransit) needs to make their systems more accurate when they're setting up ride pick-ups and return trips as they are frequently quite late and don't notify riders.			Operational.
	The SmaRT Ride that operates west of I-5 in North Natomas should operate 7 days per week since there is no transit service in the area on the weekends.			North Natomas has fixed-route service seven days a week on the west side of I-5 (Route 13).
SRTD (incl. portions of Unincorporated Sacramento County)	Direct bus service is needed from West Sacramento to North Natomas to serve Westlake Charter school at 4400 East Commerce Way, 95834. This trip via current bus services takes over two hours each way.			This destination is served by fixed-routes 11 and 13 (although the walk is over 1/2 mile) and is within the North Natomas SmaRT Ride zone.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Westlake Charter school students need direct transportation from West Sacramento to the school in North Natomas or with a maximum of one transfer required.			This destination is served by fixed-routes 11 and 13 (although the walk is over 1/2 mile) and is within the North Natomas SmarT Ride zone.
	The North Natomas SmarT Ride area should be extended.			Not an unmet need.
	More than two buses are needed to operate the North Natomas SmarT Ride service to keep wait times reasonable.			Operational.
	Expand the North Natomas SmarT Ride boundaries to include South Natomas and Gardenland to the Garden Highway.			Not an unmet need. There are multiple fixed-routes that serve both North and South Natomas; services at/near Gardenland and Garden Highway is Route 88.
	Expand the North Sacramento SmarT Ride area from the Marconi Arcade light rail station south into the neighborhoods of Hagginwood, South Hagginwood, Dixieanne, Old North Sacramento, and Woodlake.			Not an unmet need.
	Return regular fixed route service to the Alder Grove/Marina Vista/Upper Land Park area of Sacramento since the SmarT Ride available in portions of these areas are not a replacement for fixed route service.			There are fixed-routes available near this area, and a SmarT Ride zone to service this area as well.
	Reinstate fixed route service in East Sacramento, Land Park, and South Land Park.			This area has existing fixed-route bus services.
	Run commuter/peak hour services in the Alder Grove/Marina Vista/Upper Land Park/East Sacramento/Land Park/South Land Park areas in both directions morning, afternoon/evening.			There are fixed-routes available near this area, and a SmarT Ride zone to service this area as well.
	Return regular fixed route buses with full day service to Upper Land Park (Alder Grove, Marina Vista, 5th Street, Vallejo, and Muir Way).			There are fixed-routes available near this area, and a SmarT Ride zone to service this area as well.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Return regular fixed route buses with full day service to East Sacramento, South Land Park, and Land Park.			There are fixed-route services available in these areas.
SRTD (incl. portions of Unincorporated Sacramento County)	Add a SacRT route 51 bus stop at stop 1838 at P and 9th Street in downtown Sacramento to allow for easier transfers for those connecting with the numerous regional commuter services that stop here.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
SRTD (incl. portions of Unincorporated Sacramento County)	Eliminate the SacRT route 142 to the airport and use those resources to increase the frequency on YoloBus routes 42A and B.			This comment includes both SacRT and YoloBus services and will be included in both comment summaries. Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
	Are there designated pick-up and drop off locations at the Sacramento Convention Center?			Riders can call SacRT Go dispatch for information on drop off and pick up points at the Convention Center. Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
	Can SacRT Go paratransit clients schedule trips via the SacRT Go app or do they have to use the phone to schedule?			Reservations are available on the SacRT Go app in addition to calling the service number. Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.
	Provide better transit connections in the Laguna area of Elk Grove.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	How are Unmet Transit Needs comments tracked and where can a person find more information on the Unmet Transit Needs process?			<p>SACOG – Information on the Unmet Transit Needs process can be found on the SACOG website at www.sacog.org/unmet. All Unmet Transit Needs comments collected through the hearings and process are cataloged, analyzed, and shared with the transit operators, SSTACs, and SACOG Board.</p> <p>SacRT – Have a customer service department and a customer advocacy department to take all feedback. Feedback and complaints are sent to the appropriate department to address them.</p>
	SacRT routes do not make sense, and schedules do not make sense; nor do they run congruent with each other.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	SacRT routes should run up and down busy main streets rather than run through many unnecessary neighborhoods where there isn't any ridership.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	Bathrooms should be available at light rail stations since many people have long trips and have to transfer to/from buses at the light rail stations.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	All light rail vehicles and stations should have displays with the time and date just like all the buses do.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	There should be ticket validation available on the light rail like there is on the buses.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	When riders cannot be accommodated by non-profit social service transportation providers they frequently are referred to SacRT, but clients have issues with the timeliness of SacRT and SacRT Go services.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>

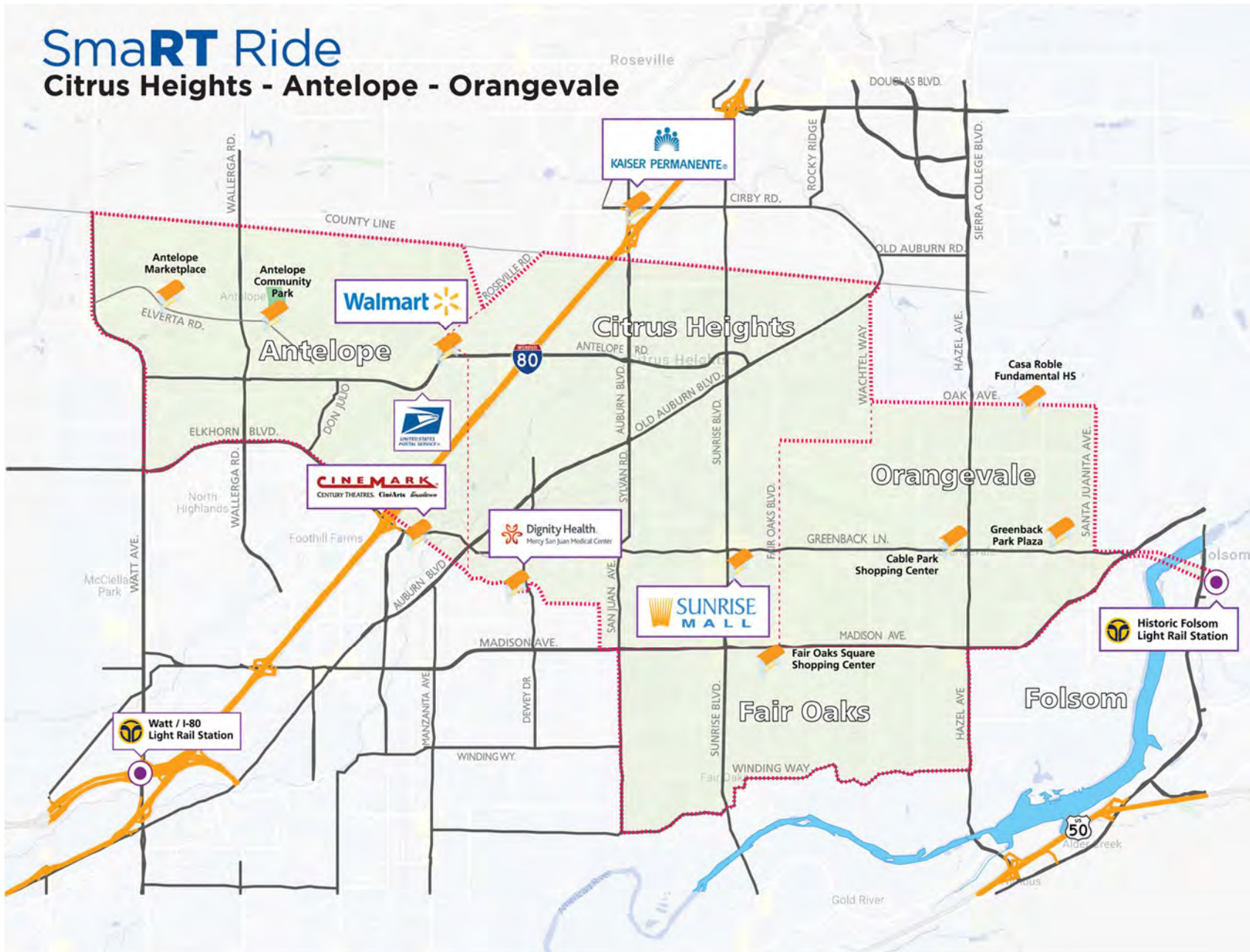
	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	Rocklin, Roseville, Lincoln, and Loomis should have access to SacRT light rail at the junction of Highway 65 and I-80 operating at 15 minute intervals and would reduce the number of commuters on the highway traveling from these cities.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	The bus shelters/benches/areas in general along RT bus lines need power washing, including the sidewalk near and around them.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	Bus seating should be chosen not to include fabric upholstery.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	The SmaRT Ride service from Watt/Butano to Arden-Dimick Library at Watt/Northrop needs to be adjusted so that riders can be dropped off and picked up directly at the library rather than having to stand on Watt Avenue and La Habra.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	The method for counting ridership appears to be inaccurate since it appears to be difficult or impossible to count youth and/or college students who ride for free.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	SacRT needs to operate more buses, possibly four, on the SmaRT Ride service in North Natomas west of I-5 to reduce untenable wait times.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	Extend SmaRT Ride service from North Natomas west of I-5 to the South Natomas area.			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>

	Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
	<p>SacRT should concentrate on bus and light rail service, not become a system of ride sharing vehicles/taxicab services it seems like it is becoming.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
<p>SRTD (incl. portions of Unincorporated Sacramento County)</p>	<p>Trips that used to be one seat trips from the Alder Grove/Marina Vista/Upper Land Park/East Sacramento/Land Park/South Land Park areas now take two to three transfers to complete with significantly more travel time.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>
	<p>SmaRT Ride is problematic - with no guarantee of time, inconvenient, and users have to call or use an app to use this service.</p>			<p>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</p> <p>This is not an unmet transit need.</p>



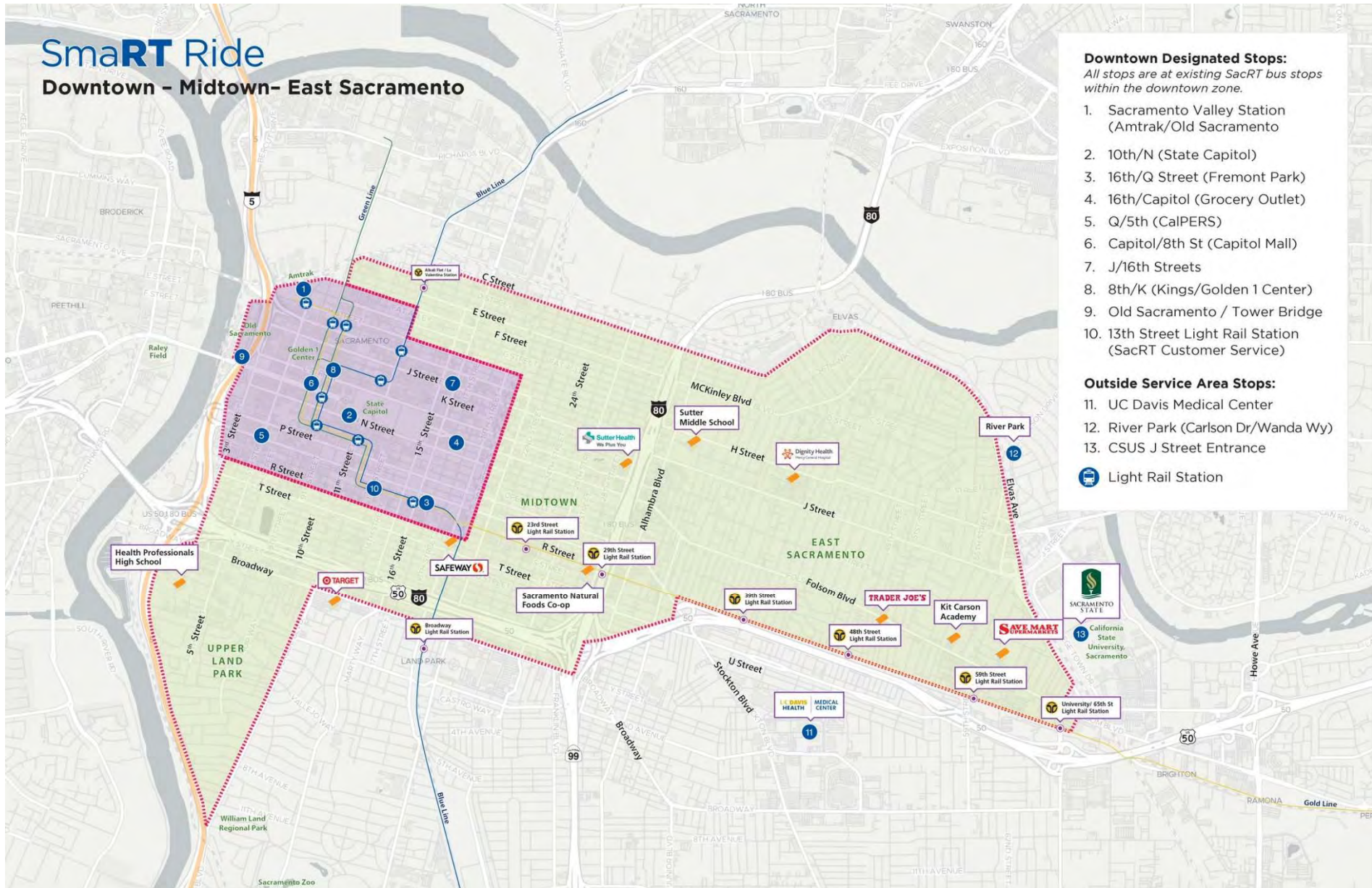
SmART Ride

Citrus Heights - Antelope - Orangevale



SmaRT Ride

Downtown - Midtown - East Sacramento




Downtown Designated Stops:
All stops are at existing SacRT bus stops within the downtown zone.

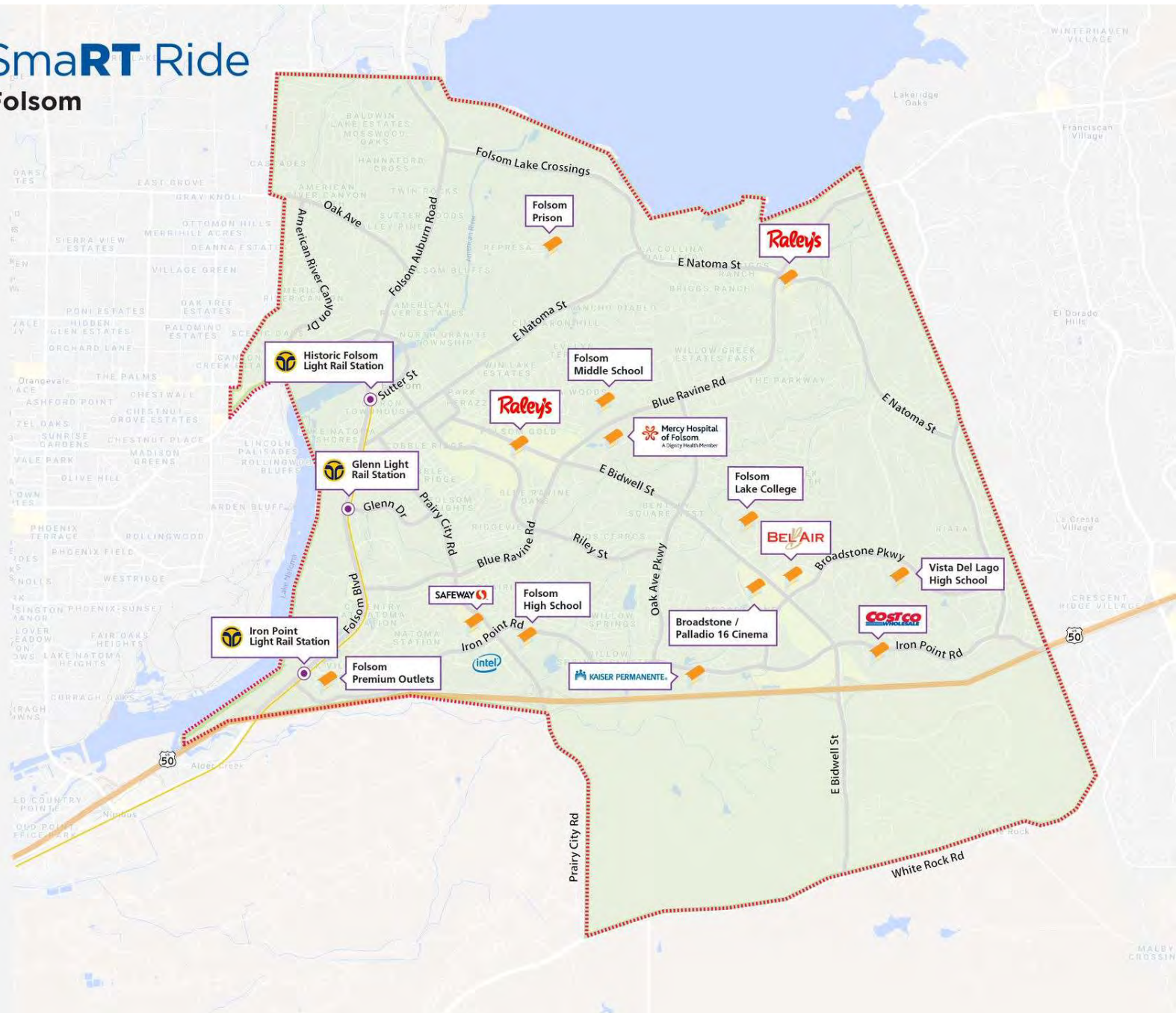
1. Sacramento Valley Station (Amtrak/Old Sacramento)
2. 10th/N (State Capitol)
3. 16th/Q Street (Fremont Park)
4. 16th/Capitol (Grocery Outlet)
5. Q/5th (CaIPERS)
6. Capitol/8th St (Capitol Mall)
7. J/16th Streets
8. 8th/K (Kings/Golden 1 Center)
9. Old Sacramento / Tower Bridge
10. 13th Street Light Rail Station (SacRT Customer Service)

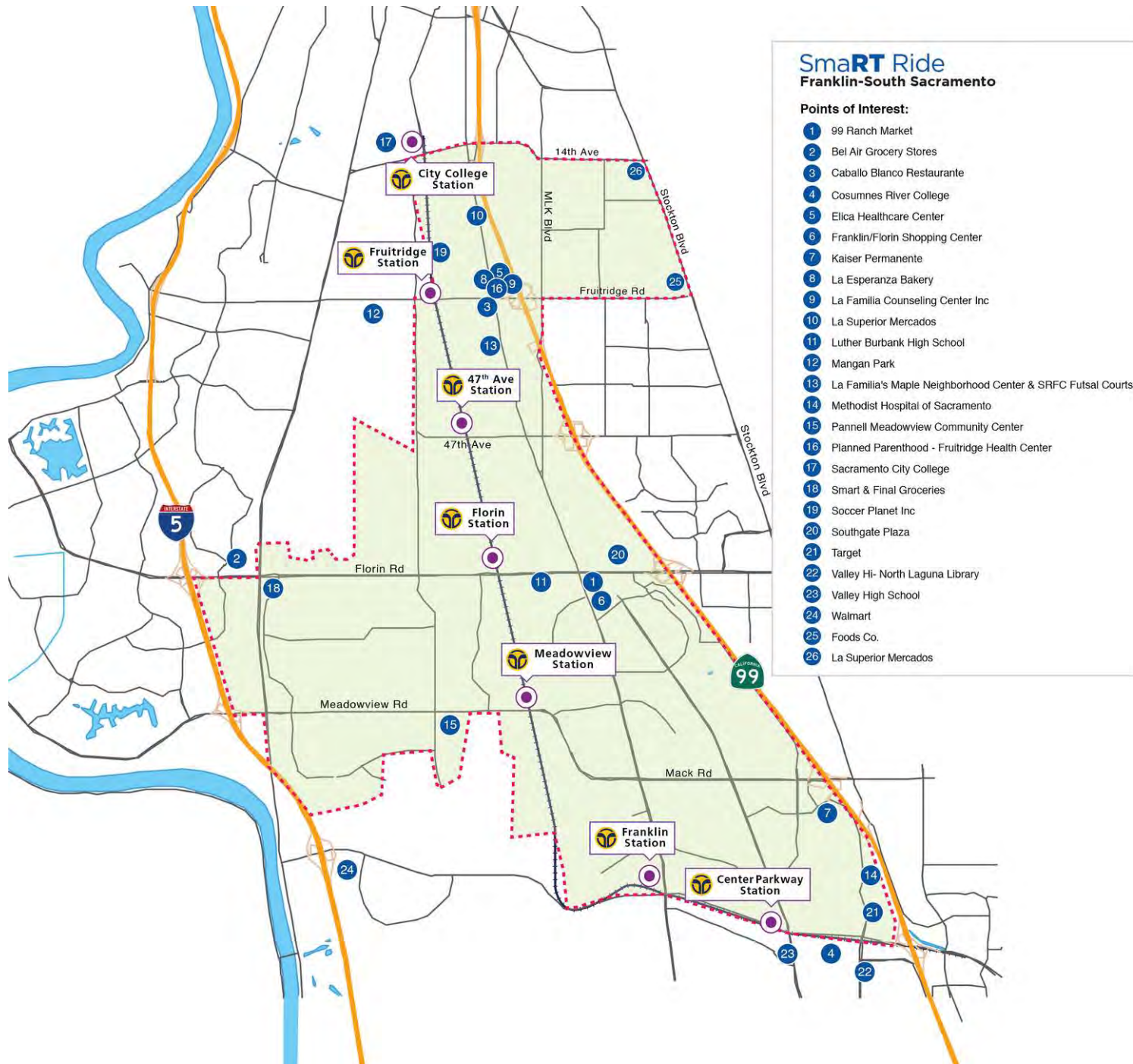
Outside Service Area Stops:

11. UC Davis Medical Center
12. River Park (Carlson Dr/Wanda Wy)
13. CSUS J Street Entrance

 Light Rail Station

Smart Ride Folsom

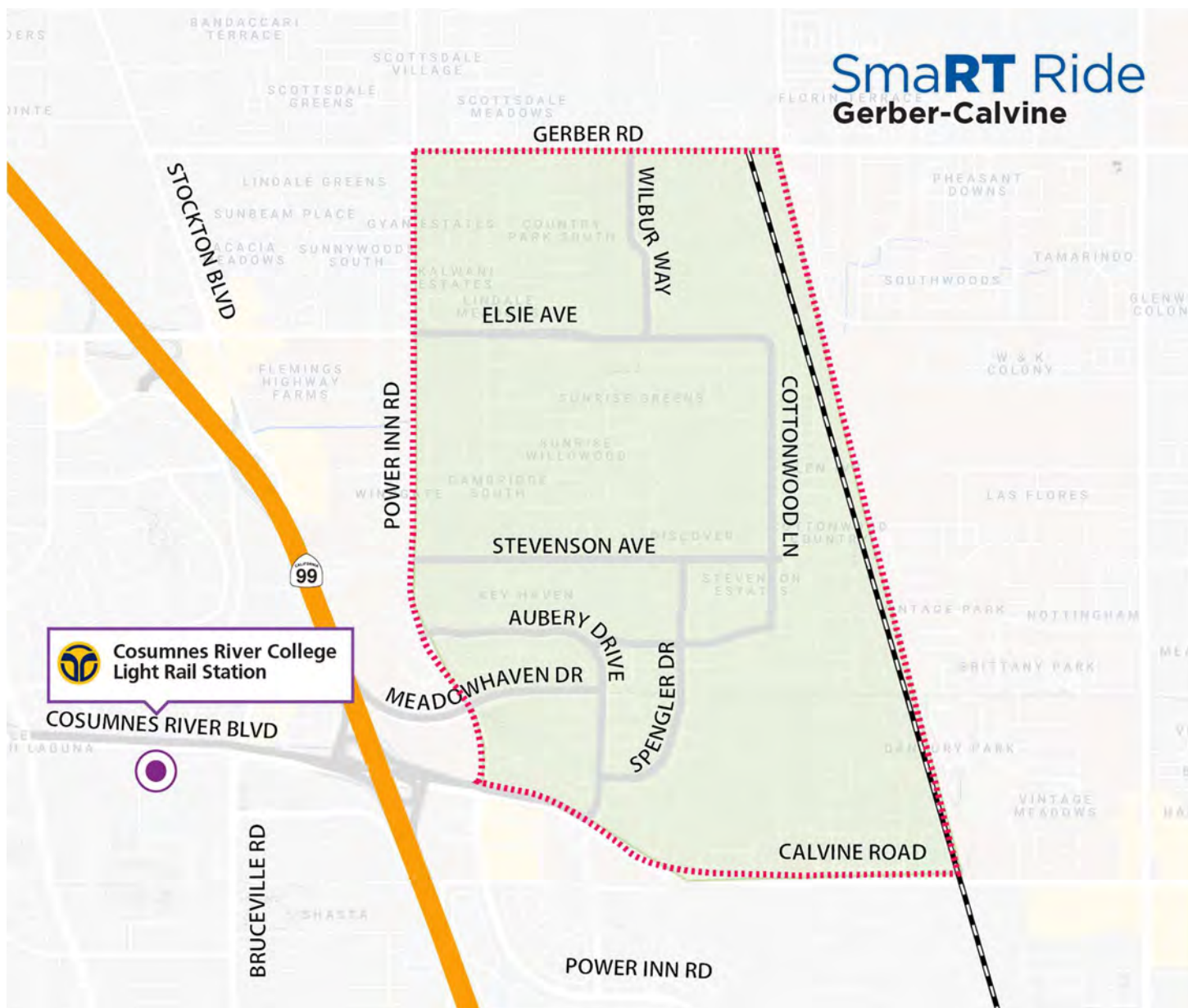


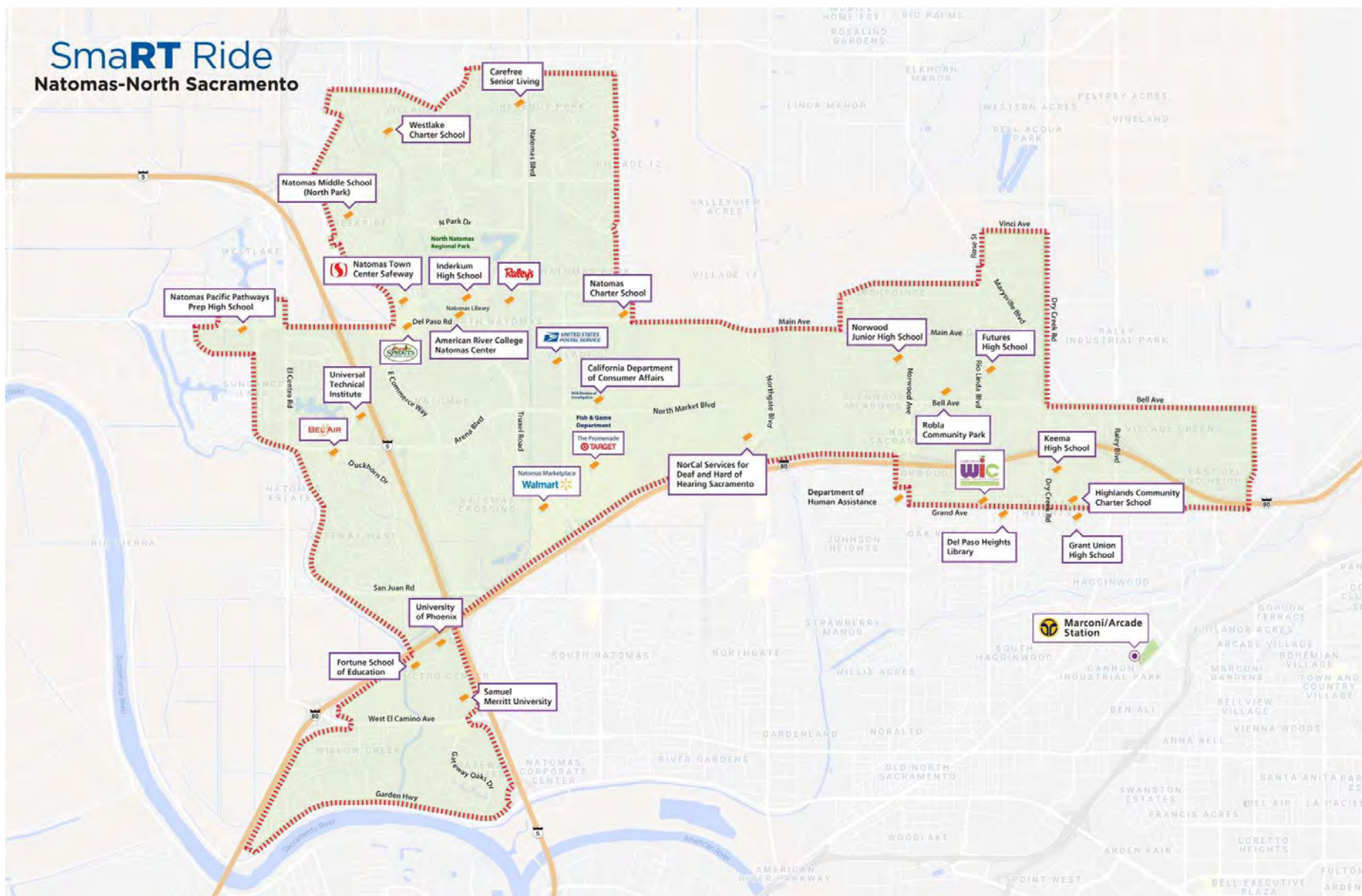


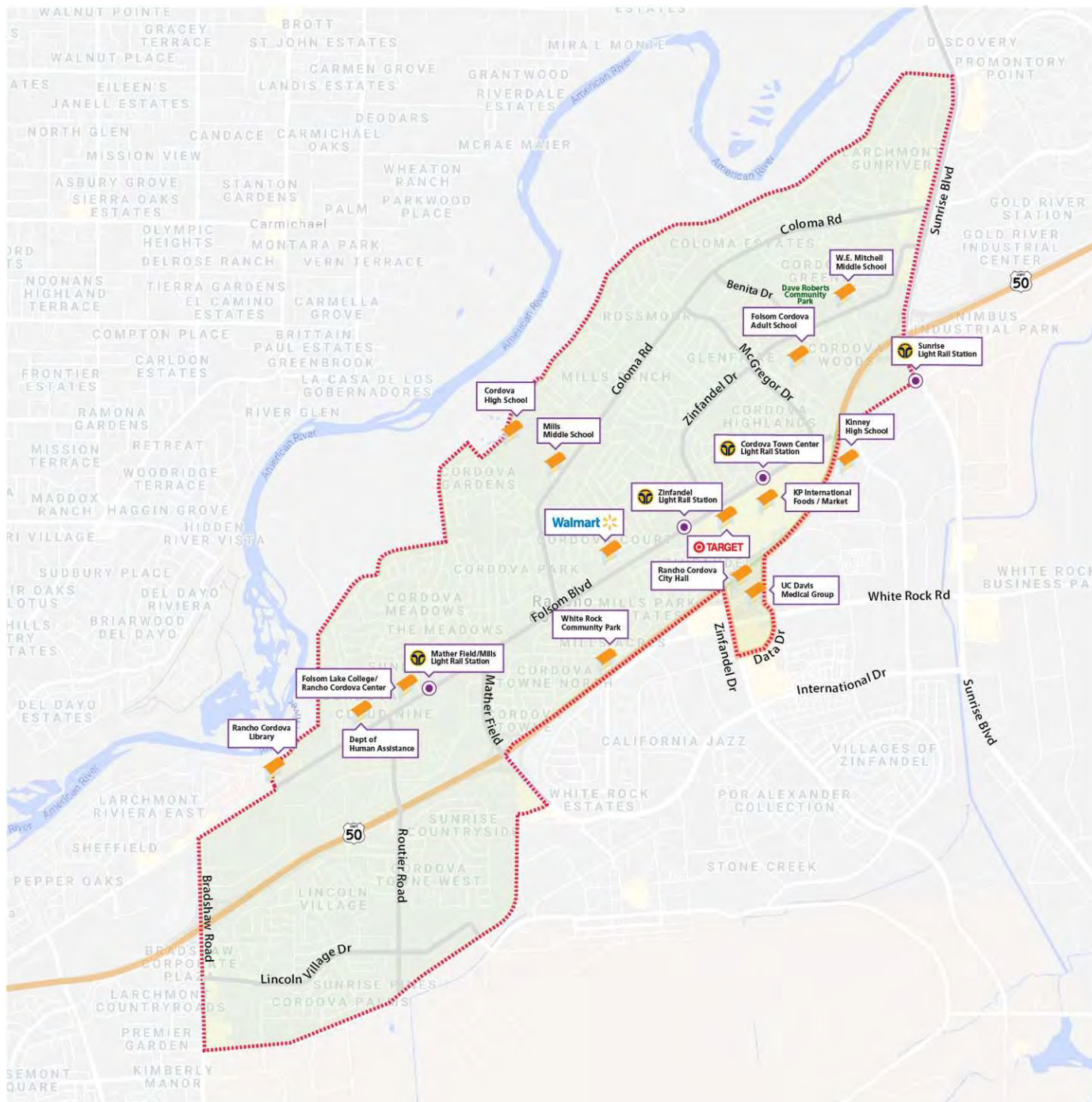
SmarT Ride
Franklin-South Sacramento

Points of Interest:

- 1 99 Ranch Market
- 2 Bel Air Grocery Stores
- 3 Caballo Blanco Restaurante
- 4 Cosumnes River College
- 5 Elica Healthcare Center
- 6 Franklin/Florin Shopping Center
- 7 Kaiser Permanente
- 8 La Esperanza Bakery
- 9 La Familia Counseling Center Inc
- 10 La Superior Mercados
- 11 Luther Burbank High School
- 12 Mangan Park
- 13 La Familia's Maple Neighborhood Center & SRFC Futsal Courts
- 14 Methodist Hospital of Sacramento
- 15 Pannell Meadowview Community Center
- 16 Planned Parenthood - Fruitridge Health Center
- 17 Sacramento City College
- 18 Smart & Final Groceries
- 19 Soccer Planet Inc
- 20 Southgate Plaza
- 21 Target
- 22 Valley Hi- North Laguna Library
- 23 Valley High School
- 24 Walmart
- 25 Foods Co.
- 26 La Superior Mercados







Executive Summary

The 2018 California State Rail Plan articulates a vision of intercity rail, commuter rail, and local mass transit integration, making the rail system easier to access and use. To further this vision, the California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) have been funding rail integration plans in various parts of the state to better integrate transit with the state rail system. The Sacramento Regional Transit (SacRT) Network Integration Plan is one of those plans.

SacRT Network Integration Vision

The common theme running through all state-sponsored Network Integration Plans is how to provide better connections between local transit and the state rail system. In Sacramento, that system consists of the *Capitol Corridor* and the *San Joaquins* intercity trains, which are sponsored by Caltrans and operated by their respective Joint Powers Authorities. In the future, two new *San Joaquins* roundtrips will be added on the Union Pacific Railroad's Sacramento Subdivision, stopping at a Midtown Station along the 20th Street corridor. Additionally, the Altamont Corridor Express (ACE) commuter rail service, operating today between Stockton and San Jose, is planning an extension to Sacramento with multiple arrivals and departures. These trains also will stop at the Midtown Station.

SacRT serves Sacramento Valley Station (SVS) today with the Gold Line light rail transit (LRT) service and two local bus routes, the 30 and the 38. The Gold Line operates with mostly 15-minute headways between SVS and Sunrise and 30-minute headways between Sunrise and Folsom. SacRT also serves the Midtown area, with the Blue Line and Green Line stopping nearby at 16th Street Station and the 62 Freeport bus route running along 19th Street and 21st Street, providing a connection to and from Downtown Sacramento.

Network Integration Elements

The realization of improved integration of intercity rail, commuter rail, and SacRT LRT and bus services envisioned in this plan rests on four elements. These elements are:

Infrastructure improvements. These are physical improvements to the transit network—some to be implemented by SacRT and some by other agencies—that will play key roles in future service integration. These include the following projects, some of which are actively underway and some of which are still in the planning stages:

- The SVS Area Plan, which includes the Bus Mobility Center (a multi-level bus terminal), an elevated concourse and circulation deck connecting to the light rail station, and other improvements at SVS. At least four SacRT routes could make use of the BMC in the near-term.
- The SVS Loop, which includes a north–south double-track alignment for the Gold Line and Green Line through Sacramento Valley Station and along 7th Street to North B Street. Also included is a new Railyards Station to serve a new Major League Soccer (MLS) stadium and surrounding development.

- Double-tracking portions of the Gold Line at Glenn and Hazel Stations, which will allow for 15-minute headways between Sunrise and Folsom.
- Conversion of SacRT's existing high-floor light rail vehicle (LRV) fleet to low-floor LRVs, which will facilitate faster boardings and alightings.
- Station upgrades to allow for level boarding with the new low-floor fleet.
- The Midtown Station serving future ACE commuter and *San Joaquins* intercity trains. SacRT will provide local connections at the Midtown Station.
- The Downtown / Riverfront Streetcar linking SVS with West Sacramento.

Light Rail Service Improvements. These are new concepts to expand LRT service, enhancing mobility options.

- 15-minute headways between Sunrise Station and Folsom Station. Headways are limited to 30 minutes today. The aforementioned double-tracking through Glenn Station is a prerequisite for this service improvement.
- Peak short-tripper trains to provide supplemental service between Sunrise Station and SVS during the weekday commute periods.
- Gold and Green Line interlining—that is, extending the Gold Line to 7th & Richards / Township 9 Station, which will require the aforementioned double-tracking of 7th Street between F Street and North B Street.
- Special event service for the MLS stadium, including both special event trains and augmented regular-service trains.

Bus Service Improvements. These include potential modifications to Routes 30, 38, 51, and 62, including service to the BMC, new touch-and-go stops at 5th Street / G Street, and a new bus terminal in the Railyards area. Rerouting the 142 Airport service following a reconfiguration of the northbound I-5 on-ramp from I Street is also being considered. For Midtown Station, potential improvements to Route 62 could facilitate connections for ACE and *San Joaquins* passengers.

Fare and Information Systems Integration and Customer Experience. CalSTA, Caltrans, and intercity and local transit partners have initiated the California Integrated Travel Project (Cal-ITP) to unify and simplify fare collection and trip planning throughout the state. Cal-ITP seeks to achieve this goal by ensuring access to reliable and accurate real-time transit information, reducing friction in payments, and creating a statewide eligibility verification program. SacRT is participating in the Cal-ITP development.

Recommendations

The Network Integration Plan concludes with recommendations for capital investments, phased implementation of LRT and bus service changes, and fare and information integration that will provide SacRT riders with a more seamless, expeditious, and user-friendly experience. Highlights include:

- More double tracking of the Gold Line east of Sunrise Station and prioritization of the 7th Street double track to ensure service reliability and provide more operational flexibility.
- Phased rollout of 15-minute headways on the Gold Line between Sunrise Station and Folsom Station, starting first with weekday peak-period service only and expanding to all-day service, seven days a week, in later years.
- Three peak short-trippers between Sunrise Station and SVS. These trains mitigate the loss of seated capacity consequent with the conversion to two- and later three-car low-floor trainsets from four-car high-floor trainsets.
- Future interlining of the Gold Line and Green Line between SVS and Richards Boulevard / Township 9, which will streamline LRT operations in Downtown Sacramento, improve operating cost efficiencies, and accommodate future ridership growth.
- Special event LRT service on the Blue and Green Lines serving the future MLS stadium.
- Initiation of detailed analysis to identify and move forward with a preferred solution for new storage tracks to replace the Gold Line's SVS tail tracks and accommodate event service staging for the MLS stadium.
- Extending Routes 30, 38, 51 and 62 to the SVS BMC in the near-term, and to a new Railyards terminal in the long-term.
- Continued coordination with the City, the Railyards master developer (Downtown Railyard Venture), and individual parcel developers on identifying a preferred option for a new Railyards bus terminal.
- Increase peak-period frequency on Route 62 to facilitate connections at Midtown Station, particularly in the interim until completion of the new mainline platform at City College Station to allow for cross-platform transfers with the Blue Line.
- Continued participation in the Cal-ITP project.



Sacramento Regional Transit District

**Abridged Budget
Fiscal Year 2021-2022**

June 14, 2021

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Board of Directors

Steve Miller, Chair
City of Citrus Heights

Patrick Kennedy, Vice Chair
County of Sacramento

Linda Budge
City of Rancho Cordova

Jeff Harris
City of Sacramento

Kerri Howell
City of Folsom

Pat Hume
City of Elk Grove

Rick Jennings II
City of Sacramento

Katie Valenzuela
City of Sacramento

Don Nottoli
County of Sacramento

Jay Schenirer
City of Sacramento

Phil Serna
County of Sacramento

Board of Directors Alternates

Stephanie Nguyen
City of Elk Grove

Mike Kozlowski
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Executive Management Team

Henry Li
General Manager/CEO

Brent Bernegger
VP, Finance/CFO

Carmen Alba
VP, Bus Operations

Laura Ham
VP, Planning and Engineering

Lisa Hinz
VP, Safety, Security and Customer Satisfaction

Shelly Valenton
VP, Integrated Services and Strategic Initiatives/Chief of Staff

Devra Selenis
VP, Communications and Partnerships

Edna Stanley
VP, Light Rail Operations

Office of Management & Budget Team

Jason Johnson
Director, Office of Management & Budget

Erik Reitz
Grants Manager

Nadia Mokhov
Senior Financial Analyst

Carol Cherry
Senior Grants Analyst

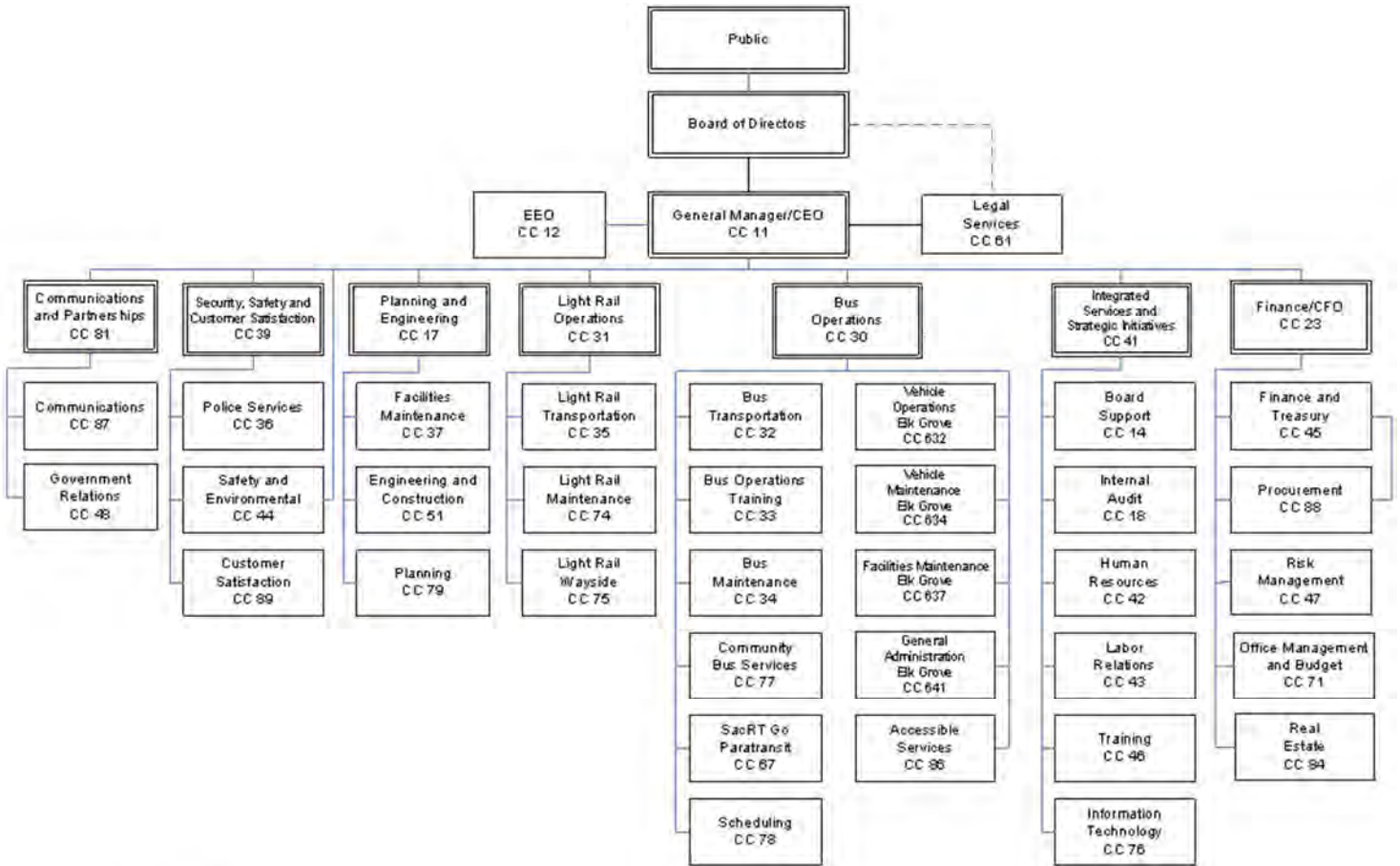
Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Lisa Saldana
Grants Analyst

Organizational Structure

(Cost Center Based)



CC = Cost Center



District Overview

District Profile

Facts

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 367 square miles in Sacramento County
---	--

Bus Service	
Power	CNG, Diesel, Gasoline, Electric
Routes	63
Schedule	4:59 am to 11:15 pm daily
Stops	3,100+
Vehicles	186 - 40' CNG Buses 180 – Electric, Gasoline shuttles and Diesel small buses, SacRT maintains 56 buses servicing Elk Grove
Annual Ridership	5,500,000

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	6,300,000

Paratransit	
ADA Passenger Trips Provided	208,860
ADA Vehicle Revenue Miles	1,418,528
Vehicles	101

Passenger Amenities/ Customer Service	
Transfer Centers	32
Park & Ride	22
Annual Customer Service Calls	118,961
Customer Info Line	(916) 321-2877
Website	www.sacrt.com

History	
Apr 1, 1973	Began operations by acquiring the assets of 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 1998	Completed the first light rail extension to Mather Field/Mills Station along the Gold Line 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 downtown Sacramento to Sacramento Amtrak station
Jun 2012	Opened the Green Line, connecting downtown Sacramento to the River District
September 2015	Extended light rail from Meadowview to Cosumnes River College
February 2018	Started Microtransit/SmaRT Ride services
January 2019	Annexed Citrus Heights and Folsom services
July 2019	Started Elk Grove services under contract
June 2020	Started SacRT GO paratransit service
July 2021	Annexed Elk Grove services

Strategic Plan

Adopted by the Board of Directors in October 2020, Sacramento Regional Transit's (SacRT) Strategic Plan details SacRT's strategic initiatives, key performance indicators, and identifies tactics that teams and individuals within the agency will work on to achieve strategic goals over the 2021-25 fiscal years.

Following a months-long collaborative internal planning process with staff and board members, SacRT's five-year Strategic Plan will serve as the guiding vision for post-pandemic strategic success. SacRT strives to balance the delivery of high-quality customer experience with value to taxpayers, and this strategic plan offers a platform from which the agency will take aim at these two high level aspirations.

This strategic plan is crafted for personnel at all levels of the organization and its contents convey objectives for the fiscal year and how SacRT will work to achieve them. The plan enables SacRT to shape activities to support identified strategic priorities and to help narrow focus on areas of service and operations that most closely align with stated goals. Departments develop work plan tactics that encompass projects and programs SacRT teams will strive to complete over the coming years.

The strategic plan introduces a comprehensive performance scorecard that SacRT management and division leaders will monitor and report on to track projects and programs of strategic importance. The performance scorecard is comprised of metrics that are significant to the quest for service excellence and value to taxpayers and which tie directly to the four strategic priority areas: Operational Excellence, Community Value, Employee Engagement, and Customer Satisfaction. With the scorecard all members of the workforce can see how their efforts support the success of the entire agency.

The SacRT Strategic Plan's Mission Statement, Vision Statement, Organizational Values, and Goals are listed on the following pages. The plan is best seen as an evolving process, not a rigid or fixed document. This plan will change as the needs of the region change and will reflect the transportation requirements of our riders.



Strategic Plan (continued)

Mission Statement

Moving you where you want to go, when you want to go.

Vision Statement

A leader in providing mobility options for our community.

Organizational Values

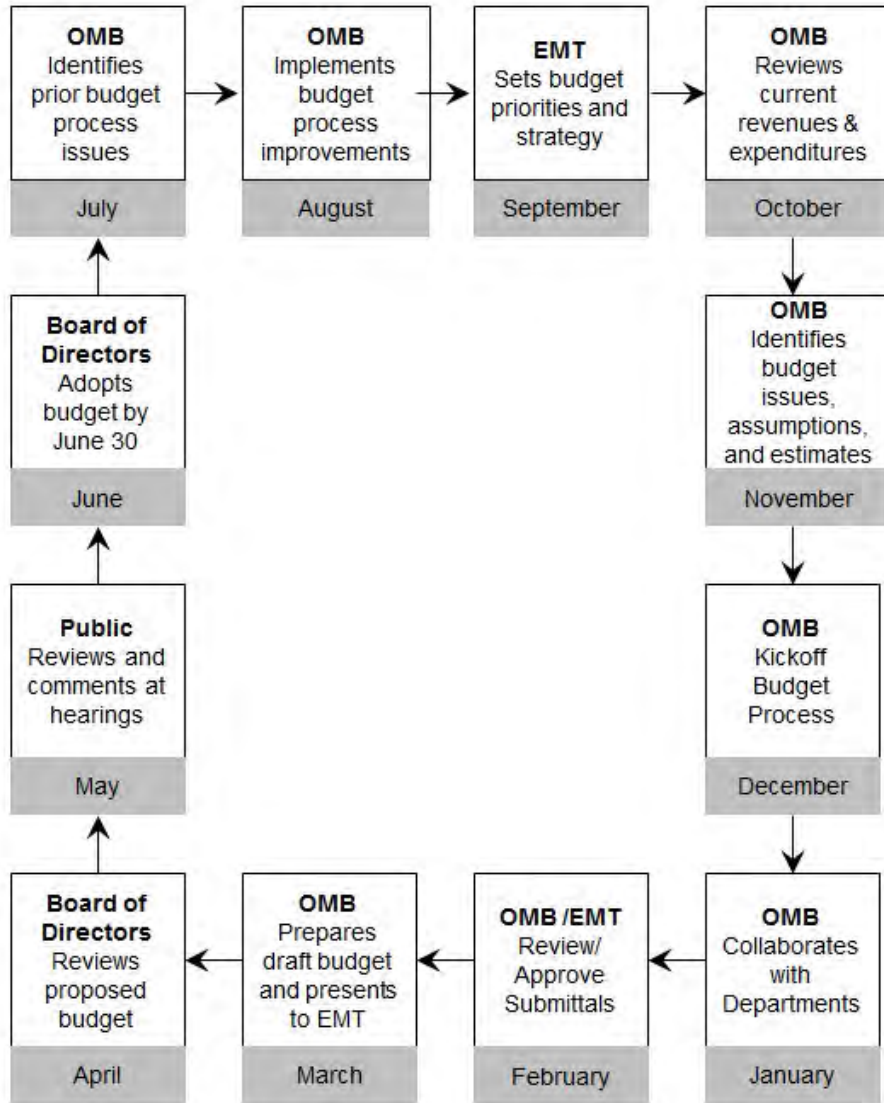
Six core principles guide individuals, teams, and the entire SacRT organization:

- **Collaboration** - I work with a collaborative spirit to help my colleagues and our customers to succeed.
- **Diversity** - I recognize and honor diversity and social justice, and seek out and listen for voices different than mine.
- **Innovation** - I challenge the easy and inspire myself and others to look for innovative solutions.
- **Respect** - I communicate clearly, respectfully, and honorably -- in a way that would make my family proud -- to my colleagues and our customers.
- **Trust** - I trust my teammates and empower them to make decisions that improve the quality of life for their colleagues, our customers, and the community that supports us.
- **Excellence** - I work to deliver excellence to our customers through clean, safe, reliable, and convenient service.



Budget Process

SacRT uses the annual budget to help measure and account for taxpayer dollars. The budget, as adopted by the Board of Directors, authorizes SacRT to spend funds. It details how SacRT allocates tax resources to expenditures, and serves as a benchmark for evaluating accomplishments and assessing fiscal responsibility.



Voting System

SacRT is governed by an eleven-member Board of Directors. Six entities (5 cities and 1 county) make appointments to SacRT’s Board. Eleven directors are appointed by “member entities” and represent jurisdictions annexed into SacRT’s district.

In January 2006, the SacRT Board directed staff to pursue legislation to change the voting system from a one-member-one-vote system to one that provides for weighted voting based upon the financial contribution made by each entity to SacRT. Assembly Bill 2137 established the new weighted voting system.

The system creates 100 voting shares. SacRT allocates the shares to jurisdictions and their members as follows:

- Five shares to each annexed jurisdiction
- Remaining shares to all jurisdictions based on financial contribution of Transit Development Act funds, funds through contracts, other local funds, and federal funds

On March 12, 2007, the SacRT Board of Directors adopted the new Schedule of Weighted Voting Distribution for the remainder of FY 2007. For all subsequent years, the Schedule is to be included in the proposed budget document and distributed to voting entities at least 60 days in advance of budget adoption. A summary of the tabulated vote shares effective for FY 2021 and for the FY 2022 Proposed Abridged Budget is shown in the table below. A detailed FY 2022 Schedule of Weighted Voting is shown on the next page.

Vote Shares by Jurisdiction

Jurisdiction	Status	Shares - FY 2021 Budget	Shares – FY 2022 Budget
County of Sacramento	Annex	37	32
City of Sacramento	Annex	32	28
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Annex	10	9
City of Elk Grove	Contract/Annex	3	13
City of Folsom	Annex	9	9
Total		100	100



Voting System (continued)

Fiscal Year 2022 Schedule of Weighted Voting Distribution
Base Values*

Federal Financial Information

Code Section:	<u>FY 21 Federal Funds Available in the Sacramento MSA¹</u>	40,451,196	1. Federal Funds are draft only and subject to change based on SACOG's approval of the apportionments prior to final budget adoption.					
102205(b)(6)								
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	3,291,917						
102205(b)(8)	<u>FY 21 Federal Funds Available for use in RT Service Area:</u>	37,159,279						

Jurisdiction Specific Values

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102205(b)(10) Population:**	510,931	593,801	78,381	87,811	81,610	176,154	1,528,688	
Proportionate Population:	33.42%	38.84%	5.13%	5.74%	5.34%	11.52%	100%	
Member:	Yes	Yes	Yes	Yes	Yes	Yes		
102100.2, 102100.3	4	3	1	1	1	1	11	
102105.1(d)(2)(D)	<u>Federal Funds Attributed to Entity (Total Federal Funding x Share of Population):</u>	12,418,631	14,432,664	1,906,271	2,132,943	1,984,306	4,280,749	37,155,564
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 22 State TDA Funds Made Available to RT:</u>	26,316,911	30,615,004	4,037,230	4,522,948	4,223,158	8,755,004	78,470,255
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 21 Funds Provided Under Contract:</u>	115,000	-	450,000	0	0	0	565,000
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 21 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2)	<u>Total Financial Contribution:</u>	38,850,542	45,047,668	6,393,501	6,655,891	6,207,464	13,035,753	116,190,819
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>	33.44%	38.77%	5.50%	5.73%	5.34%	11.22%	100%

Voting Calculation

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102105.1(d)(1)	<u>Incentive Shares (5 for member jurisdictions)</u>	5	5	5	5	5	30	
102105.1(d)(2)	<u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	23.4080	27.1390	3.8500	4.0110	3.7380	7.8540	70
102105.1(d)(3)	<u>Total Shares:</u>	28.4080	32.1390	8.8500	9.0110	8.7380	12.8540	100
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>	28	32	9	9	9	13	100
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	28	32	9	9	9	13	100
102105.1(d)(7)	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
	Member 1	7	11	9	9	9	13	
	Member 2	7	11	N/A	N/A	N/A	N/A	
	Member 3	7	10	N/A	N/A	N/A	N/A	
	Member 4	7	N/A	N/A	N/A	N/A	N/A	
	Member 5	N/A	N/A	N/A	N/A	N/A	N/A	
	<u>Total Votes:</u>	28	32	9	9	9	13	100

* In addition to the funding identified above, RT projects the following funds for operating purposes: \$51,636,000 - Measure A.

** Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

*** If, in any vote allocation, any member would have more than 15 votes, that jurisdiction will be given an additional seat and the votes will be reallocated to the larger number of members.

SacRT Major Goals and Objectives in FY 2022

Strategic Initiatives

The Strategic Plan provides the management team and stakeholders with strategic priorities, projects, and programs to be implemented in the short term to achieve longer-term outcomes. The march to organizational success rests in great part on the completion of tactics which align directly with at least one of the four strategic priorities:

Operational Excellence - SacRT is dedicated to providing innovative mobility solutions and developing and implementing programs that provide best in class service that puts customers first. As public transportation services continue to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring clean, safe, reliable, and convenient service for our customers.

These team tactics illustrate how annual goals will be attained for aspects of operations that are most critical to the delivery of high-quality transportation service:

- **Budgeting Modernization** - Add value to the organization through process modernization and efficiency. Analyze and apply best practices in existing and future capital projects, equipment purchases, and major studies in conjunction with construction and completion schedules, and in consort with financing plans.
- **Accounting, Payroll, Retirement Services** - Create efficiencies between payroll, retirement services and human resources by reviewing internal processes, evaluating current procedure efficiency, identifying opportunities for improving, creating a roadmap for changes, and implementing changes to modernize and create more efficient procedures agencywide. Leverage our systems to deliver a better employee self-service experience for payroll related requests, access to information, updating personal information, and reducing or remove paper processes.
- **Procurement Procedure Efficiency** - Continuing to educate our internal customers by explaining the procurement process, continuing to require use of procurement support form for project managers to capture project information, provide training to system users, provide proactive support for procurements, and engage in internal discussions with departments to improve procedural efficiencies in active and future procurements.
- **Revenue and Analytics** - To provide timely and accurate reporting for District Fare Revenues and Ridership information to support other departments in making key decisions regarding fares and service levels. Provide support for innovative fare project and partnerships and provide oversight of the Connect Card Regional Service Center for SacRT and the participating partner agencies.
- **Risk Management Information System (RMIS)** - RMIS will improve operational excellence, customer satisfaction, and employee engagement by providing a more accurate and comprehensive database platform for reporting, identifying, managing, and preventing adverse loss.
- **Internal Audit** - Provide an independent evaluation and consultation activity to improve SacRT's operational efficiency, comply with laws and regulations, and accurately report financial operations.
- **IT Security Modernization** - Ensure a secure information technology infrastructure and the use of information technology resources that supports the mission of SacRT and promotes the following goals: To ensure the integrity, reliability availability, and performance of IT resources; and to ensure that IT resources are used for their intended purposes.
- **Bus Maintenance Modernization** - Pursue a variety of projects to improve our current bus maintenance systems including background information systems and physical equipment. These improvements will decrease labor demands, create procedural efficiencies, provide real-time data and analytics, and provide more oversight and controls of resources.

SacRT Major Goals and Objectives in FY 2022 (continued)

- **Light Rail Efficiency** - Process will focus on workforce development and training to ensure safe trips and operator proficiency, reduction of light rail revenue trip cancelations and overtime labor costs by increasing regular daily operator availability in the following manner: Development of a more efficient process to ensure the following: reduction in customer complaints; reduction in preventable accidents; maintenance of maximum level light rail operator staffing; reduction in absenteeism; and optimal performance in management of extra-board assignments to include a reduction in the use of day off operators.
- **Increase Availability of Light Rail Vehicle Fleet** - To continue supplying operations and customers with clean, reliable light rail vehicles that are ready for service. Ensure that preventative maintenance targets and spare ratios are met to support required vehicle availability for consistent daily pullout.
- **Capital Improvements and State of Good Repair** - Ensuring efficient project delivery by working collaboratively with other departments in order to see projects successfully through environmental clearance, design and construction to completion. Coordinating schedule and budget compliance with partner departments on critical projects to upgrade, replace and implement new infrastructure across the district.
- **Proactive Maintenance Planning and Implementation of CMMS** - Develop a plan for preventative maintenance using a new computerized maintenance management system (CMMS) system to minimize equipment failure, extend the life of critical assets, create system efficiencies, and reduce unplanned costs and unscheduled downtime.
- **Integrated Risk Identification System Implementation and Training** - Implement integrated risk management (IRM) practices and processes supported by a risk-aware culture and Integrated Risk Identification System (IRIS), that improves decision making and performance through an integrated view of how well SacRT manages its unique set of risks.
- **Grant Application and Request** - Committed to identifying and securing additional funding to support critical strategic projects throughout the agency. Coordinate closely with project management teams to ensure successful funding and support completion of projects in a timely and efficient manner.

Community Value - SacRT is committed to expanding regional partnerships and providing excellent public transit service to promote SacRT as our region's premier public transit agency. SacRT will continue to promote programs and incentive options that will encourage more people to try transit, build our ridership, demonstrate our value and economic impact as a community partner, and educate the public about the benefits of transit and how local funding is important to create a world class public transit system.

These team tactics illustrate how annual goals will be attained for delivering value to the entire community:

1. **Communications Plan and Marketing Campaign** - Increase engagement with our customers and community through a variety of virtual and in person public outreach and informational events. Promote increasing ridership in a post pandemic setting and ensure that our riders feel safe and confident when they return to our system.
2. **Governmental and Community Relations** - To raise the profile and awareness of the agency throughout the community. To identify new funding opportunities or policies that will be supportive of public transit in our region. To look for partnerships that bring in more community and ridership benefit.
3. **Property Access, Management and Acquisitions** - Monitor and track use of SacRT property to evaluate economic, health, safety, quality of life, education, and environmental impacts of projects, in addition to transit ridership generation. Acquire additional property for system and agency expansion or find ways to better utilize existing property with the goal of increasing ridership. Show that we are leading toward better economic and community benefits through real estate projects that contribute toward improving community value and support in the region, but do not negatively impact transit ridership. Activate our property to increase transit ridership as well as be a valued part of the communities we serve. Identify ways to generate revenue from property that would contribute to transit improvements.

SacRT Major Goals and Objectives in FY 2022 (continued)

4. **Community Bus Service Implementation** - Continue to provide an innovative public transit solution in the Sacramento region for essential travel, especially in our disadvantaged communities, to access food, healthcare and frontline jobs during the pandemic. Support continued growth in ridership by providing convenient, efficient, and easy to use service. SmarT Ride is a lifeline for residents to safely travel around their community to access essential services.
5. **Innovative Planning Projects** - To establish district wide planning initiatives with a clear vision of goals to guide future planning and investments in the system. Successfully lead the district's large planning initiatives for better access and mobility options and develop robust plans that will serve as blueprints for how SacRT will spend anticipated revenues in the coming decades.
6. **Police Services Engagement with Homeless Population** - Collaborate, coordinate, and partner with service providers in the region to break down silos, build strong relationships, and improve outcomes for our unhoused population. Provide improvements in the lives and mobility of unhoused riders and community members by increasing awareness of and access to resources including shelter, mental health and substance abuse support. Address community concerns and system safety risks by reducing chronic issues and safety hazards across the system, especially focused along light rail tracks and right of ways.

Employee Engagement - SacRT is dedicated to providing a positive and collaborative workplace that enables us to build a strong workforce of highly satisfied and performing individuals. We recognize that the work our employees do every day, in every single position, has a potentially significant impact on the quality of life in the Sacramento region. Our employees are foundational to our success and we are committed to hiring the best people and supporting them throughout their careers at SacRT.

These team tactics illustrate how annual goals will be attained for organizational performance as it pertains to engaging members of the workforce:

1. **Employee Retention** - Implement changes to Exit Interview Survey to increase employee participation to help identify ways to create and foster an environment that encourages current employees to remain with SacRT. Identify areas of recruitment process that cause delays in hiring new employees to fill vacancies and implement changes to process to eliminate the risk of losing good candidates to other employers. Metrics focus on improving process efficiency which ultimately impacts SacRT's overall success in line with the Strategic Plan.
2. **Labor Engagement and Education** - Provide employees a supportive and inclusive opportunity for engagement on performance management, best practices in responding to performance concerns, attendance problems, misconduct issues or workplace conflicts. Ensure requests and questions are handled quickly and consistently to support employees and maintain high a level of engagement. Provide employees with the resources and tools they need to stay engaged at work and focused on the overall success of the agency.
3. **Strategic Planning and Performance Projects** - Development of robust outcome-based strategic project management plan, reporting progress, and training resources. Projects will focus on improving process efficiency, supporting everyone in the agency to see how their work connects to SacRT's overall success, and maintain a focus on achieving results in line with the Strategic Plan.

SacRT Major Goals and Objectives in FY 2022 (continued)

Customer Satisfaction - Ensuring that SacRT customers have access to high quality mobility options that they actively and increasingly use is a priority for SacRT. We want to ensure that our system provides customers with mobility options that get them where they want to go, when they want to go there.

These team tactics illustrate how annual goals will be attained for assessing delivery of high-quality transportation services to customers:

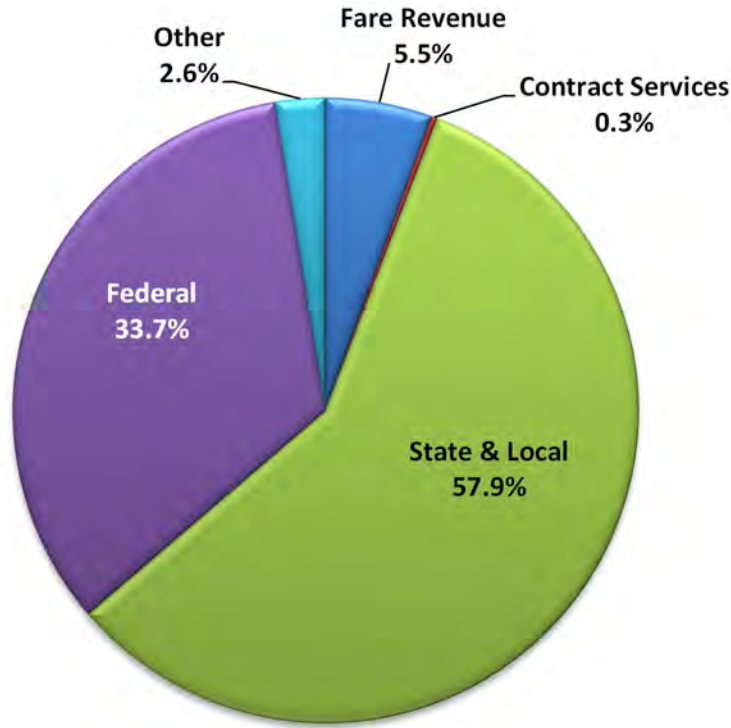
- **Customer Service Process Modernization** - To continue to provide excellent customer service to SacRT employees and customers. Provide training and empower customer satisfaction employees to understand new procedures and technologies that are being implemented across the system. Quickly and efficiently responding to customer inquiries in a effective and efficient manner.
- **Security Support and Fare Inspection** - To provide robust customer service and promote safety and security across our system. Focused on developing team members and empowering them to better serve the community and support strategic initiatives across the system. Staff provide continuous and consistent customer service to all passengers and are the first to respond to resolve security issues, support RTPS sworn officers' investigations, and provide real time notification to customers via the public address system and Alert SacRT mobile app.
- **Prioritizing Bus Safety and Customer Satisfaction** - Provide efficient and reliable service to ensure our customers feel safe and comfortable returning to our system. Create a workplace that provides the highest level of safety and strategically works to eliminate and reduce incidents across our system. Ensure the safety of passengers and operators is central to our long-term planning and goals.
- **SacRT GO Paratransit Service** - Actively engage with riders and employees as SacRT's paratransit service operation expands more broadly in the region. SacRT's focus is on working with our partners in the disability, elderly and transit communities to develop and operate an ADA paratransit service model that complements our accessible transit system and meets the mobility needs of all members of our community.



Operating Budget Summary

Revenues

FY 2022 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Budget	FY 2022 Budget	FY 2021 to FY 2022	
					\$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,177	\$ 11,847	\$ (330)	-2.7%
Contract Services	3,731	7,125	6,380	600	(5,780)	-90.6%
State & Local	104,031	114,880	109,728	124,095	14,367	13.1%
Federal	35,750	35,080	71,247	72,205	958	1.3%
Other	8,551	16,417	4,876	5,540	664	13.6%
Total	\$ 177,492	\$ 194,501	\$ 204,408	\$ 214,287	\$ 9,879	4.8%
Operating Surplus/(Deficit)	3,297	12,793	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

Revenues (continued)

COVID-19 Impacts

The values in the Revenues table on page 14, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting a small reduction in fare revenues for FY 2021-2022 which will be down approximately \$330K compared to FY 2020-2021. State & Local revenues have rebounded and are forecast to be \$14.4M above FY 2020-2021 (approximately \$5M of this increase is attributed to the annexation of Elk Grove with a corresponding decrease in Contract Services revenues). To address the impacts of COVID-19 on the public transit industry, on March 27, 2020 the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$31.1M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which the full amount is allocated to FY 2021-2022. These allocations will fully offset any revenue losses for FY 2021-2022.

Fare Revenue

This category includes the revenues from carrying passengers. This is money paid by the transit riders to use transit services, but also includes special transit fares from Los Rios Community College District (Los Rios) and California State University, Sacramento (CSUS) Student pass programs.

The FY 2022 Proposed Budget proposes \$11.8 million in Fare Revenue, a decrease of \$0.4 million (2.8%) from the FY 2021 Amended Budget of \$12.2 million.

- A small decrease in Fare Revenue is anticipated due to the continued impact of COVID-19 on ridership.

Contracted Services

This category includes the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection shuttle services.

The FY 2022 Proposed Budget proposes \$0.6 million in Contracted Services revenue, a reduction of \$5.8 million (90.6%) from the FY 2021 Amended Budget of \$6.4 million.

- This reflects a reduction of \$5.9 million in Elk Grove contracted services due to City of Elk Grove annexation.
- This reflects an increase of \$0.2 million in Rancho Cordova contract due to current service level.
- This also reflects a decrease of \$0.1 million in UC Davis revenue for Causeway Connection service due to reduced service level.
- This also reflects elimination of North Natomas contracted revenue due to discontinuing the service.

Revenues (continued)**State & Local**

This category includes formula-based allocations to SacRT from state and local government sales taxes. SacRT receives funding from the California Transportation Development Act Local Transportation Fund (TDA-LTF), the Transportation Development Act State Transit Assistance Program (TDA-STA), Sacramento County Measure A and State Cap and Trade Program revenue.

The FY 2022 Proposed Budget proposes \$124.1 million in state and local funding revenue, an increase of \$14.4 million (13.1%) from the FY 2021 Amended Budget of \$109.7 million.

- This reflects a \$3.2 million or 6.5% increase in sales tax estimates for Measure A over the FY 2021 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$4.4 million in Measure A for Paratransit SacRT Go service.
- This budget includes \$5.0 million in Neighborhood Shuttle Measure A for SmaRT Ride service.
- This budget reflects a \$14.8 million or 32.4% increase in TDA-LTF over the FY 2021 Amended Budget to reflect trends in sales tax collection and the City of Elk Grove annexation.
- This also includes a \$0.8 million reduction in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a State Cap and Trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions.
- This includes a reduction of \$3.7 million in TDA-STA, which eliminates TDA-STA from operating budget and transfers it to capital budget with exceptions of \$0.1 million of Elk Grove STA.

Federal

This category includes formula-based allocations to SacRT from the federal government. Each year Congress authorizes the appropriation, and the FTA allocates the dollars to the region. SacRT can use the funds for operating, planning, and capital, subject to specific regulations.

The FY 2022 Proposed Budget proposes \$72.2 million in federal funding, an increase of \$1.0 million (1.3%) from the FY 2021 Amended Budget of \$71.2 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2021.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital with exception of \$1.4 million of Section 5307 for Elk Grove that are budgeted in operating budget.
- This budget includes \$31.1 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$38.3 million from FY 2021.
- This budget includes \$37.9 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a new revenue source in FY 2022.
- This budget includes \$0.7 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

Revenues (continued)**Other**

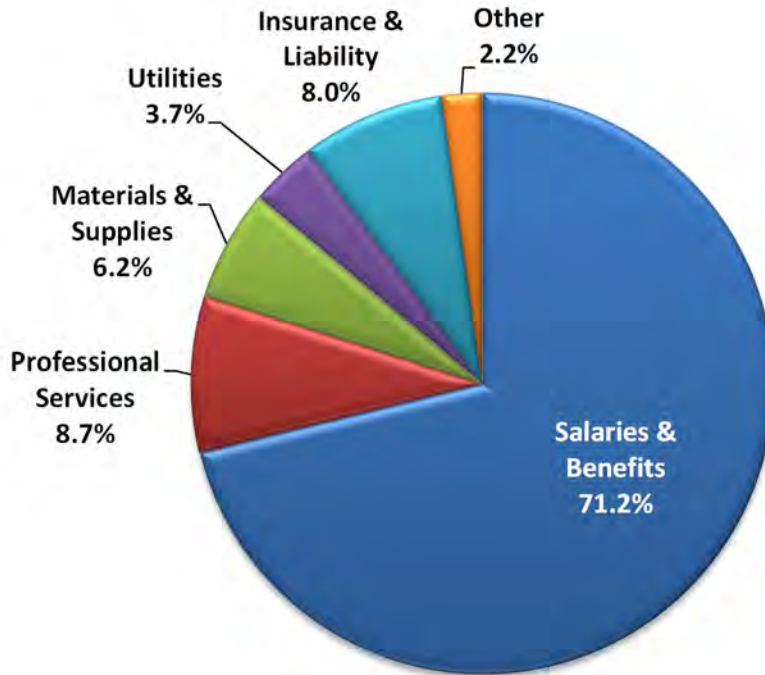
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2022 Proposed Budget includes \$5.5 million in other revenue, which is an increase of \$0.6 million (13.6%) from the FY 2021 Amended Budget of \$4.9 million.

- This includes \$0.6 million in ECOS settlement revenue for Folsom late-night service.
- This includes \$1.5 million for the sale of Low Carbon Credits through the State Cap and Trade program, which is an increase of \$0.03 million over the FY 2021 Amended Budget.
- This includes a decrease of \$0.1 million in Investment income.
- This reflects a decrease of \$0.2 million in Advertising revenue.
- This reflects an increase of \$1.1 million in Miscellaneous Income due to extension of CNG tax rebate program.

Expenses

FY 2022 Operating Expenses by Expense Category



(Dollars in Thousands)

		FY 2019 Actual		FY 2020 Actual		FY 2021 Budget		FY 2022 Budget	FY 2021 to FY 2022	
									\$ Change	% Change
Salaries & Benefits	\$	116,540	\$	128,291	\$	143,575	\$	152,505	\$ 8,930	6.2%
Professional Services		22,776		22,137		19,628		18,621	(1,007)	-5.1%
Materials & Supplies		10,844		11,490		13,818		13,304	(514)	-3.7%
Utilities		6,761		6,821		7,828		8,018	190	2.4%
Insurance & Liability		14,011		9,931		14,917		17,036	2,119	14.2%
Other		3,262		3,038		4,642		4,803	161	3.5%
Operating Expenses	\$	174,195	\$	181,708	\$	204,408	\$	214,287	\$ 9,879	4.8%

Expenses (continued)

Salaries & Benefits

This category includes payroll and benefits for all positions authorized by the Board of Directors. It accounts for wages, overtime, pension, dental, medical, FICA, vision, and all other SacRT-paid employee benefits.

The FY 2022 Proposed Budget proposes \$152.5 million for salaries and benefits, an increase of \$8.9 million (6.2%) from the FY 2021 Amended Budget of \$143.6 million.

- The Fiscal Year 2022 Proposed Budget includes 1,450 funded positions, which is an increase of 27 funded positions from the Fiscal Year 2021 Amended Budget of 1,423 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$4.1 million (5.1%) from the FY 2021 Amended Budget of \$81.0 million. This reflects various District position salary adjustments and the cost of additional positions for SacRT new Paratransit service.
- Fringe Benefit costs increased by \$4.4 million (6.8%) from the FY 2021 Amended Budget of \$64.6 million. This reflects an increase of \$0.4 million in FICA costs, \$2.4 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.7 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings decreased by \$0.4 million (-19.8%) from the FY 2021 Amended Budget of \$2.1 million. This represents labor charged to capital projects and other initiatives such as the Connect Card Consortium which results in a reduction in costs.

Professional Services

This category includes transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

The FY 2022 Proposed Budget proposes \$18.6 million for Professional Services, a reduction of \$1.0 million (-5.1%) from the FY 2021 Amended Budget of \$19.6 million.

- This budget includes \$6.5 million in security services cost.
- This budget includes \$3.1 million in outside services cost.
- This also includes \$1.2 million in software/cloud services cost.
- This includes \$0.6 million in Paratransit maintenance cost.
- This budget includes a reduction of \$2.1 million in Contract maintenance due to numerous IT upgrades included in FY 2021 Amended budget that are not on-going operating cost.
- This reflects a \$0.1 million increase in tire lease cost due to additional tires needed for Paratransit vehicles.
- This reflects the FY 2022 portion of multi-year contracts for professional services.

Materials & Supplies

This category includes fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

The FY 2022 Proposed Budget proposes \$13.3 million for materials and supplies, a reduction of \$0.5 million (-3.7%) from the FY 2021 Amended Budget of \$13.8 million.

Expenses (continued)

- This budget includes a reduction of \$1.2 million in gasoline cost to reflect paratransit vehicles fueling needs.
- This budget includes a reduction of \$0.3 million in COVID-19 supplies cost.
- This budget reflects a \$0.8 million increase in CNG cost due to additional Elk Grove buses that need to be fueled.
- This also includes an increase of \$0.2 million in bus parts due to an increased number of vehicles serviced.

Utilities

This category includes electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

The FY 2022 Proposed Budget proposes \$8.0 million for Utilities, an increase of \$0.2 million (2.4%) from the FY 2021 Amended Budget of \$7.8 million.

- This budget includes a reduction of \$0.4 million in electricity cost for electric bus charging to reflect spending trend.
- This budget reflects an increase of \$0.3 million in telephone cost due to higher cell phone usage.
- This budget also reflects an increase in traction power and facilities electricity cost by \$0.1 million each to reflect increases in SMUD rates.

Insurance & Liability

This category includes premiums, claims, and attorney fees related to personal liability insurance, property damage insurance, workers' compensation claims, and commercial insurance for amounts in excess of self-insured amounts.

The FY 2022 Proposed Budget proposes \$17.0 million for Insurance & Liability, an increase of approximately \$2.1 million (14.2%) from the FY 2021 Amended Budget of \$14.9 million.

- This budget reflects an increase of \$0.3 million in the projected claim reserves for Property and Liability for FY 2022.
- This also reflects a reduction of \$0.6 million in the projected claim reserves for Workers' Compensation for FY 2022.
- The budget includes an increase of \$1.7 million in excess liability insurance cost due to challenging market conditions.
- The budget also includes an increase of \$0.6 million in property insurance premium due to increased number of revenue vehicles in service.
- This also reflects increases in FY 2022 estimated insurance premium costs due to a tighter and more competitive insurance market.

Other

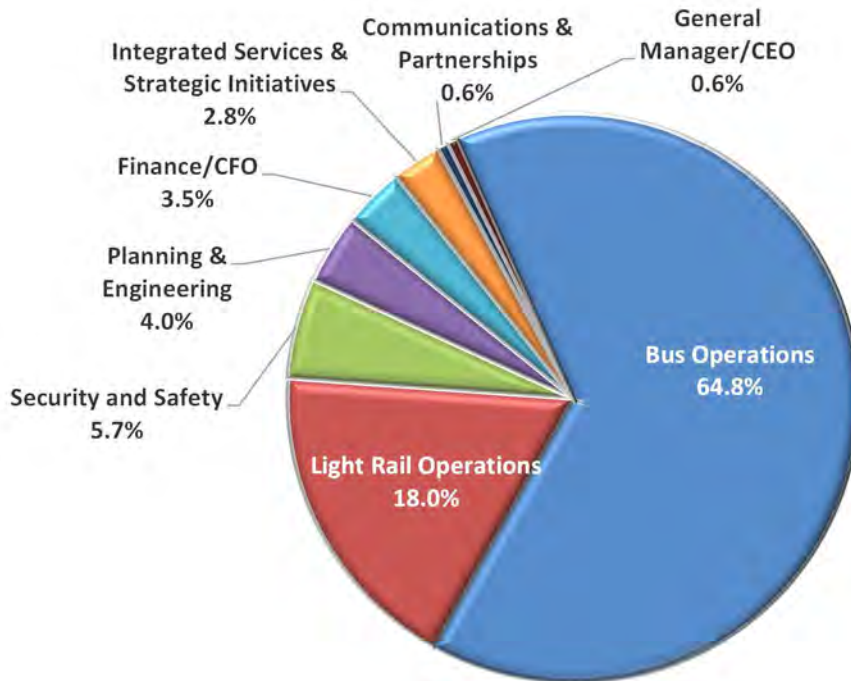
This category includes but is not limited to travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2022 Proposed Budget proposes \$4.8 million for other expenditures, an increase of \$0.2 million (3.5%) from the FY 2021 Amended Budget of \$4.6 million.

- This budget includes a reduction of \$0.2 million in Connect card fees due to lower usage with ridership declines.
- This budget reflects a reduction of \$0.2 million in interest expense due to reduced line of credit usage.
- This budget reflects a reduction of \$0.1 million in banking fees due to SacRT improved financial condition.
- This budget reflects an increase of \$0.5 million in property leases due to Elk Grove facility lease cost.
- This budget reflects an increase of \$0.1 million in Contingency account.

Positions

FY 2022 Positions by Division



Division	FY 2019 Funded	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2021 to FY 2022
General Manager/CEO	26	19	16	9	-7
Planning & Engineering	28	22	57	58	1
Bus Operations	937	1063	1196	939	-257
Light Rail Operations	0	0	0	261	261
Integrated Services & Strategic Initiatives	0	55	33	41	8
Engineering & Facilities	48	0	0	0	0
Finance/CFO	48	45	47	51	4
Communications & Partnerships	30	0	0	9	9
Security, Safety and Customer Satisfaction	73	53	74	82	8
Total	1,190	1,257	1,423	1,450	27

Positions (continued)

From FY 2021 to FY 2022, SacRT had a net increase of 27 funded positions. The changes reflected in the FY 2022 Proposed Budget are as follows:

General Manager/CEO Division had a net decrease of 7 funded positions. The position change is as follows:

- Transferred Senior Community & Government Affairs Officer and Senior Community Relations Officer to Communications and Partnerships Division.
- Funded 1 Attorney I.
- Transferred 1 Senior Attorney from Procurement.
- Transferred 7 positions from GM/CEO to Communications and Partnerships Division.

Planning and Engineering Division had a net increase of 1 funded position. The position change is as follows:

- Transferred 1 Internal Auditor to Integrated Services and Strategic Initiatives Division.
- Added and funded 6 positions: 1 Facilities Supervisor, 1 Facilities Maintenance Mechanic, 1 Storekeeper, 1 Administrative Technician, 1 Assistant Resident Engineer and 1 Sr. Planner.
- Transferred 4 Scheduling to Bus Operations Division.

Operations Division split into Bus Operations and Light Rail Operations Divisions for a net increase of 4 positions.

Bus Operations Division had a net decrease of 257 funded positions. The position changes are as follows:

- Eliminated 2 AVP positions: 1 Bus Operations and 1 Light Rail Operations.
- Converted VP, Operations to VP, Bus Operations.
- Added 2 funded positions: 1 Administrative Technician and 1 Program Analyst.
- Transferred 119 Light Rail Transportations, 102 Light Rail Maintenance and 40 Light Rail Wayside to Light Rail Operations Division.
- Transferred 4 Scheduling from Planning and Engineering Division.

Light Rail Operations Division had a net increase of 261 funded positions. The position changes are as follows:

- Added VP, Light Rail Operations.
- Transferred 119 Light Rail Transportations, 102 Light Rail Maintenance and 40 Light Rail Wayside from Bus Operations Division.
- Unfunded 1 black box Light Rail Vehicle Technician.

Integrated Services and Strategic Initiatives Division had a net increase of 8 positions. The position changes are as follows:

- Added and funded 7 positions: 1 Administrative Assistant II – HLC, 1 Administrative Technician, 1 Manager, Training and Workforce Development, 1 Training Analyst, 1 Network Operations Technician, 1 Senior Cybersecurity Engineer, and 1 Senior Network Operations Engineer.
- Transfer 1 Internal Auditor from Planning and Engineering Division.
- Reclass 1 IT Technician II to 1 IT Network Operations Technician; 1 Human Resources Analyst II to 1 Senior Human Resources Analyst; 1 Manager, Network and End User Operations to Senior Manager, Network and End User Operations.

Finance/Chief Financial Officer (CFO) Division had a net increase of 4 funded positions. The position changes are as follows:

- Added and funded 5 positions: 1 Payroll Analyst, 1 Manager, Capital and Project Control and 3 Procurement Analyst II.
- Swap funding from Risk Technician to Risk Analyst II.
- Transferred 1 Senior Attorney to General Manager Division.

Positions (continued)

Communications and Partnerships Division was reinstated. It had a net increase of 9 positions. The position changes are as follows:

- Transferred Senior Community and Government Affairs Officer and Senior Community Relations Officer from General Manager Division.
- Reclass Chief, Communications Officer to VP, Communications and Partnerships.
- Transferred 7 positions to Communications from General Manager Division.

Security, Safety and Customer Satisfaction Division had a net increase of 8 funded positions:

- Added and funded 6 positions: 1 Social Worker, 4 Transit Ambassador and 1 Safety Specialist II.
- Eliminated 2 Transit Fare Inspectors.
- Converted and added 3 SOC Security Leads.
- Reclass 1 Senior Safety Specialist to 2 Safety Specialist I.

Capital Improvement Plan

Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2022 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be Amended by a separate Board action and will cover capital funding priorities between fiscal years 2022 through 2026, and beyond to 2052.

The amounts contained in the FY 2022 Proposed Budget only pertain to items where anticipated funding sources have been identified and are programmed for FY 2022, or where SacRT has applied for, or intends to apply for, competitive grant funds for the project, and grant funds will be available in FY 2022 if awarded.

The FY 2022 Capital Budget includes the addition of the following projects:

Maintenance Building

B165 Electric Bus Charging Infrastructure

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements

M018 Bus Stop Improvement Plan

R314 Light Rail Station Low Floor Vehicle Conversion

R327 Sac Valley Station Loop Design/Construct.

Other

M008 Transit Action (Long-Range) Plan Update

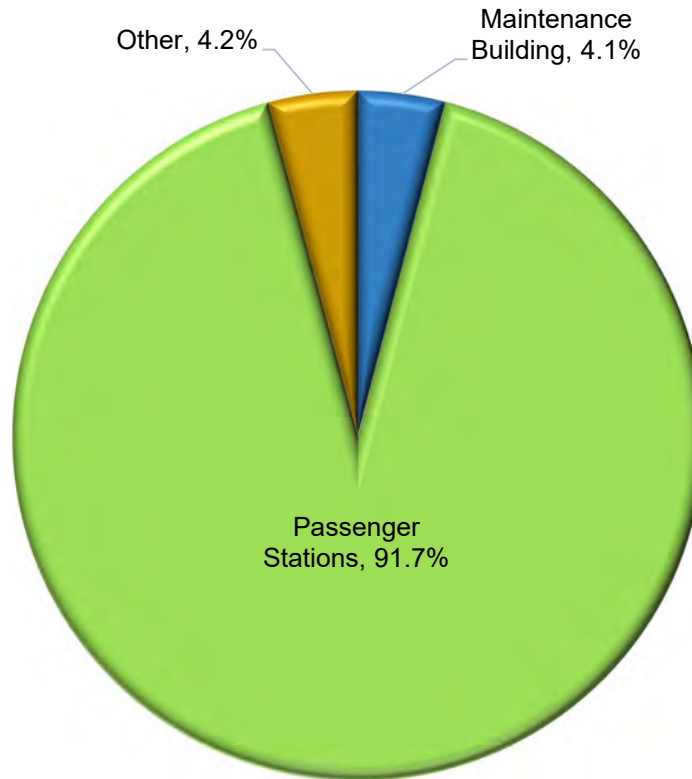
M004 Operating Revenue Bonds, Series 2012 Payment

Impact of Capital Improvements on the Operating Budget

Capital projects that are approved in the current year budget will impact future operating and capital budgets as follows:

1. Capital projects completed in the current year will require on-going maintenance and, in case of new services, additional and on-going operating costs.
2. Capital projects that are not completed in the current year will require additional capital funding that may require balancing with operating funding if additional capital funds are not available.
3. Capital projects that are not completed in the current year will affect future years' budgets with increased operating costs in the year of completion. Future on-going operating and maintenance costs are projected using current year baseline dollars.

Capital Improvements by Category



FY 22 Capital Budget Additions by Categories

	<u># of Projects</u>	<u>Total Budget</u>	<u>% of Total</u>
Maintenance Building	1	\$ 2,380,000	4.1%
Passenger Stations	4	\$53,461,691	91.7%
Other	2	\$ 2,450,475	4.2%
	7	\$58,292,166	100.0%



Capital Improvement Revenues

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Guideway									
404	Green Line to the River District (GL-1)	49,762,000	187,703	-	-	-	-	-	187,703
410	South Sacramento Corridor Phase 2 LR Extension	270,000,000	6,451,171	-	-	-	-	-	6,451,171
F019	Instrument House and Signal Case Wraps	258,386	3	-	-	-	-	-	3
G238	Biennial Bridge Inspections / Repairs	251,873	12,251	-	-	-	-	-	12,251
M019	Arcade Creek Bridge Environmental Clearance	110,000	110,000	-	-	-	-	-	110,000
R010	Light Rail Crossing Enhancements	1,919,676	1,261,896	-	-	-	-	-	1,261,896
R322	Green Line Draft EIS / EIR	4,195,809	130,837	-	-	-	-	-	130,837
R328	Green Line Final EIS/EIR	1,400,000	1,400,000	-	-	-	-	-	1,400,000
R344	Enhanced Employee Protection Warning System	968,404	2,622	-	-	-	-	-	2,622
R350	TPSS A1 / A055 RC Relocation	5,511,008	5	-	-	-	-	-	5
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	67,300,000	66,508,677	-	-	-	-	-	66,508,677
R364	Bidwell Instrument House Replacement	500,000	467,115	-	-	-	-	-	467,115
R374	TPSS A1 Negative Return Cable Replacement	184,390	184,390	-	-	-	-	-	184,390
R400	Light Rail State of Good Repair Maintenance	500,000	500,000	-	-	-	-	-	500,000
S030	Downtown/Riverfront Streetcar Project	200,000,000	188,668,127	-	-	-	-	-	188,668,127
T052	Track Warrant Controlled Access System	195,168	78,758	-	-	-	-	-	78,758
		603,056,714	265,963,554	-	-	-	-	-	265,963,554
Revenue Vehicles									
651	Siemens Light Rail Vehicle Mid-Life Overhaul	9,946,412	729,776	-	-	-	-	-	729,776
B100	Existing Bus Fleet Replacement (2020 - 2035)	21,629,000	21,629,000	-	-	-	-	-	21,629,000
B142	Neighborhood Ride Vehicle Replacements	2,689,028	17,792	-	-	-	-	-	17,792
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	1,457,493	617,295	-	-	-	-	-	617,295
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	5,519,200	-	-	-	-	-	5,519,200
B164	Airport Service Expansion ZEB Buses (10-40')	9,926,957	9,875,570	-	-	-	-	-	9,875,570
B170	CNG Tank Replacements - 2006 Orion Buses	370,000	370,000	-	-	-	-	-	370,000
B173	40' CNG Buse Replacements (91)	63,500,000	63,500,000	-	-	-	-	-	63,500,000
B178	Folsom Cutaway Bus Replacement	1,378,145	1,354,762	-	-	-	-	-	1,354,762
P009	Paratransit Vehicle Replacement (approx. 40+)	7,263,520	35,256	-	-	-	-	-	35,256
P012	Cutaway Vehicle Ride Improvement	925,000	925,000	-	-	-	-	-	925,000
P013	SacRT GO Vehicle Replacement	2,600,000	2,600,000	-	-	-	-	-	2,600,000
P014	SmaRT Ride Vehicle Replacement	1,525,000	1,525,000	-	-	-	-	-	1,525,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	995,000	479,071	-	-	-	-	-	479,071
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	25,564,495	(449)	-	-	-	-	-	(449)
R100	Replacement Light Rail Vehicles (18)	235,736,851	235,736,851	-	-	-	-	-	235,736,851
R115	Replacement New Low-Floor LRVs (13)	75,820,672	55,217,444	-	-	-	-	-	55,217,444
R125	CAF Fleet Mid-Life Component Overhaul	106,230,277	106,230,277	-	-	-	-	-	106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	42,081,599	30,919,253	-	-	-	-	-	30,919,253
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	46,500,000	46,500,000	-	-	-	-	-	46,500,000
		661,658,649	583,781,098	-	-	-	-	-	583,781,098

Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Maintenance Building									
715	Bus Maintenance Facility 2 (Phase 1 & 2)	25,383,587	1,096,418	-	-	-	-	-	1,096,418
B144	BMF1 CNG Fueling Facility Upgrades	4,285,684	3,863,214	-	-	-	-	-	3,863,214
B151	Above Ground Gas Tank	2,000,000	2,000,000	-	-	-	-	-	2,000,000
B153	BMF1 Ground Well Monitoring	153,683	21,366	-	-	-	-	-	21,366
B165	Electric Bus Charging Infrastructure	7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
B180	BMF 1 In-Ground Lift Replacement	872,154	872,154	-	-	-	-	-	872,154
B400	Bus System Capital Improv. State of Good Repair	500,000	500,000	-	-	-	-	-	500,000
F033	Cutaway and Non-Revenue Fuel Station	805,000	805,000	-	-	-	-	-	805,000
F035	South Area BMF	70,725,000	70,725,000	-	-	-	-	-	70,725,000
R324	Light Rail Portable Jacking System	175,000	52,596	-	-	-	-	-	52,596
R343	Whiting In-Floor Hoist Inspection and Repair	254,817	152,653	-	-	-	-	-	152,653
R362	Light Rail Wheel Truing Machine Procurement	3,400,000	3,400,000	-	-	-	-	-	3,400,000
R363	Tamper Refurbishment	89,880	89,822	-	-	-	-	-	89,822
R371	Y1 Substation Installation	2,760,000	2,760,000	-	-	-	-	-	2,760,000
R373	Material Storage System	655,000	655,000	-	-	-	-	-	655,000
		119,059,805	93,858,823	2,380,000	-	-	-	2,380,000	96,238,823
Passenger Stations									
B134	Fulton Avenue Bus Shelters / Bus Stops	169,435	14,158	-	-	-	-	-	14,158
B150	Watt I-80 Transit Center Improvements	10,410,780	10,199,037	504,291	-	-	-	504,291	10,703,328
B171	Citrus Heights Bus Stop Improvements	200,000	200,000	-	-	-	-	-	200,000
B172	Folsom Bus Stop Improvements	200,000	200,000	-	-	-	-	-	200,000
B179	Bus Stop Improvements	1,461,166	1,461,166	-	-	-	-	-	1,461,166
M018	Bus Stop Improvement Plan	225,000	225,000	25,000	-	-	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	19,687,600	17,616,414	6,112,400	4,809,000	-	-	1,303,400	23,728,814
R135	Horn Light Rail Station	5,840,604	5,299,547	-	-	-	-	-	5,299,547
R314	Light Rail Station Low Floor Vehicle Conversion	86,250,000	85,240,528	-	-	-	-	-	85,240,528
R327	Sacramento Valley Station Loop Design/Construct.	87,300,000	87,272,368	46,820,000	-	-	-	46,820,000	134,092,368
R347	Watt I-80 Elevator Replacement	990,000	526,612	-	-	-	-	-	526,612
		212,734,585	208,254,831	53,461,691	4,809,000	-	25,000	48,627,691	261,716,522
Fare Collection									
R354	Fare Vending Machine (FVM) Enhancements	9,745,317	1,637,378	-	-	-	-	-	1,637,378
T041	Upgrade for Connect Card	35,000	35,000	-	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	118,000	20,836	-	-	-	-	-	20,836
T053	Connect Card Initial Project Launch	175,000	-	-	-	-	-	-	-
T059	Farebox-FVM-Zip Pass Integration	650,000	649,800	-	-	-	-	-	649,800
T067	Connect Card Version 2.0	7,500,000	7,500,000	-	-	-	-	-	7,500,000
		18,223,317	9,843,014	-	-	-	-	-	9,843,014



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Com/IT Systems									
964	Trapeze Implementation (TEAMS)	2,164,212	142	-	-	-	-	-	142
B147	Bus Maintenance Management Software Program	414,500	392,961	-	-	-	-	-	392,961
B169	Microtransit Scheduling Software	192,000	54,538	-	-	-	-	-	54,538
B174	Disruption Manager Software	214,866	214,866	-	-	-	-	-	214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	652,630	652,630	-	-	-	-	-	652,630
B176	Drive Cam	454,590	454,590	-	-	-	-	-	454,590
B177	Trapeze OPS Web	251,000	251,000	-	-	-	-	-	251,000
M009	Radio Communications System Upgrade	2,163,908	36,772	-	-	-	-	-	36,772
P011	Paratransit Service Start Up	2,000,000	154,618	-	-	-	-	-	154,618
R355	Automatic Passenger Counters for LRT	1,310,000	43,556	-	-	-	-	-	43,556
R357	Dynamic Message Signs (NEC/Blue Line)	344,412	-	-	-	-	-	-	-
T018	Building Access Upgrades	128,116	2,545	-	-	-	-	-	2,545
T022	Handheld Smart Card Reader	120,776	8,985	-	-	-	-	-	8,985
T025	Surveillance and Security Facilities Enhancements	277,986	327	-	-	-	-	-	327
T062	Data Center UPS Runtime Increase	350,000	308,588	-	-	-	-	-	308,588
T066	Historic Folsom Camera Enhancements	88,607	88,607	-	-	-	-	-	88,607
T068	Palo Alto Core Firewall Replacment	123,000	123,000	-	-	-	-	-	123,000
		11,250,603	2,787,725	-	-	-	-	-	2,787,725
Admin Building									
F020	HVAC Replacements - Admin & Maint Buildings	95,325	72,533	-	-	-	-	-	72,533
F021	Facilities Maintenance & Improvements	818,996	505,455	-	-	-	-	-	505,455
F028	Administrative Equipment Optimization	700,000	700,000	-	-	-	-	-	700,000
F030	Admin Building Lobby Remodel	200,000	149,398	-	-	-	-	-	149,398
F031	R Street Operation & Security Build Out	750,000	663,485	-	-	-	-	-	663,485
F034	1225 R Street - Electric & Mechanical Upgrade	570,000	570,000	-	-	-	-	-	570,000
F400	Facility Capital State of Good Repair	500,000	500,000	-	-	-	-	-	500,000
		3,634,321	3,160,871	-	-	-	-	-	3,160,871
Service Vehicles									
B141	Non-Revenue Vehicles	4,726,342	353,298	-	-	-	-	-	353,298
G225	Non-Revenue Police Vehicle Replacement	3,067,042	983,552	-	-	-	-	-	983,552
G239	Non-Revenue Police Vehicle Replacement	1,480,000	1,480,000	-	-	-	-	-	1,480,000
		9,273,384	2,816,850	-	-	-	-	-	2,816,850



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Other									
A007	Easton Development Grade Crossing	50,000	27,941	-	-	-	-	-	27,941
A009	Folsom Streetscape	83,169	19,952	-	-	-	-	-	19,952
A015	Caltrans Brighton Overhead Design Build Support	262,209	179,084	-	-	-	-	-	179,084
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	50,000	44,833	-	-	-	-	-	44,833
A019	Caltrans Camellia City Viaduct Overhead Structures	334,400	180,431	-	-	-	-	-	180,431
A020	Folsom Complete Street Project	45,000	42,040	-	-	-	-	-	42,040
B168	SacRT Forward (Implement Route Optimization)	885,000	112,678	-	-	-	-	-	112,678
G237	Caltrans Across the Top System Modifications	360,135	36,060	-	-	-	-	-	36,060
M002	University/65th Street Transit Center Relocation	532,647	145,009	-	-	-	-	-	145,009
M004	OPERATING Revenue Bond, Series 2012 Payment	20,700,418	644,469	2,424,475	-	-	2,424,475	-	3,068,944
M008	Transit Action (Long-Range) Plan Update	200,000	200,000	26,000	-	-	26,000	-	226,000
M011	Cemo Circle Environmental	861,000	54,257	-	-	-	-	-	54,257
M015	Capital Region High Capacity Bus Corridor Study	300,000	35,291	-	-	-	-	-	35,291
M017	Network Integration Planning Project	242,000	226,654	-	-	-	-	-	226,654
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replacemer	196,253	196,253	-	-	-	-	-	196,253
Q060	City of Folsom Preventive Maintenance	160,575	160,575	-	-	-	-	-	160,575
Q061	Yolobus Causeway Connection Ops	1,500,000	1,500,000	-	-	-	-	-	1,500,000
Q062	FY 20 5307/5339 El Dorado Transit Prev Maint	339,296	339,296	-	-	-	-	-	339,296
Q063	El Dorado Transit COVID 19-Related Activities	950,866	950,866	-	-	-	-	-	950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	4,000,000	2,000,001	-	-	-	-	-	2,000,001
T043	Emergency Drills	65,430	27,681	-	-	-	-	-	27,681
T056	Emergency Preparedness Exercises Project	67,199	12,839	-	-	-	-	-	12,839
T057	Anti-Terrorism Directed Surge Patrols	70,823	13,584	-	-	-	-	-	13,584
		32,256,420	7,149,792	2,450,475	-	-	2,450,475	-	9,600,267
Total for all Project Types		1,671,147,798	1,177,616,557	58,292,166	4,809,000	-	2,475,475	51,007,691	1,235,908,723



Capital Funding Allocations

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Guideway								
404	Green Line to the River District (GL-1)	-	187,703	-	-	-	-	187,703
410	South Sacramento Corridor Phase 2 LR Extension	-	6,451,171	-	-	-	-	6,451,171
F019	Instrument House and Signal Case Wraps	-	3	-	-	-	-	3
G238	Biennial Bridge Inspections / Repairs	-	12,251	-	-	-	-	12,251
M019	Arcade Creek Bridge Environmental Clearance	110,000	-	-	-	-	110,000	110,000
R010	Light Rail Crossing Enhancements	926,960	334,936	-	500,000	-	426,960	1,261,896
R322	Green Line Draft EIS / EIR	-	130,837	-	-	-	-	130,837
R328	Green Line Final EIS/EIR	1,400,000	-	-	-	-	1,400,000	1,400,000
R344	Enhanced Employee Protection Warning System	-	2,622	-	-	-	-	2,622
R350	TPSS A1 / A055 RC Relocation	-	5	-	-	-	-	5
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	56,458,705	10,049,972	-	-	-	56,458,705	66,508,677
R364	Bidwell Instrument House Replacement	-	467,115	-	-	-	-	467,115
R374	TPSS A1 Negative Return Cable Replacement	184,390	-	-	-	-	184,390	184,390
R400	Light Rail State of Good Repair Maintenance	500,000	-	-	-	-	500,000	500,000
S030	Downtown/Riverfront Streetcar Project	106,903,714	81,764,413	-	-	-	106,903,714	188,668,127
T052	Track Warrant Controlled Access System	-	78,758	-	-	-	-	78,758
		166,483,769	99,479,785	-	500,000	-	165,983,769	265,963,554
Revenue Vehicles								
651	Siemens Light Rail Vehicle Mid-Life Overhaul	260,011	469,765	-	-	-	260,011	729,776
B100	Existing Bus Fleet Replacement (2020 - 2035)	21,629,000	-	-	-	-	21,629,000	21,629,000
B142	Neighborhood Ride Vehicle Replacements	-	17,792	-	-	-	-	17,792
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	615,000	2,295	-	-	-	615,000	617,295
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	-	-	-	-	5,519,200	5,519,200
B164	Airport Service Expansion ZEB Buses (10-40')	6,696,135	3,179,435	-	-	-	6,696,135	9,875,570
B170	CNG Tank Replacements - 2006 Orion Buses	-	370,000	-	-	-	-	370,000
B173	40' CNG Buse Replacements (91)	63,500,000	-	15,291,697	8,508,294	-	39,700,009	63,500,000
B178	Folsom Cutaway Bus Replacement	-	1,354,762	-	-	-	-	1,354,762
P009	Paratransit Vehicle Replacement (approx. 40+)	-	35,256	-	-	-	-	35,256
P012	Cutaway Vehicle Ride Improvement	925,000	-	-	-	-	925,000	925,000
P013	SacRT GO Vehicle Replacement	2,600,000	-	-	-	-	2,600,000	2,600,000
P014	SmaRT Ride Vehicle Replacement	1,525,000	-	-	-	-	1,525,000	1,525,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	-	479,071	-	-	-	-	479,071
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	-	(449)	-	-	-	-	(449)
R100	Replacement Light Rail Vehicles (18)	235,736,851	-	25,000,000	51,954,078	-	158,782,773	235,736,851
R115	Replacement New Low-Floor LRVs (13)	-	55,217,444	-	-	-	-	55,217,444
R125	CAF Fleet Mid-Life Component Overhaul	106,230,277	-	-	-	-	106,230,277	106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	-	30,919,253	-	-	-	-	30,919,253
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	46,500,000	-	-	-	-	46,500,000	46,500,000
		491,736,474	92,044,624	40,291,697	60,462,372	-	390,982,405	583,781,098

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Maintenance Building								
715	Bus Maintenance Facility 2 (Phase 1 & 2)	-	1,096,418	-	-	-	-	1,096,418
B144	BMF1 CNG Fueling Facility Upgrades	902,977	2,960,237	-	-	-	902,977	3,863,214
B151	Above Ground Gas Tank	2,000,000	-	-	-	-	2,000,000	2,000,000
B153	BMF1 Ground Well Monitoring	-	21,366	-	-	-	-	21,366
B165	Electric Bus Charging Infrastructure	4,787,897	2,077,704	-	-	-	7,167,897	9,245,601
B180	BMF 1 In-Ground Lift Replacement	699,734	172,420	-	699,374	-	360	872,154
B400	Bus System Capital Improv. State of Good Repair	500,000	-	-	-	-	500,000	500,000
F033	Cutaway and Non-Revenue Fuel Station	805,000	-	-	-	-	805,000	805,000
F035	South Area BMF	70,725,000	-	-	-	-	70,725,000	70,725,000
R324	Light Rail Portable Jacking System	-	52,596	-	-	-	-	52,596
R343	Whiting In-Floor Hoist Inspection and Repair	-	152,653	-	-	-	-	152,653
R362	Light Rail Wheel Truing Machine Procurement	3,400,000	-	-	1,150,000	-	2,250,000	3,400,000
R363	Tamper Refurbishment	-	89,822	-	-	-	-	89,822
R371	Y1 Substation Installation	2,760,000	-	-	-	-	2,760,000	2,760,000
R373	Material Storage System	655,000	-	-	-	-	655,000	655,000
		87,235,608	6,623,215	-	1,849,374	-	87,766,234	96,238,823
Passenger Stations								
B134	Fulton Avenue Bus Shelters / Bus Stops	-	14,158	-	-	-	-	14,158
B150	Watt I-80 Transit Center Improvements	9,841,168	357,869	-	7,936,459	-	2,409,000	10,703,328
B171	Citrus Heights Bus Stop Improvements	200,000	-	-	-	-	200,000	200,000
B172	Folsom Bus Stop Improvements	200,000	-	-	-	-	200,000	200,000
B179	Bus Stop Improvements	1,236,415	224,751	-	-	-	1,236,415	1,461,166
M018	Bus Stop Improvement Plan	225,000	-	-	225,000	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	(100,396)	17,716,810	-	-	-	6,012,004	23,728,814
R135	Horn Light Rail Station	5,268,142	31,405	-	-	-	5,268,142	5,299,547
R314	Light Rail Station Low Floor Vehicle Conversion	73,203,167	12,037,361	5,000,000	4,393,494	-	63,809,673	85,240,528
R327	Sacramento Valley Station Loop Design/Construct.	87,054,000	218,368	-	591,187	-	133,282,813	134,092,368
R347	Watt I-80 Elevator Replacement	-	526,612	-	-	-	-	526,612
		177,127,496	31,127,335	5,000,000	13,146,140	25,000	212,418,047	261,716,522
Fare Collection								
R354	Fare Vending Machine (FVM) Enhancements	-	1,637,378	-	-	-	-	1,637,378
T041	Upgrade for Connect Card	-	35,000	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	-	20,836	-	-	-	-	20,836
T053	Connect Card Initial Project Launch	-	-	-	-	-	-	-
T059	Farebox-FVM-Zip Pass Integration	3,434	646,366	-	-	-	3,434	649,800
T067	Connect Card Version 2.0	7,500,000	-	-	-	-	7,500,000	7,500,000
		7,503,434	2,339,580	-	-	-	7,503,434	9,843,014

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Com/IT Systems								
964	Trapeze Implementation (TEAMS)	-	142	-	-	-	-	142
B147	Bus Maintenance Management Software Program	-	392,961	-	-	-	-	392,961
B169	Microtransit Scheduling Software	-	54,538	-	-	-	-	54,538
B174	Disruption Manager Software	214,866	-	-	-	-	214,866	214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	-	652,630	-	-	-	-	652,630
B176	Drive Cam	-	454,590	-	-	-	-	454,590
B177	Trapeze OPS Web	-	251,000	-	-	-	-	251,000
M009	Radio Communications System Upgrade	-	36,772	-	-	-	-	36,772
P011	Paratransit Service Start Up	-	154,618	-	-	-	-	154,618
R355	Automatic Passenger Counters for LRT	-	43,556	-	-	-	-	43,556
R357	Dynamic Message Signs (NEC/Blue Line)	-	-	-	-	-	-	-
T018	Building Access Upgrades	-	2,545	-	-	-	-	2,545
T022	Handheld Smart Card Reader	-	8,985	-	-	-	-	8,985
T025	Surveillance and Security Facilities Enhancements	-	327	-	-	-	-	327
T062	Data Center UPS Runtime Increase	150,000	158,588	-	-	-	150,000	308,588
T066	Historic Folsom Camera Enhancements	46,969	41,638	-	46,969	-	-	88,607
T068	Palo Alto Core Firewall Replacement	123,000	-	-	-	-	123,000	123,000
		534,835	2,252,890	-	46,969	-	487,866	2,787,725
Admin Building								
F020	HVAC Replacements - Admin & Maint Buildings	-	72,533	-	-	-	-	72,533
F021	Facilities Maintenance & Improvements	361,617	143,838	-	-	-	361,617	505,455
F028	Administrative Equipment Optimization	700,000	-	-	-	-	700,000	700,000
F030	Admin Building Lobby Remodel	-	149,398	-	-	-	-	149,398
F031	R Street Operation & Security Build Out	121,200	542,285	-	-	-	121,200	663,485
F034	1225 R Street - Electric & Mechanical Upgrade	570,000	-	-	560,018	-	9,982	570,000
F400	Facility Capital State of Good Repair	500,000	-	-	-	-	500,000	500,000
		2,252,817	908,054	-	560,018	-	1,692,799	3,160,871
Service Vehicles								
B141	Non-Revenue Vehicles	-	353,298	-	-	-	-	353,298
G225	Non-Revenue Police Vehicle Replacement	940,000	43,552	-	652,000	288,000	-	983,552
G239	Non-Revenue Police Vehicle Replacement	1,480,000	-	-	-	-	1,480,000	1,480,000
		2,420,000	396,850	-	652,000	288,000	1,480,000	2,816,850

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Other								
A007	Easton Development Grade Crossing	-	27,941	-	-	-	-	27,941
A009	Folsom Streetscape	-	19,952	-	-	-	-	19,952
A015	Caltrans Brighton Overhead Design Build Support	-	179,084	-	-	-	-	179,084
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	-	44,833	-	-	-	-	44,833
A019	Caltrans Camellia City Viaduct Overhead Structures	-	180,431	-	-	-	-	180,431
A020	Folsom Complete Street Project	-	42,040	-	-	-	-	42,040
B168	SacRT Forward (Implement Route Optimization)	-	112,678	-	-	-	-	112,678
G237	Caltrans Across the Top System Modifications	-	36,060	-	-	-	-	36,060
M002	University/65th Street Transit Center Relocation	145,000	9	-	-	-	145,000	145,009
M004	OPERATING Revenue Bond, Series 2012 Payment	-	644,469	-	-	2,424,475	-	3,068,944
M008	Transit Action (Long-Range) Plan Update	200,000	-	-	-	26,000	200,000	226,000
M011	Cemo Circle Environmental	-	54,257	-	-	-	-	54,257
M015	Capital Region High Capacity Bus Corridor Study	-	35,291	-	-	-	-	35,291
M017	Network Integration Planning Project	-	226,654	-	-	-	-	226,654
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replace	-	196,253	-	-	-	-	196,253
Q060	City of Folsom Preventive Maintenance	-	160,575	-	-	-	-	160,575
Q061	Yolobus Causeway Connection Ops	-	1,500,000	-	-	-	-	1,500,000
Q062	FY 20 5307/5339 El Dorado Transit Prev Maint	-	339,296	-	-	-	-	339,296
Q063	El Dorado Transit COVID 19-Related Activities	-	950,866	-	-	-	-	950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	-	2,000,001	-	-	-	-	2,000,001
T043	Emergency Drills	-	27,681	-	-	-	-	27,681
T056	Emergency Preparedness Exercises Project	-	12,839	-	-	-	-	12,839
T057	Anti-Terrorism Directed Surge Patrols	-	13,584	-	-	-	-	13,584
		345,000	6,804,792	-	-	2,450,475	345,000	9,600,267
	Total for all Project Types	935,639,433	241,977,124	45,291,697	77,216,873	2,763,475	868,659,554	1,235,908,723

Capital Project Funding Addition Descriptions

Maintenance Building

B165 Electric Bus Charging Infrastructure – Construct 4000 AMP, 480V electrical service and 120/208 Volt distribution system, powering fifteen to thirty-five 150kw/480V chargers.

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements – Construct and improve bicycle, pedestrian, and bus access from the Watt Ave Station Plaza to the Watt/I-80 Light Rail Station.

M018 Bus Stop Improvement Plan – SacRT, in partnership with Walk Sacramento, will identify and prioritize bus stop improvement projects, and generate a capital improvement plan to address bus stop improvements throughout SacRT bus system.

R055 Dos Rios Light Rail Station Design – Construct a new light rail station in the conjunction with the new Mirasole Village housing Development located in the Rivers District just North of downtown Sacramento and east of the Rail Yard Project.

R327 Sac Valley Station Loop Design/Construct. – Sacramento Valley Station Loop Design/Construction –Design and construct 1.55 miles of new light rail track from the Sacramento Valley Station (SVS) to North B Street and construct two light rail stations. The project will include double-tracking on 7th Street which will enable 15 minute service on the GreenLine between downtown/SVS and Township 9 station, which can currently only accommodate 30 minute service. This budget amount is the escalated cost estimate that was included in SacRT's 2020 Transit and Intercity Rail Capital Program (TIRCP) application for the SVS Loop project.

Other

M008 Transit Action (Long-Range) Plan Update – Hire consultants to update SacRT's 2009 Transit Action (Long Range) Plan.

M004 OPERATING Revenue Bond Series 2012 Payment – Annual payment for Revenue Bond issuance from FY 2013 to FY 2042.

SACRAMENTO REGIONAL TRANSIT FINANCIAL FORECASTING MODEL

		Budget	Budget														
OPERATING COSTS & REVENUES																	
Notes		Units	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
1.	Service Cost Factors																
	Standard Bus																
	Cost/Vehicle Hour	\$	151.12	159.70	163.72	167.84	172.07	176.40	182.22	188.23	194.44	200.86	206.89	213.09	219.49	226.07	232.85
	CBS Fixed																
	Cost/Vehicle Hour	\$	172.56	248.80	255.06	261.48	268.06	274.81	283.88	293.25	302.92	312.92	322.31	331.98	341.94	352.19	362.76
	SmaRT Ride																
	Cost/Vehicle Hour	\$	160.41	165.93	170.11	174.39	178.78	183.28	189.33	195.58	202.03	208.70	214.96	221.41	228.05	234.89	241.94
	SacRT Go (Paratransit)																
	Cost/Vehicle Hour	\$	199.47	243.34	249.47	255.75	262.18	268.78	277.65	286.82	296.28	306.06	315.24	324.70	334.44	344.47	354.81
	Light Rail																
	Cost/Vehicle Hour	\$	319.61	357.06	366.04	375.26	384.70	394.39	407.40	420.85	434.74	449.08	462.55	476.43	490.72	505.45	520.61
2	Total Operating Costs																
	Standard Bus	\$000's	\$81,535	\$100,252	\$103,804	\$107,481	\$111,288	\$115,231	\$120,224	\$125,433	\$130,868	\$136,539	\$142,041	\$147,765	\$153,720	\$159,915	\$166,360
	CBS Fixed	\$000's	\$4,761	\$4,400	\$4,556	\$4,717	\$4,885	\$5,058	\$5,277	\$5,505	\$5,744	\$5,993	\$6,234	\$6,486	\$6,747	\$7,019	\$7,302
	SmaRT Ride	\$000's	\$10,547	\$9,325	\$9,655	\$9,997	\$10,352	\$10,718	\$11,183	\$11,667	\$12,173	\$12,700	\$13,212	\$13,745	\$14,298	\$14,875	\$15,474
	SacRT Go (Paratransit)	\$000's	\$21,766	\$21,708	\$22,477	\$23,273	\$24,097	\$24,951	\$26,032	\$27,160	\$28,337	\$29,565	\$30,756	\$31,996	\$33,285	\$34,627	\$36,022
	Light Rail (vehicle hours)	\$000's	\$73,386	\$78,602	\$81,386	\$84,269	\$87,255	\$90,345	\$94,260	\$98,344	\$102,606	\$107,052	\$111,366	\$115,854	\$120,523	\$125,380	\$130,433
	Elk Grove Contract	\$000's	\$8,333	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$200,327	\$214,287	\$221,878	\$229,738	\$237,877	\$246,303	\$256,976	\$268,110	\$279,728	\$291,848	\$303,610	\$315,845	\$328,574	\$341,815	\$355,590
	Average Fare (per passenger)																
	Fixed Route	\$	\$0.959	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140	\$1.140
	Paratransit	\$	\$4.070	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745	\$3.745
	Fare Revenues																
	Fixed Route	\$000's	\$11,327	\$10,997	\$11,300	\$11,612	\$11,932	\$12,261	\$12,599	\$12,946	\$13,303	\$13,669	\$13,944	\$14,224	\$14,510	\$14,802	\$15,099
	Paratransit	\$000's	\$850	\$850	\$873	\$898	\$922	\$948	\$974	\$1,001	\$1,028	\$1,057	\$1,078	\$1,099	\$1,122	\$1,144	\$1,167
			\$12,177	\$11,847	\$12,174	\$12,509	\$12,854	\$13,208	\$13,572	\$13,946	\$14,331	\$14,726	\$15,022	\$15,324	\$15,632	\$15,946	\$16,266
NOTES:																	
	1. Cost factors are Fully Allocated Costs (including administration and overhead) as allocated from RT's Cost Allocation Model.																
	2. Operating costs are calculated by multiplying cost per hour by the number of revenue vehicle hours.																

SACRAMENTO REGIONAL TRANSIT FINANCIAL FORECASTING MODEL

FFM update for the 7/1/2021

(all units in \$000's)

Adopted Budget Adopted Budget

OPERATING STATEMENT

Notes	Units	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	
	Beginning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Revenue Available for Operations																
	State and Local																
1.	Measure	\$26,973	\$51,636	\$54,115	\$56,712	\$59,434	\$62,287	\$65,464	\$68,802	\$72,311	\$75,999	\$79,875	\$83,949	\$88,230	\$92,730	\$97,459	
	Supplem					\$7,500	\$7,000	\$6,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	
2.	Measure	2,975	5,040	5,985													
	Measure A SacRT C	2,414	\$4,447	\$4,660	\$4,884	\$5,119	\$5,364	\$5,638	\$5,925	\$6,228	\$6,545	\$6,879	\$7,230	\$7,599	\$7,986	\$8,393	
	TDA - LI	32,532	60,528	63,434	66,479	69,670	73,014	76,737	80,651	84,764	89,087	93,631	98,406	103,425	108,699	114,243	
	STA operating	9,812	102	105	11,500	14,845	17,290	17,809	18,343	18,894	19,838	20,830	21,872	22,965	24,114	25,319	
	Fares	\$12,177	\$11,847	\$12,174	\$12,509	\$12,854	\$13,208	\$13,572	\$13,946	\$14,331	\$14,726	\$15,022	\$15,324	\$15,632	\$15,946	\$16,266	
3.	Contract	\$6,380	\$600	\$629	\$659	\$691	\$724	\$761	\$799	\$840	\$883	\$928	\$975	\$1,025	\$1,078	\$1,132	
4.	Service f	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Cap & T	\$1,833	\$2,342	\$3,000	\$3,000	\$3,500	\$3,500	\$3,000	\$3,000	\$3,000	\$3,075	\$3,152	\$3,231	\$3,311	\$3,394	\$3,479	
	COPs pa	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New Rev	\$(3,434)	0	0	\$(1,543)	\$(1,543)	\$(1,543)	\$(1,543)	\$(1,543)	\$(3,433)	\$(3,435)	\$(3,435)	\$(3,431)	\$(3,429)	\$(3,433)	\$(3,427)	
	Federal																
	CARES	\$68,000	\$31,139	\$6,508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	CRRSAA/ARP/Other Federal	37,855	64,000	31,000	20,000	20,304	21,319	22,385	23,504	24,680	25,914	27,209	28,570	29,998	31,498		
	Sect. 531	\$21,753	\$1,395	\$0	\$24,000	\$24,365	\$24,735	\$25,972	\$27,270	\$28,634	\$30,066	\$31,569	\$33,147	\$34,805	\$36,545	\$38,372	
	Sect. 533	\$12,221	\$0	\$0	\$14,000	\$14,210	\$14,423	\$15,144	\$15,902	\$16,697	\$17,531	\$18,408	\$19,328	\$20,295	\$21,310	\$22,375	
	Sect 530	\$1,107	\$1,107	\$1,123	\$1,140	\$1,158	\$1,175	\$1,234	\$1,296	\$1,361	\$1,429	\$1,500	\$1,575	\$1,654	\$1,737	\$1,823	
	CMAQ	\$710	\$710	\$721	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other																
8.	Advertisi	\$1,040	\$800	\$820	\$883	\$905	\$927	\$998	\$1,023	\$1,048	\$1,128	\$1,214	\$1,307	\$1,407	\$1,514	\$1,629	
	Investme	\$320	\$200	\$206	\$212	\$219	\$225	\$232	\$239	\$246	\$253	\$261	\$269	\$277	\$285	\$294	
9.	Real Est	\$495	\$340	\$349	\$357	\$366	\$375	\$385	\$394	\$404	\$414	\$425	\$435	\$446	\$457	\$469	
	Miscellat	\$811	\$1,900	\$1,948	\$1,996	\$2,046	\$2,097	\$2,150	\$2,203	\$2,259	\$2,315	\$2,373	\$2,432	\$2,493	\$2,555	\$2,619	
	ECOS	\$600	\$650	\$666	\$683	\$700											
	Low Car	\$1,610	\$1,650	\$1,733	\$1,819	\$1,910	\$2,006	\$2,106	\$2,211	\$2,322							
	Park-and	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Total Revenue Avail	\$200,328	\$214,287	\$222,173	\$230,291	\$237,947	\$247,112	\$256,977	\$267,848	\$278,409	\$289,535	\$303,545	\$318,258	\$333,704	\$349,914	\$366,945	
	Operating Expenses																
	Standarc	\$81,535	\$100,252	\$103,804	\$107,481	\$111,288	\$115,231	\$120,224	\$125,433	\$130,868	\$136,539	\$142,041	\$147,765	\$153,720	\$159,915	\$166,360	
	CBS Fix	\$4,761	\$4,400	\$4,556	\$4,717	\$4,885	\$5,058	\$5,277	\$5,505	\$5,744	\$5,993	\$6,234	\$6,486	\$6,747	\$7,019	\$7,302	
	SmaRT	\$10,547	\$9,325	\$9,655	\$9,997	\$10,352	\$10,718	\$11,183	\$11,667	\$12,173	\$12,700	\$13,212	\$13,745	\$14,298	\$14,875	\$15,474	
	SacRT C	\$21,766	\$21,708	\$22,477	\$23,273	\$24,097	\$24,951	\$26,032	\$27,160	\$28,337	\$29,565	\$30,756	\$31,996	\$33,285	\$34,627	\$36,022	
	Elk Grov	\$8,333	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6.	Light Rai	\$73,386	\$78,602	\$81,386	\$84,269	\$87,255	\$90,345	\$94,260	\$98,344	\$102,606	\$107,052	\$111,366	\$115,854	\$120,523	\$125,380	\$130,433	

	\$000's	\$200,327	\$214,287	\$221,878	\$229,738	\$237,877	\$246,303	\$256,976	\$268,110	\$279,728	\$291,848	\$303,610	\$315,845	\$328,574	\$341,815	\$355,590
Total Oper	\$000's															
Annual Op	\$000's	\$0	\$0	\$295	\$552	\$70	\$809	\$2	(\$262)	(\$1,318)	(\$2,313)	(\$64)	\$2,413	\$5,130	\$8,099	\$11,354
Cash Bala	\$000's	0	0	295	552	70	809	2	(262)	(1,318)	(2,313)	(64)	2,413	5,130	8,099	11,354
Transfe	\$000's	0	0	0	0	0	0	2	0	0	0	0	2,413	5,130	8,099	11,354
Transf to Capital -		0	0	0	0	0	0	2	2	2	2	2	2,414	7,545	15,643	26,998
Reserve	\$000's	0	0	295	552	70	809	0	0	0	0	0	0	0	0	0
Reserve	\$000's	0	0	295	848	918	1,727	1,727	1,727	1,727	1,727	1,727	1,727	1,727	1,727	1,727
Ending Ca	\$000's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

7.

1.5-month reserve re \$ 25,041 \$ 26,786 \$ 27,735 \$ 28,717 \$ 29,735 \$ 30,788 \$ 32,122 \$ 33,514 \$ 34,966 \$ 36,481 \$ 37,951 \$ 39,481 \$ 41,072 \$ 42,727 \$ 44,449

SACRAMENTO REGIONAL TRANSIT FINANCIAL FORECASTING MODEL

SERVICE AND RIDERSHIP		Adopted															
		Budget	Budget														
Notes		Units	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
	<u>Transit Service Revenue Vehicle Hours</u>																
1.	Standard	000's	539.55	627.75	634.03	640.37	646.77	653.24	659.77	666.37	673.03	679.76	686.56	693.43	700.36	707.37	714.44
	CBS Fixed	000's	27.59	17.69	17.86	18.04	18.22	18.40	18.59	18.77	18.96	19.15	19.34	19.54	19.73	19.93	20.13
2.	SmaRT Ride	000's	65.75	56.20	56.76	57.33	57.90	58.48	59.06	59.66	60.25	60.85	61.46	62.08	62.70	63.33	63.96
	SacRT Go	000's	109.12	89.21	90.10	91.00	91.91	92.83	93.76	94.70	95.64	96.60	97.56	98.54	99.53	100.52	101.53
	Light Rail	000's	229.61	220.14	222.34	224.56	226.81	229.08	231.37	233.68	236.02	238.38	240.76	243.17	245.60	248.06	250.54
	<u>Transit Service Revenue Vehicle Miles</u>																
	Standard	000's	6,075.79	7,339	7,412	7,486	7,561	7,637	7,713	7,790	7,868	7,947	8,026	8,107	8,188	8,270	8,352
	CBS Fixed	000's	324.44	250	253	255	258	260	263	266	268	271	274	276	279	282	285
	SmaRT Ride	000's	690.38	539	545	550	556	561	567	573	578	584	590	596	602	608	614
	SacRT Go	000's	1,418.53	1,395	1,409	1,423	1,438	1,452	1,467	1,481	1,496	1,511	1,526	1,541	1,557	1,572	1,588
	Light Rail	000's	4,072.06	3,914	3,953	3,993	4,033	4,073	4,114	4,155	4,197	4,238	4,281	4,324	4,367	4,411	4,455
3.	<u>Passengers per Revenue Vehicle Hour</u>																
	Standard Bus		9.61	7.68	7.76	7.84	7.92	8.00	8.08	8.16	8.24	8.32	8.40	8.49	8.57	8.66	8.75
	CBS Fixed		4.19	4.77	4.81	4.86	4.91	4.96	5.01	5.06	5.11	5.16	5.21	5.26	5.32	5.37	5.42
	SmaRT Ride		2.75	2.81	2.84	2.87	2.90	2.93	2.96	2.98	3.01	3.04	3.08	3.11	3.14	3.17	3.20
	SacRT Go (Paratransit)		1.91	2.53	2.55	2.58	2.60	2.63	2.65	2.68	2.71	2.73	2.76	2.79	2.82	2.85	2.87
	Light Rail (vehicle miles)		27.56	20.51	20.71	20.92	21.13	21.34	21.55	21.77	21.98	22.20	22.43	22.65	22.88	23.11	23.34
	<u>Unlinked Passenger Trips (annual ridership)</u>																
	Standard	000's	5,188	4,824	4,921	5,020	5,121	5,224	5,329	5,436	5,545	5,657	5,770	5,886	6,005	6,125	6,248
	CBS Fixed	000's	116	84	86	88	89	91	93	95	97	99	101	103	105	107	109
	SmaRT Ride	000's	181	158	161	164	168	171	175	178	182	185	189	193	197	201	205
	SacRT Go	000's	209	225	230	234	239	244	249	254	259	264	269	275	280	286	292
	Light Rail	000's	6,328	4,514	4,605	4,697	4,792	4,888	4,986	5,086	5,189	5,293	5,399	5,508	5,619	5,732	5,847
	Total Fixed Route		12,021	9,806	10,003	10,204	10,409	10,618	10,831	11,049	11,271	11,498	11,729	11,965	12,205	12,451	12,701

NOTES:

- 1. Buses 30' to 40' in length.
- 2. Small buses similar to "paratransit buses" under 30' in length.
- 3. Accounts for changes in real fares using fare price elasticity (shrinkage ratio formula).

Short Range Transit Plan
Five-Year Service Plan

Fiscal Year	Route	Description - BUS	Rev Hrs	Rev Miles	Oper Cost	Veh Req	Ridership	Cost/Psgr	Paratransit	Freq/Coverage
2022	30	Improve to 15m frequency M-F	7,620	47,943	\$918,820	2	44,560	\$20.62	No	Frequency
2022	19	Reroute and extend to Auburn & Greenback and improve to 45m weekday headways	3,704	21,708	\$446,648	1	36,190	\$12.34	No	Coverage
2022	Multi	Weekday span - 11, 15, 26, 38, 61, 62, 75, 87, 88	5,652	63,297	\$681,458	0	46,179	\$14.76	Minor	Coverage
2022	Multi	Saturday span - 1, 11, 15, 23, 25, 26, 30, 51, 56, 61, 67, 68, 81, 84, 93	4,094	45,854	\$493,671	0	26,646	\$18.53	Minor	Coverage
2022	Multi	Sun/Hol span - 1, 13, 15, 23, 25, 26, 38, 51, 56, 61, 67, 68, 81, 82, 84, 86, Blue, Gold	3,373	37,781	\$406,756	0	16,659	\$24.42	Minor	Coverage
2022	134	Minor routing changes	0	0	\$0	0	0	\$0.00	No	n/a
2022	33	Minor routing changes	0	0	\$0	0	0	\$0.00	No	n/a
2022	100s	Reduce commuter bus service	-5,525	-66,294	(\$666,144)	-8	-29,645	\$22.47	No	n/a
2022	2, 11	Restore #2 Riverside, Shorten #11 to Downtown	675	-2,066	\$81,337	-1	19,675	\$4.13	Minor	n/a
2022	n/a	Spare bus(es)	0	0	\$0	0	0	n/a	n/a	n/a
2023	81	15m headways to 65th Street station	6,096	54,610	\$749,757	2	41,995	\$17.85	No	Frequency
2024	53	Delta Shores - Roads constructed 2024	4,686	81,162	\$587,639	1	23,834	\$24.66	Yes	Coverage
2025	33	Eliminate route	-2,917	-24,003	(\$372,806)	-1	0	\$0.00	No	n/a
2025	30/38	Extend to Railyards/Bercut	3,048	40,542	\$389,580	1	13,853	\$28.12	No	Coverage
2026	87	15m headways Mon-Fri	12,192	114,280	\$1,587,720	3	47,631	\$33.33	No	Frequency
2027	1	Extend to Main Ave in Orangevale	10,558	137,254	\$1,273,084	2	37,941	\$33.55	Yes	Coverage
2027	11	Extend to airport	4,907	127,008	\$650,894	2	19,377	\$33.59	Yes	Coverage
2027	30/38	Improve Sat/Sun/Hol headways to 30m on both routes	2,771	33,734	\$367,507	0	8,997	\$40.85	No	Frequency
2027	62	Improve weekday headways from 30 to 15 minutes	9,196	112,618	\$1,219,767	4	30,128	\$40.49	No	Frequency
2027	62	Improve weekend headways from 60 to 30 minutes	2,642	32,265	\$350,403	0	6,094	\$57.50	No	Frequency
2027	97	New route on Duckhorn Blvd from Del Paso Road to Downtown	19,710	177,390	\$2,614,295	4	208,980	\$12.51	Yes	Coverage
2027	Elk Grove	Add Sun/Hol service on E110, E113, E114, E116 (to match Saturdays)	2,207	39,077	\$292,679	0	9,686	\$30.22	Yes	Coverage
2027	Elk Grove	Saturday service for all routes at 60m headways, 6am to 8pm	3,049	54,903	\$404,381	0	16,159	\$25.03	Yes	Coverage
2027	Elk Grove	Sun/Hol service for all routes at 60m headways, 6am to 8pm	3,459	62,294	\$458,817	0	12,496	\$36.72	Yes	Coverage
2027	Elk Grove	BRT service on E110 (instead of weekend improvements to all routes)	7,330	133,057	\$972,245	2	19,307	\$50.36	Yes	Frequency
2027	F10	Weekend service on Folsom Stage Line #10	3,894	45,600	\$516,476	0	3,056	\$168.99	Yes	Coverage
2022	n/a	Spare bus	0	0	\$0	2	0	\$0.00	No	n/a
Fisc Yr	Route	Description - Light Rail	Train RVH	Train RVM	Veh RVH	Veh Req	Cost	Begin		
2023	Gold	15m peak headways from Sunrise to Historic Folsom station	1,795	52,603	-7,781	-85,141	\$456,388	9/2/2023		
2024	Gold	3 morning and 3 afternoon peak-hour trippers	1,168	22,860	-1,270	-22,657	\$381,289	1/7/2024		
2025	Gold	15-minute headways to Folsom all day weekdays and weekends	3,040	89,592	10,745	273,976	\$1,847,576	2/2/2025		
2026	Gold	Interline Gold and Green Line	-38	3,531	5,893	58,750	\$131,818	1/4/2026		
2027	Gold	Weekend Gold/Green service to Richards	994	11,234	-2,177	-56,374	\$229,089	1/3/2027		

Project	Cost Plan								Funding Tier	Schedule		
	Prior Costs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Post FY26	Total		Start	Finish	
Light Rail Capital Projects												
404	Green Line to the River District (GL-1)	\$49,574,291	\$187,685	\$0	\$0	\$0	\$0	\$0	\$49,761,976	1	04/01/2009	06/30/2022
410	South Sacramento Corridor Phase 2 LR Extension	\$264,266,672	\$5,068,835	\$664,489	\$0	\$0	\$0	\$0	\$269,999,995	1	10/01/2001	12/31/2022
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	\$515,929	\$158,093	\$320,978	\$0	\$0	\$0	\$0	\$995,000	1	03/01/2013	06/30/2023
R055	Dos Rios Light Rail Station Design	\$2,351,778	\$31,579	\$0	\$0	\$0	\$0	\$0	\$2,383,357	1	07/01/2014	06/30/2022
R322	Green Line Draft EIS / EIR	\$4,065,995	\$129,814	\$250,000	\$300,000	\$250,000	\$100,000	\$0	\$5,095,809	1	07/01/2012	10/31/2025
R343	Whiting In-Floor Hoist Inspection and Repair	\$102,164	\$152,652	\$0	\$0	\$0	\$0	\$0	\$254,816	1	10/26/2016	06/30/2022
R347	Watt I-80 Elevator Replacement	\$742,835	\$247,165	\$0	\$0	\$0	\$0	\$0	\$990,000	1	03/27/2018	06/30/2022
R354	Fare Vending Machine (FVM) Enhancements	\$8,948,404	\$163,030	\$0	\$0	\$0	\$0	\$0	\$9,111,435	1	07/15/2017	03/31/2022
R363	Tamper Refurbishment	\$58	\$89,822	\$0	\$0	\$0	\$0	\$0	\$89,880	1	08/01/2019	06/30/2022
R364	Bidwell Instrument House Replacement	\$33,735	\$337,499	\$0	\$0	\$0	\$0	\$0	\$371,234	1	09/01/2019	01/31/2022
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$0	\$5,200,000	\$25,200,000	\$15,800,000	\$0	\$0	\$0	\$46,200,000	1	09/27/2021	06/30/2024
T052	Track Warrant Controlled Access System	\$116,410	\$78,758	\$0	\$0	\$0	\$0	\$0	\$195,168	1	07/01/2017	03/31/2022
T066	Historic Folsom Camera Enhancements	\$0	\$88,607	\$0	\$0	\$0	\$0	\$0	\$88,607	1	11/01/2020	06/30/2022
F037	Wayside Roof Replacement	\$0	\$68,000	\$435,000	\$0	\$0	\$0	\$0	\$503,000	2	01/01/2022	08/30/2022
F038	K Street DWT Replacement	\$0	\$130,000	\$150,000	\$0	\$0	\$0	\$0	\$280,000	2	02/01/2022	07/31/2022
M019	Arcade Creek Bridge Environmental Clearance	\$0	\$55,000	\$55,000	\$0	\$0	\$0	\$0	\$110,000	2	04/01/2022	12/31/2022
R010	Light Rail Crossing Enhancements	\$657,450	\$700,550	\$1,071,000	\$1,071,000	\$0	\$0	\$0	\$3,500,000	2	12/01/2008	06/30/2024
R100	Replacement Light Rail Vehicles (35)	\$0	\$59,000,000	\$64,200,000	\$64,359,594	\$62,000,000	\$0	\$0	\$249,559,594	2	01/01/2024	06/30/2026
R115	Replacement New Low-Floor LRVs (13)	\$20,692,027	\$20,510,000	\$20,509,539	\$14,109,106	\$0	\$0	\$0	\$75,820,672	2	07/01/2019	09/30/2024
R125	CAF Fleet Mid-Life Component Overhaul	\$0	\$0	\$25,480,000	\$25,480,000	\$25,480,000	\$25,480,000	\$25,480,000	\$127,400,000	2	07/01/2022	06/30/2027
R135	Horn Light Rail Station	\$545,583	\$31,417	\$1,078,000	\$4,062,500	\$11,045,500	\$3,875,000	\$0	\$20,638,000	2	07/01/2014	06/30/2026
R327	Sacramento Valley Station Loop Design/Construct.	\$27,632	\$2,350,000	\$3,892,668	\$16,557,200	\$17,726,500	\$6,797,000	\$83,039,000	\$130,390,000	2	09/01/2017	12/31/2030
R328	Green Line Final EIS/EIR	\$0	\$0	\$0	\$0	\$0	\$550,000	\$850,000	\$1,400,000	2	11/01/2025	10/01/2027
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$1,647,622	\$8,975,972	\$21,561,571	\$12,391,834	\$12,680,000	\$16,855,000	\$450,000	\$74,562,000	2	08/01/2018	12/31/2026
R362	Light Rail Wheel Truing Machine Procurement	\$0	\$425,000	\$730,881	\$1,700,000	\$1,700,000	\$0	\$0	\$4,555,881	2	07/01/2021	06/30/2025
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	\$11,204,515	\$11,300,000	\$11,300,000	\$8,277,084	\$0	\$0	\$0	\$42,081,599	2	07/01/2019	12/29/2023
R371	Y1 Substation Installation	\$0	\$0	\$1,490,000	\$1,240,000	\$30,000	\$0	\$0	\$2,760,000	2	07/01/2022	12/31/2024
R372	Roadway Worker Protection System	\$0	\$315,000	\$490,000	\$0	\$0	\$0	\$0	\$805,000	2	01/01/2022	06/30/2023
R373	Material Storage System	\$0	\$430,000	\$225,000	\$0	\$0	\$0	\$0	\$655,000	2	01/01/2022	12/31/2023
R374	TPSS A1 Negative Return Cable Replacement	\$0	\$184,390	\$0	\$0	\$0	\$0	\$0	\$184,390	2	04/01/2021	06/30/2021
R375	Dos Rios Light Rail Station Construction	\$0	\$0	\$8,698,243	\$8,560,000	\$320,000	\$0	\$0	\$17,578,243	2	06/01/2022	12/31/2024
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$0	\$0	\$0	\$23,750,000	\$23,750,000	\$500,000	\$0	\$48,000,000	2	07/01/2023	12/31/2025
R380	Gold Line Light Rail Station Low Floor Conversion	\$1,123,950	\$7,255,390	\$11,365,660	\$38,100,000	\$1,835,000	\$0	\$0	\$59,680,000	2	02/01/2018	09/30/2024
R381	Blue Line Light Rail Station Low Floor Conversion	\$0	\$0	\$2,200,000	\$12,674,104	\$24,082,500	\$100,000	\$0	\$39,056,604	2	04/01/2022	12/31/2025
R383	Phase 1 Gold Line LR Maintenance Facility Env./PE/ROW	\$0	\$550,000	\$3,600,000	\$3,650,000	\$14,700,000	\$0	\$0	\$22,500,000	2	01/01/2022	03/31/2025
R384	LRV Maintenance Shop Upgrades (Engineering)	\$0	\$34,800	\$265,200	\$0	\$0	\$0	\$0	\$300,000	2	01/01/2022	11/30/2022
T071	Mobile Camera Trailers (2)	\$0	\$30,000	\$157,702	\$0	\$0	\$0	\$0	\$187,702	2	04/01/2022	12/31/2022
C2208	Supervisory Control and Data Acquisition (SCADA) System	\$0	\$0	\$500,000	\$9,500,000	\$10,000,000	\$0	\$0	\$20,000,000	3	07/01/2022	06/30/2026

Project	Cost Plan								Funding Tier	Schedule		
	Prior Costs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Post FY26	Total		Start	Finish	
Light Rail Capital Projects												
C2209	Activate Switch F111 at 18th Street	\$0	\$0	\$0	\$220,000	\$778,000	\$1,025,000	\$27,000	\$2,050,000	3	07/01/2023	12/31/2026
C2210	Light Rail Control Center Upgrade (LRCC)	\$0	\$0	\$0	\$1,100,000	\$2,950,000	\$0	\$2,950,000	\$7,000,000	3	07/01/2024	06/30/2027
C2211	Phase 2 Gold Line LRMF: Construct Track/Install Trailer	\$0	\$0	\$0	\$0	\$1,529,000	\$7,298,000	\$7,298,000	\$16,125,000	3	07/01/2025	06/30/2028
C2212	Phase 3: Gold Line LRMF Full Build-Out	\$0	\$0	\$0	\$0	\$0	\$0	\$139,030,000	\$139,030,000	3	01/01/2028	06/30/2033
C2216	Wayfinding Signage	\$0	\$0	\$60,000	\$60,000	\$0	\$0	\$0	\$120,000	3	07/01/2023	06/30/2025
C2220	Artwork Repair at Light Rail Stations	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$200,000	3	07/01/2024	06/30/2026
C2221	Light Rail Station Pedestrian Improvements	\$0	\$0	\$0	\$2,987,500	\$2,987,500	\$2,987,500	\$2,987,500	\$11,950,000	3	07/01/2023	06/30/2027
C2223	Train Technology Refresh	\$0	\$0	\$3,441,372	\$3,441,372	\$3,441,372	\$3,441,370	\$0	\$13,765,486	3	06/01/2022	06/30/2026
C2224	Station Sign Refresh: Replace DMS w/ADA Compliant Signs	\$0	\$0	\$2,000,000	\$3,025,313	\$0	\$0	\$0	\$5,025,313	3	07/01/2022	06/30/2024
C2225	Replace Wheel and Pantograph Detector for Preemption	\$0	\$0	\$0	\$95,300	\$95,300	\$95,400	\$0	\$286,000	3	07/01/2024	06/30/2026
C2226	Replace Station Braille Signs	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	3	07/01/2023	06/20/2024
C2227	Replace in Floor Hoist w/Hoist Compatible w/S700 Fleet	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	3	01/01/2025	06/30/2026
C2228	Wayside Facility Modernization	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$10,000,000	3	07/01/2023	06/30/2026
C2234	Remove Underground Storage Tank at Metro	\$0	\$0	\$27,000	\$148,000	\$0	\$0	\$0	\$175,000	3	07/01/2022	12/31/2023
C2239	65th Street Station Renovation	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000	3	07/01/2023	06/30/2024
C2240	Roseville Road Station Renovation	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000	3	07/01/2024	06/30/2025
C2245	LR Operations Control Center Facility Upgrades (OCC)	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	3	07/01/2024	06/30/2025
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000	\$50,000,000	4	07/01/2026	06/30/2030
C2201	Green Line MOS 2: Township 9 to Arena Boulevard	\$0	\$0	\$0	\$0	\$8,500,000	\$28,500,000	\$623,841,000	\$660,841,000	4	01/01/2025	06/30/2032
C2202	Green Line MOS 3: Arena Blvd. to the Airport	\$0	\$0	\$0	\$0	\$0	\$0	\$930,078,000	\$930,078,000	4	01/01/2032	12/31/2038
C2203	Blue Line Light Rail Extension to Elk Grove	\$0	\$0	\$0	\$0	\$0	\$0	\$690,000,000	\$690,000,000	4	07/01/2025	06/30/2035
C2206	Wayside Signal Reconfiguration Phase 2	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000	4	07/01/2026	06/30/2028
C2207	Metro Facility Rehabilitation	\$0	\$0	\$0	\$0	\$10,400,000	\$14,600,000	\$0	\$25,000,000	4	07/01/2024	06/30/2026
C2217	Replacement New Low-Floor LRVs (CAF: 21)	\$0	\$0	\$0	\$0	\$0	\$0	\$189,122,000	\$189,122,000	4	01/01/2032	12/31/2037
C2242	ACE Train Midtown Station Improvements	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$2,000,000	\$3,500,000	4	07/01/2025	06/30/2027
C2252	Siemens S700 Mid-Life Overhaul: Assumes 71 LRVs	\$0	\$0	\$0	\$0	\$0	\$0	\$264,200,000	\$264,200,000	4	01/01/2036	06/30/2042
C2253	Light Rail Fleet Technology Refresh	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000,000	\$35,000,000	4	01/01/2029	12/31/2038
C2254	Mid-Life Overhaul for CAF Replacement Vehicles (21)	\$0	\$0	\$0	\$0	\$0	\$0	\$141,100,000	\$141,100,000	4	07/01/2055	12/31/2058
Light Rail Capital Project CIP Total:		\$366,617,051	\$124,279,057	\$211,919,304	\$282,659,907	\$243,880,672	\$117,804,270	\$3,188,252,500	\$4,535,412,761		Quantity: 66	
Streetcar Capital Projects												
S030	Downtown/Riverfront Streetcar Project	\$11,349,399	\$2,642,369	\$54,350,000	\$54,166,370	\$0	\$0	\$0	\$122,508,137	2	06/01/2017	12/31/2025
Streetcar Capital Project CIP Total:		\$11,349,399	\$2,642,369	\$54,350,000	\$54,166,370	\$0	\$0	\$0	\$122,508,137		Quantity: 1	
Bus Rapid Transit Capital Projects												
C2204	BRT Infrastructure	\$0	\$0	\$0	\$550,000	\$56,425,000	\$53,025,000	\$448,511,000	\$558,511,000	4	07/01/2023	06/30/2039
C2205	BRT Vehicles	\$0	\$0	\$0	\$11,000,000	\$0	\$0	\$254,773,000	\$265,773,000	4	07/01/2026	06/30/2039
Bus Rapid Transit Capital Project CIP Total:		\$0	\$0	\$0	\$11,550,000	\$56,425,000	\$53,025,000	\$703,284,000	\$824,284,000		Quantity: 2	

Project	Cost Plan								Funding Tier	Schedule		
	Prior Costs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Post FY26	Total		Start	Finish	
Bus Capital Projects												
B170	CNG Tank Replacements - 2006 Orion Buses	\$92,631	\$138,947	\$0	\$0	\$0	\$0	\$0	\$231,578	1	09/08/2019	07/15/2021
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	\$0	\$326,315	\$326,315	\$0	\$0	\$0	\$0	\$652,630	1	11/30/2020	09/30/2022
B176	Drive Cam	\$0	\$225,000	\$229,590	\$0	\$0	\$0	\$0	\$454,590	1	11/30/2020	12/31/2022
B177	Trapeze OPS Web	\$0	\$100,000	\$151,000	\$0	\$0	\$0	\$0	\$251,000	1	11/30/2020	12/31/2022
B180	BMF 1 In-Ground Lift Replacement	\$0	\$300,000	\$572,154	\$0	\$0	\$0	\$0	\$872,154	1	09/10/2021	12/31/2023
M016	Zero Emission Fleet Conversion Plan	\$15,644	\$226,356	\$0	\$0	\$0	\$0	\$0	\$242,000	1	03/01/2020	02/28/2022
M018	Bus Stop Improvement Plan	\$0	\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$250,000	1	05/26/2021	06/30/2023
715	Bus Maintenance Facility 2 (Phase 1 & 2)	\$24,287,237	\$559,447	\$3,300,000	\$21,875,000	\$22,475,000	\$8,514,174	\$0	\$81,010,858	2	03/01/2002	06/30/2026
B100	Replace 16 CNG Buses (FY22 - FY26)	\$0	\$0	\$0	\$4,630,500	\$5,672,500	\$2,553,000	\$0	\$12,856,000	2	07/01/2022	06/30/2026
B144	BMF1 CNG Fueling Facility Upgrades	\$422,470	\$552,025	\$2,572,506	\$0	\$0	\$0	\$0	\$3,547,001	2	10/01/2016	03/31/2023
B147	Bus Maintenance Management Software Program	\$21,539	\$0	\$392,961	\$0	\$0	\$0	\$0	\$414,500	2	11/30/2016	06/30/2027
B150	Watt I-80 Transit Center Improvements	\$254,571	\$1,118,429	\$1,113,000	\$9,750,000	\$6,600,000	\$0	\$0	\$18,836,000	2	10/01/2019	06/30/2025
B153	BMF1 Ground Well Monitoring	\$138,691	\$14,991	\$0	\$0	\$0	\$0	\$0	\$153,682	2	04/19/2018	06/30/2022
B164	Airport Service Expansion ZEB Buses (10 40')	\$51,387	\$2,868,541	\$3,932,029	\$3,075,000	\$0	\$0	\$0	\$9,926,957	2	10/01/2019	06/30/2024
B165	Electric Bus Charging Infrastructure	\$134,429	\$600,498	\$9,360,000	\$2,200,000	\$20,315,073	\$17,390,000	\$0	\$50,000,000	2	02/06/2019	12/31/2026
B171	Citrus Heights Bus Stop Improvements	\$0	\$0	\$310,000	\$0	\$0	\$0	\$0	\$310,000	2	07/01/2022	12/31/2023
B172	Folsom Bus Stop Improvements	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$200,000	2	07/01/2022	06/30/2022
B173	40' CNG Bus Replacement (69) / Retank (30)	\$0	\$20,030,000	\$31,035,000	\$12,435,000	\$0	\$0	\$0	\$63,500,000	2	10/07/2021	06/30/2024
B174	Disruption Manager Software	\$0	\$0	\$175,000	\$39,866	\$0	\$0	\$0	\$214,866	2	07/01/2022	12/31/2023
B179	Bus Stop Improvements	\$5,991	\$100,985	\$223,000	\$158,000	\$158,000	\$158,000	\$658,813	\$1,462,790	2	01/08/2021	06/30/2024
B181	Operator Barrier Replacement	\$0	\$307,000	\$1,020,000	\$0	\$0	\$0	\$0	\$1,327,000	2	11/01/2021	07/01/2023
F035	South Area Bus Maintenance Facility	\$0	\$500,000	\$11,193,000	\$14,190,000	\$17,242,000	\$27,500,000	\$100,000	\$70,725,000	2	01/01/2022	05/30/2026
T070	ITS Install on Elk Grove Fleet	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$1,500,000	2	07/01/2022	06/30/2024
C2214	Bus Maintenance Facility #1 Rehabilitation	\$0	\$0	\$480,000	\$1,010,000	\$1,010,000	\$0	\$0	\$2,500,000	3	07/01/2022	06/30/2025
C2230	Folsom Cut Away Automatic Passenger Counters	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	3	07/01/2022	06/30/2023
C2235	Remove 10 Wells at BMF1	\$0	\$0	\$0	\$0	\$312,500	\$0	\$0	\$312,500	3	07/01/2024	06/30/2025
C2238	BMF in North Area	\$0	\$25,000	\$37,475,000	\$0	\$0	\$0	\$0	\$37,500,000	3	01/01/2022	06/30/2023
C2241	40' Bus Expansion Vehicles (11)	\$0	\$0	\$0	\$0	\$0	\$0	\$10,197,000	\$10,197,000	3	07/01/2026	12/31/2027
C2243	SVS Bus Facility Improvements	\$0	\$0	\$0	\$0	\$225,000	\$275,000	\$0	\$500,000	3	07/01/2024	06/30/2026
C2244	Railyards Bus Facility Improvements	\$0	\$0	\$0	\$250,000	\$500,000	\$250,000	\$0	\$1,000,000	3	07/01/2023	06/30/2026
C2256	6 Replacement Zero Emission Buses (ZEB: FY22 - FY26)	\$0	\$0	\$0	\$1,870,113	\$3,833,731	\$0	\$0	\$5,703,844	3	01/01/2023	06/30/2025
C2255	69 Replacement CNG Buses (FY26 - FY31)	\$0	\$0	\$0	\$0	\$0	\$0	\$63,119,000	\$63,119,000	4	07/01/2025	06/30/2031
C2257	70 Replacement Zero Emission Buses (ZEB: FY26 - FY31)	\$0	\$0	\$0	\$0	\$0	\$0	\$76,740,000	\$76,740,000	4	07/01/2025	06/30/2031
Bus Capital Project CIP Total:		\$25,424,590	\$28,043,535	\$104,910,555	\$72,283,479	\$78,393,804	\$56,690,174	\$150,814,813	\$516,560,950		Quantity: 33	

Project		Cost Plan							Funding Tier	Schedule		
		Prior Costs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Post FY26		Total	Start	Finish
Demand Response Capital Projects												
B169	Microtransit Scheduling Software	\$154,927	\$37,073	\$0	\$0	\$0	\$0	\$0	\$192,000	1	05/06/2019	10/12/2021
B178	Folsom Cutaway Bus Replacement (8)	\$1,151,624	\$226,521	\$0	\$0	\$0	\$0	\$0	\$1,378,145	1	06/01/2020	03/31/2022
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	\$0	\$0	\$2,500,000	\$3,019,200	\$0	\$0	\$0	\$5,519,200	2	07/01/2022	06/30/2024
P012	Cutaway Vehicle Ride Improvements	\$0	\$120,000	\$440,000	\$365,000	\$0	\$0	\$0	\$925,000	2	01/01/2022	12/31/2023
P014	SmaRT Ride Vehicle Replacement	\$0	\$0	\$730,000	\$795,000	\$0	\$0	\$0	\$1,525,000	2	12/01/2022	12/31/2023
C2213	69 Replacement CNG Buses (FY22-FY26)	\$0	\$10,140,000	\$0	\$7,453,000	\$3,913,000	\$8,849,000	\$0	\$30,355,000	3	07/01/2022	06/30/2026
C2258	209 Replace. Demand Response Vehicles (FY26 - FY31)	\$0	\$0	\$0	\$0	\$0	\$0	\$37,475,000	\$37,475,000	4	07/01/2025	06/30/2031
Demand Response Capital Project CIP Total:		\$1,306,551	\$10,523,594	\$3,670,000	\$11,632,200	\$3,913,000	\$8,849,000	\$37,475,000	\$77,369,345		Quantity: 7	
Paratransit Capital Projects												
P013	SacRT Go Paratransit Vehicle Replacement	\$0	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$2,600,000	1	07/01/2021	06/30/2022
P015	SmaRT Ride Expansion Vehicle (1)	\$0	\$0	\$1,500	\$169,500	\$0	\$0	\$0	\$171,000	2	07/01/2022	12/31/2024
C2222	ADA Paratransit Eligibility Software	\$0	\$0	\$215,000	\$0	\$0	\$0	\$0	\$215,000	3	07/01/2022	06/30/2023
C2232	Small Diamond Fare Boxes for SacRT Go Fleet	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$200,000	3	01/01/2023	12/31/2023
C2249	Paratransit Long Trip Program (Fixed Route Equivalent)	\$0	\$0	\$35,000	\$0	\$0	\$0	\$0	\$35,000	3	07/01/2022	06/30/2023
C2259	SacRT Go Paratransit Vehicle Expansion (TBD from Planning)	\$0	\$0	\$1,200,000	\$1,400,000	\$1,400,000	\$1,400,000	\$20,600,000	\$26,000,000	3	07/01/2023	06/30/2035
Paratransit Capital Project CIP Total:		\$0	\$2,600,000	\$1,551,500	\$1,669,500	\$1,400,000	\$1,400,000	\$20,600,000	\$29,221,000		Quantity: 6	

Project		Cost Plan								Funding Tier	Schedule	
		Prior Costs	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Post FY26	Total		Start	Finish
Other Capital Projects												
B141	Non-Revenue Vehicle Replacement	\$4,417,311	\$309,031	\$0	\$0	\$0	\$0	\$0	\$4,726,342	1	06/01/2013	06/30/2022
F020	HVAC Replacements - Admin & Maint Buildings	\$22,792	\$62,240	\$0	\$0	\$0	\$0	\$0	\$85,032	1	07/01/2019	09/30/2021
M009	Radio Communications System Upgrade	\$2,127,136	\$36,771	\$0	\$0	\$0	\$0	\$0	\$2,163,908	1	12/01/2016	03/31/2022
M017	Network Integration Planning Project	\$238,329	\$11,671	\$0	\$0	\$0	\$0	\$0	\$250,000	1	07/01/2020	06/30/2022
N001	Police Vehicle Replacement	\$0	\$200,000	\$740,000	\$0	\$0	\$0	\$0	\$940,000	1	09/13/2021	12/31/2022
T062	Data Center UPS Runtime Increase	\$45,072	\$6,483	\$0	\$0	\$0	\$0	\$0	\$51,555	1	03/02/2020	06/30/2022
F021	Facilities Maintenance & Improvements	\$313,541	\$80,343	\$0	\$0	\$0	\$0	\$0	\$393,884	2	06/01/2016	06/30/2022
F028	Administrative Equipment Optimization	\$0	\$350,000	\$350,000	\$0	\$0	\$300,000	\$1,000,000	\$2,000,000	2	01/01/2022	12/31/2032
F031	R Street Operations & Security Control Center	\$86,515	\$304,187	\$359,298	\$0	\$0	\$0	\$0	\$750,000	2	08/26/2019	06/30/2022
F033	Cutaway and Non-Revenue Fuel Stations	\$0	\$200,000	\$313,038	\$0	\$0	\$0	\$0	\$513,038	2	01/01/2022	12/31/2022
F034	1225 R Street Electrical & Mechanical Upgrade	\$0	\$570,000	\$0	\$0	\$0	\$0	\$0	\$570,000	2	05/15/2021	06/30/2022
M008	Transit Action (Long-Range) Plan Update	\$0	\$0	\$100,000	\$150,000	\$100,000	\$0	\$0	\$350,000	2	11/01/2022	03/01/2025
M021	Blue Line to Elk Grove/High-Frequency Bus Service Plan	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	2	07/01/2022	06/30/2023
T059	Farebox-FVM-Zip Pass Integration	\$200	\$0	\$0	\$649,800	\$0	\$0	\$0	\$650,000	2	09/24/2019	06/30/2024
T067	Connect Card Version 2.0	\$0	\$0	\$110,000	\$3,750,000	\$3,640,000	\$0	\$0	\$7,500,000	2	07/01/2022	06/30/2024
T069	Safety and Light Rail Portable Radio Replacement	\$0	\$401,238	\$0	\$0	\$0	\$0	\$0	\$401,238	2	09/01/2021	06/30/2022
C2215	Transit Oriented Development Professional Services	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	3	07/01/2022	06/30/2023
C2218	LED Lighting Retrofit	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$2,000,000	3	07/01/2022	06/30/2026
C2219	Paving Restoration Program	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000	\$3,000,000	3	07/01/2022	06/30/2028
C2229	GenFare Back System Upgrade to Cloud	\$0	\$0	\$200,000	\$800,000	\$0	\$0	\$0	\$1,000,000	3	03/01/2023	06/30/2024
C2231	Revenue Vault Replacement	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	3	07/01/2022	06/30/2023
C2233	Non Revenue Vehicle Replacement (FY 2023 - FY 2026)	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	3	07/01/2023	12/31/2023
C2236	Admin Campus Phase 1	\$0	\$250,000	\$750,000	\$0	\$0	\$0	\$0	\$1,000,000	3	02/01/2022	11/30/2022
C2237	Renovate Finance Building for Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	3	07/01/2022	06/20/2023
C2246	Network Infrastructure Technology Refresh	\$0	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$0	\$3,000,000	3	07/01/2022	06/30/2027
C2247	Communication Cabinet Ruggedization	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	3		
C2248	CCTV Technology Refresh	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	3		
C2250	Storage Technology Refresh	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	3	07/01/2022	06/30/2027
C2251	Server Technology Refresh	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	3	07/01/2022	06/30/2027
Other Capital Project CIP Total:		\$7,250,897	\$4,031,964	\$5,532,336	\$7,549,800	\$5,940,000	\$2,000,000	\$2,600,000	\$34,904,997		Quantity: 29	
SacRT FY 2022 - FY 26 CIP Total:		\$411,948,488	\$172,120,518	\$381,933,695	\$441,511,257	\$389,952,476	\$239,768,444	\$4,103,026,313	\$6,140,261,190		Quantity: 144	

Short Range Transit Plan Record of Public Comments

**April 2022
(95 comments total)**

COMMENTS RECEIVED VIA EMAIL/PHONE -

1. Mike Barnbaum, 8.11.21 (EMAIL)

See attached, Comment #1

2. Mike Barnbaum, 8.24.21 (EMAIL)

See attached, Comment #2

3. Mike Barnbaum, 8.24.21 (EMAIL)

See attached, Comment #3

4. Mike Barnbaum, 9.19.21 (EMAIL)

See attached, Comment #4

5. Anonymous, 9.3.21 (GM CHAT)

I am in the Natomas Area and provided a question/comment about getting SMF Airport service during the August chat session. I want to thank you for your response and being sensitive to the bus service transit needs of us out here in Natomas, especially with our proximity to the SMF Airport. That being said, I do have a follow-up question, of which I will quote the last sentence of your August response to me.

"More information on how to comment on the Short-Range Transit Plan" (SacRT on the Move) will be available in the next couple months." Is there anything Natomas can be part of, or any area for that matter, like an in-person community forum, to speak with your team and other SacRT staff on this plan, and becoming good community stewards with regards to development of future transit service changes that could be implemented in a 5-year timeframe between January 1, 2022, and December 31, 2026? This would definitely be an exciting opportunity to become involved in community development and be carefully thoughtful about it so that it would lead to smart final results. Thank you very much for your time, today. I, and Natomas deeply appreciate it.

RESPONSE: Questions and/or comments about the Short-Range Transit Plan may be communicated directly to SacRT's Planning Department (contact information provided). Community involvement is a critical part of the development of the SRTP, so becoming involved in workshop/forum-type events is highly encouraged. SacRT will host events to allow members of the public opportunities to speak with the SacRT team about the development of future transit service. Staff is preparing for public engagement to likely kickoff in October with at least two virtual open houses, as we are not quite ready to get back to in-person meetings just yet. Event dates and times will be posted to the web page and on social media when they have been confirmed.

6. Anonymous, 9.3.21 (GM CHAT)

Please consider having e-tran buses run on Sundays as many of us have church and chores to run on the weekends.

RESPONSE: As part of our annexation of Elk Grove, we are committed to maintaining service substantially as-is, except for a planned Bus Rapid Transit route on the Big Horn Drive corridor; however, we agree and have noticed that weekend service is minimal on Saturdays and non-existent on Sundays, which is out of step with our own standards, and something we would like to address. It is just a matter of how we prioritize the resources we have. This comment will be shared with our Planning Department, which is updating our Short-Range Transit Plan.

7. Frank Trujillo, 9.14.21 (PHONE)

Planning staff had a phone conversation with Mr. Trujillo about reaching visually impaired patrons with information about the SRTP. Staff advised Mr. Trujillo that he could assist SacRT with sharing the information presented to the MAC on SRTP with his fellow members of the National Federation of the Blind (NFB). SacRT staff also encouraged Mr. Trujillo to let NFB members know about forthcoming information on opportunities to be involved in the process as the project moves forward with public engagement events.

8. Rick Hodgkins, 12.1.21 (EMAIL)

See attached, Comment #8

9. Anonymous, 3/21/22 (CUSTOMER ADVOCACY PHONE MESSAGE)

Caller left a message with Customer Advocacy stating that she lives in the South Land Park/Greenhaven area, near 35th Avenue and Lonsdale Drive. She and other seniors in the neighborhood cannot use fixed-route transit, as the nearest bus stop is too far away to walk to. She is requesting that SacRT consider implementing SmartRide service in this neighborhood, especially since every other neighborhood in

Sacramento has microtransit, including affluent East Sacramento area. She urges SacRT to consider microtransit service for her neighborhood also because Route 6 was changed to peak-only service in September 2019 and is now being proposed for temporary discontinuation.

10. Jeffrey Tardaguila, 2.3.22 (EMAIL)

Old 15 traveled across Richards Blvd. Now both Green and Route 33 only run M-F and unlikely new light station by 12-16 st. What is likely for transportation with former Twin Rivers project renamed and what is timeline for new light rail station?

RESPONSE: Thank you for sending comments pertaining to SacRT's Short Range Transit Plan. The Route 15 service was eliminated due to redundancy with light rail and Route 33 near the area. We understand that this does leave the area without weekend service; however, SacRT Forward project determined that low ridership supported the need to move resources elsewhere. We will continue to look at this area, especially as the new station is constructed in 2024 (tentatively). My understanding of the Twin Rivers project related to the future Dos Rios station is that there are grant funds included to support some operations specific to Route 15. For more information about the Twin Rivers project and its associated grant funding, please feel free to reach out to SacRT Grants staff. Your comments will be included in the SRTP public comment record and will be shared with the SacRT Board of Directors prior to the presentation for adoption.

11. Anonymous, 2.4.22 (GM CHAT)

I would like to leave my comment(s) here regarding fixed route service in Citrus Heights. I hope that SacRT will consider changing Route 23 to continue along San Juan, Sylvan, and Auburn to Louis/Orlando. Since the elimination of Route 95 some time ago, we have no fixed route bus service along Sylvan. Taking this route off Greenback would not be as bad as some would think as Greenback would still have frequent service on route 1. Realigning route 23 to serve Sylvan would provide this portion of Citrus Heights with good community benefits.

12. Anonymous, 2.4.22 (GM CHAT)

I recently took SacRT to Downtown and Route 142 to a flight at Sacramento International Airport. My outbound flight was later in the day, allowing me to take two routes to the airport. With regards to this and the short-range transit plan, does SacRT anticipate an extension of Route 11 or Route 13 from Natomas to the airport? For early morning flights, and a good number of service hours that are both early in the day and late in the day, I would use this directly from Natomas, whereas now, I have to find another way. I hope you'll be taking this into consideration. Thank you.

RESPONSE: We are currently gearing up to release our draft Short Range Transit Plan covering the next five years. We looked at extending either Route 11 or Route 13 to the Airport and felt that Route 11 would be a better fit. In the draft SRTP you will find a map and cost estimate for a potential extension of Route 11 from North Natomas to the Airport, primarily via Elkhorn Blvd. In the long run, this service would likely be replaced by the Green Line, but we believe Route 11 would be an attractive service in the interim.

13. Anonymous, 2.4.22 (GM CHAT)

I am at work during the upcoming February 10th webinar for the short-range transit plan. Will SacRT consider scheduling other webinar times and dates so as to attract a broader audience that is available on other days and times?

RESPONSE: There will be more meetings scheduled during the public comment period, which is anticipated to start after 2/14. Future meetings will be offered at different times of the day, in case people have conflicts, i.e., an afternoon option and an evening option, for people that can't make one or another.

You indicated in your written introduction that the SRTP will have additional outreach throughout the month of March. Will the outreach include days, nights, and weekends, as well as consider outreach in-person, virtual, and a hybrid of the two so as to obtain the broadest audience possible? The more opportunities offered, the more transparent and available it will become to more people as there will be choices to select from, based on an individual's availability. Thank you.

RESPONSE: Outreach events may be scheduled during the morning, midday, and evening so that we are providing a variety of options to accommodate different work/life schedules. I don't anticipate scheduling an event on a Saturday or Sunday, as the virtual meetings seem to allow just enough flexibility to keep the events during the week. However, event schedules have not been confirmed quite yet, so if there appears to be a large number of people only available to attend on a weekend, then that may be considered. At this time, we will continue to hold events virtually rather than schedule in-person meetings.

14. Patricia Clark, 2.9.22 (CUSTOMER ADVOCACY FEEDBACK #102287)

I am a senior citizen with a disability and have been using your services for the last three months. First, I would like to say that I love the bus service and all of your drivers have been respectful and of service to the handicap. At the present time, the bus services are Monday thru Friday in the Natomas area. I am

requesting that the bus services be extended to cover Saturday and Sunday. There are weekend activities that I would like to participate in but I am unable to because I have no transportation. I am unable to drive due to my age and disability. There are many senior citizens in this area that use the bus services. I would appreciate it if my letter is forwarded to the proper channels to be heard and considered by the Sacramento Regional Transit Boards. I am thanking you for the current services that you have offered and made available to me.

RESPONSE: Thank you for sharing your comments about transit service. It sounds like you are referring to our microtransit services, which unfortunately do not operate on weekends in the Natomas area. We do offer several fixed-route bus routes (Route 11 and Route 13) in the Natomas area, but if you live too far from either of these routes' bus stops, then can you let me know which specific areas you are trying to travel to, that you are currently not able to access at this time? It would help us be able to define exactly where the loss of coverage is and pinpoint the locations you are without fixed-route service so we can capture that in our Short Range Transit Plan (SRTP), which is being drafted at this time. Additionally, your comments will be included in the SRTP public comment record, which will be shared with the SacRT Board of Directors as the plan is presented for adoption.

15. Mike Barnbaum, 2.11.22 (EMAIL)

See attached, Comment #15

16. Stephen Miller, 2.14.22 (EMAIL & CUSTOMER FEEDBACK #102425))

See attached, Comment #16 and response

17. Angela Herring, 2.14.22 (EMAIL)

See attached, Comment #17 and response

18. Kam Shadan, 2.17.22 (EMAIL)

I have reviewed the SRTP. Where can I find the priority list by tier for capital projects. I now see it in first review. Appreciate you pointing me to it or send me a copy.

RESPONSE: The priority project list for SacRT's next CIP is not yet available for public review. This SRTP document includes the five-year project list; however, the draft CIP plan itself, including the project prioritization piece has not yet been reviewed by the Executive Management team. Feel free to keep checking the sacrt.com web page for more updates on the CIP. We have captured your message as feedback which will be included in the SRTP documentation of public comments.

19. Jason Carver, 2.17.22 (EMAIL)

Hello, I was a former Citrus Heights native and moved to the Bay Area in 2016. Part of the RT experience from here on out was the ability to use the transit transfers to get to Citrus Heights from Amtrak so I can visit my family. I do not like how Route 25 and Route 93 split up Auburn Blvd and a better solution needs to be implemented. Route 25 from Marconi Arcade as a visitor takes too long to get to Citrus Heights with all the stops it has. Route 93 is odd because it skips most of Auburn Blvd and instead serves what 94 and 95 used to provide in the city. One other thing I would like to suggest is that RT partners with Amtrak to provide a bus stop in Citrus Heights using its throughway bus service and your Louis and Orlando transit center would be a good place for the bus to stop at after it leaves Roseville to go to Placer County. It would make visiting the area much better.

RESPONSE: Thank you for sending your comments about SacRT's transit service, specifically your feedback about Routes 25 and 93. Planning staff will continue to review and analyze potential service concepts for the Citrus Heights area, and feedback such as yours helps us to know where rider concerns are so we can determine if there are better options. Additionally, your comment for more SacRT-Amtrak coordination is appreciated, particularly the Louis Orlando transit center suggestion for an Amtrak stop. I will forward this suggestion to the appropriate staff and will also include your comments in the public comment record for the Board of Directors.

20. John Perryman, 2.17.22 (EMAIL)

You are opening up the window for public comment on your draft plan, but the link to review your draft plan does not work. Please send me a e-copy of the draft plan for which you are seeking public comment. [Link provided to patron via email reply.](#)

21. Betty Henderson-Sparks, 2.18.22 (EMAIL)

Hoping for weekend service in Elk Grove on all local routes before 2027 but I do understand we don't have the ridership or revenue yet. Thankful that Paratransit is now regional as I am a client and will periodically use it to get to destinations in Sacramento.

[RESPONSE: Thank you for sending your comments. We will consider your feedback and include them in the public comment records for Board review.](#)

22. PP Lewis, 2.18.22 (EMAIL)

What I wish for is for the transfer time to be extended beyond 1 and 1/2 half hour. Lots of time with the number of buses cancelled you pay more than once to get where you are trying to go.

[RESPONSE: Thank you for sending your comments. I will share your feedback with the Finance team, and include them in the public comment records for Board review.](#)

23. Rick Hodgkins, 2.21.21 (EMAIL)

See attached, Comment #23 and response

24. Mike Barnbaum, 2.27.21 (EMAIL)

See attached, Comment #24 and response

25. Anonymous, 3.2.22 (CUSTOMER ADVOCACY FEEDBACK #102881)

Customer wants to see SmarT Ride expanded to Delta Shores.

26. Mike Barnbaum, 3.5.21 (EMAIL)

See attached, Comment #26

27. Nick Dunn, 3.9.22 (EMAIL)

Hello, my name is Nick Dunn. I've been riding the 3/103 since the beginning of 2016. There have been 4 in the morning and 4 in the afternoon the entire time and prior to covid almost entirely full. I think it is a horrible idea to get rid of the entire route. You are going make it so large parts of pocket will have to walk 1-1.5 miles to catch a bus and to at least double the amount of time they are on the bus. I could understand reducing the route to 2 or maybe even just one instead of 4, but to get rid of the entire route based on numbers during covid is a major disservice to your customers. Probably too late and pointless to send this but please don't get rid of the 103 Express route.

[RESPONSE: Thank you for sending your comments on the SRTP, particularly your request about the Route 103. As you may already know, SacRT has reconsidered the initial proposal of discontinuing peak trips on this route; therefore, the route and trips will remain in service.](#)

28. Katya White, 3.9.22 (EMAIL)

I just wanted to say that I am so happy to see the Gold Line will be expanding service to Sunrise and Historic Folsom Stations to every 15 mins in 2023. Additionally, I'd love to see increased SacRT employee presence in train cars to enforce things like not allowing passengers to smoke or bring lit cigarettes/cigars/joints into the train. This has been a repeated struggle over the years and makes riding the gold line extremely unpleasant when passengers bring lit smoking supplies on the train.

[RESPONSE: Thank you for your feedback. Your comments will be included in the SRTP public comment record.](#)

29. Emily Edmond, 3.9.22 (EMAIL)

I would like to make a couple of suggestions for how the SacRT could be improved:

1. Make tickets easier to get. Ideally you could buy them on your phone. Now I only know that I can use cash and that requires exact change.
2. More transportation from/to: Davis, the airport, the amtrak station and the greyhound/megabus station, especially going into midtown and downtown.
3. More transportation from North Highlands to midtown/downtown/old Sac/the Crocker. In fact, more transportation to the Crocker in general.
4. Generally speaking, more frequent and later times, especially on weekends.

[RESPONSE: Thank you for your feedback. Your comments will be included in the SRTP public comment record.](#)

30. Jack Wursten, 3.9.22 (EMAIL)

I am writing to comment on the SRTP Planned Service Improvements. Specifically, I have concerns with the service cuts to the 134 Route. While the overview document calls these "minor route changes," they are significant cuts to a commuter bus at key commuting times. The proposed plan eliminates the 8:00 AM bus as well as the 5:30 PM (among an elimination of all but two other times). These are key times for commuters who use this bus to get to and from work downtown. At a time when the Mayor is calling for state workers to return to downtown, and I (anecdotally) have noticed an increase in ridership as workers begin to do just that, I don't believe now is the time to cut trips on this route. Additionally, my son who

attends Washington Elementary uses this bus. I have seen other Washington Elementary students on this bus as well. Thank you for taking my comments into consideration.

[RESPONSE: Thank you for your feedback. Your comments will be included in the SRTP public comment record.](#)

31. Erika Giorgi, 3.9.22 (EMAIL)

I am very concerned by the proposed minor route changes to Route 134 documented in the Short-Range Transit Plan (SRTP) for the Sacramento Regional Transit District (SacRT): "Route 134 - McKinley Commuter Suspend all but two trips, due to low ridership and a reasonable alternative route (i.e., Route 30). Keep trips starting at 7:03 am and 2:30 pm due to student ridership from Sutter MS and River Park." As a resident of River Park, I regularly use Route 134 to commute to my work in downtown Sacramento. I prefer using public transportation over driving, especially with the high prices of gasoline, parking expenses, and my personal beliefs about fighting climate change and lowering emissions from my miles traveled. With the proposed schedule changes, I will not be able to commute during work hours using public transportation. In addition, the closest Route 30 stop is 2 miles from my current bus stop. As the City requests state agencies require workers to return to work, the proposed change will make it harder for state workers like myself to commute using public transit. Please reconsider the proposed cuts to service.

[RESPONSE: Thank you for your comments about the SRTP. We understand your concerns about the changes to Route 134 trips, and staff will continue to analyze service needs throughout these upcoming changes. If we are able to determine that there is still a high demand for additional trips on the route, it may be considered for reinstatement. We are very aware of all the moving parts with ridership needs and service demands, i.e., high gas prices, return to work, etc. These are all factors that are closely considered for making service adjustments. Your comments are appreciated and will be included in the SRTP public comment record.](#)

32. Jandy Hill, 3.10.22 (EMAIL)

I've noticed some routes might be suspended. The 81-bus route is needed throughout the week for students and for teachers who work in the schools along that route. I work for the Elk Grove School District, and it is very important that teachers and students are able to get to school. I hope nothing will affect this route in the future.

[RESPONSE: Thank you for sharing your comments about the SRTP. Your feedback is specific to service changes that took place earlier this month \(April\) on Route 81 which includes a change in some of the morning and early afternoon trips between Riverside Blvd and Florin Towne Centre. Hopefully these changes have not impacted your service needs. If you need more information about these service changes, please contact our Customer Advocacy department at 916.557.4545. If there are additional comments or feedback related to the SRTP, feel free to send those at any time. Your comments will be included in the public comment record.](#)

33. Katie Abraham, 3.11.22 (EMAIL)

I am a regular rider on this route. Thank you for doing your best to provide at least one route in and out of Sacramento daily. While this is not one of the lines affected on April 2, I am requesting that you would not suspend this route in the future. If there are issues with low ridership on two routes please provide at least one in and out, preferably the early one into Sacramento and the later route out to Carmichael. My employer is not very flexible on my schedule and those routes work for the required schedule I have.

[RESPONSE: Thank you for your comments. They have been recorded and will be included in the SRTP public comment record.](#)

34. Jacob Solorio, 3.15.22 (EMAIL)

See attached, Comment #34 and response

35. S. Ong, 3.15.22 (EMAIL)

YES - please restore the #2 Riverside service (hourly and all day, not just commute times. Saturday would also be good. (There used to be Saturday service.) The #11 - it says "shorten to Downtown" - Is this from Natomas to Downtown? Or Sacramento City College to Downtown? This is not clear. Trying to find the service information on the plan was time-consuming. A direct link to this information would have been helpful. Thank you.

[RESPONSE: Thank you for submitting your feedback about the SRTP. The Route 11 is proposed to be shortened, from Natomas to Downtown. You may use the following link to access SRTP materials for review \(<https://www.sacrt.com/apps/wp-content/uploads/SacRT-Board-of-Directors-February-14-2022-Agenda-Item-7.2.pdf>\). Your comments have been recorded into the SRTP public comment record.](#)

36. Karen Hall, 3.16.22 (EMAIL)

As you hire more people buses need to come more often especially on Saturday and Sunday along El Camino and Marconi. Also, for light rails the same thing. Should be free for seniors over 65 on buses and light rail. More room on both for mobile scooters and wheelchairs that seniors use.

[RESPONSE: Thank you for sharing your feedback. Your comments will be considered and will be included in the SRTP public comment record.](#)

37. Madeline Fields, 3.16.22 (EMAIL)

See attached, Comment #37 and response

38. Julia Gress, 3.16.22 (EMAIL)

See attached, Comment #38 and response

39. Elizabeth Mulrooney, 3.16.22 (EMAIL)

See attached, Comment #39 and response

40. Justin Chan, 3.17.22 (EMAIL)

See attached, Comment #40 and response

41. Sadhbh Johannes, 3.17.22 (EMAIL)

See attached, Comment #41 and response

42. Arthur Ketterling, 3.21.22 (PHONE)

Mr. Ketterling shared that he would like to see more transit services in Citrus Heights and in South Sacramento, in areas along Florin Road. There are many locations that he is not able to reach by transit. I advised Mr. Ketterling to share the specific locations, to help him trip plan, or to see if there may be other options for his trip destinations. Mr. Ketterling also shared the inability to travel between microtransit zones. [Patron was thanked for his feedback and was advised that his comments will be considered and will be included in the SRTP public comment record.](#)

43. Paul Asturi, 4.8.22 (PHONE)

Mr. Asturi spoke with Accessible Services staff member and suggested a fixed route to begin at Consumes River College and traverse on Bruceville Road, Consumes River Boulevard to Calvine, Elk Grove Florin Road, Gerber Road, and Power Inn Road; back in reserve direction via Calvine Road and Bruceville Road back to Consumes River College. Mr. Asturi also mentioned SmarT Ride wait times can be as long as 40 minutes and SacRT GO service is too costly.

[Patron was thanked for his feedback and was advised that his comments will be considered and will be included in the SRTP public comment record.](#)

44. Paul Asturi, 4.21.22 (PHONE)

Spoke with Mr. Asturi; the closest fixed routes to his residence are located approximately 4 miles away at Cosumnes River College terminal and Florin Towne Centre terminal. He is requesting SacRT consider several options for fixed-route service closer to where he lives in Elk Grove-Florin Road and Gerber Road area, on French Road. He mentioned the new Walmart in the area and believes this location needs to be served by fixed route transit, not just microtransit and paratransit. We discussed the same route design as in his prior comment (on 4.8.22) for suggested service, and he also mentioned new housing in the area. Mr. Asturi also suggested SacRT consider decreasing frequency on some 15-minute routes to every 30 minutes, to instead be able to provide more coverage in his area that does not have fixed-route at all. In this particular situation, he would like to see less frequency in order to supply the coverage. He also suggested an alternative for Route 68; which would be to bring it down Cosumnes River Boulevard to Gerber Road to the Walmart where it would there turnaround and go back on regular routing. From Florin Mall area, perhaps SacRT can take a look at extending Route 68 to French Road and Florin Road, and terminate at Banfield.

[Patron was thanked for his feedback and was advised that his comments will be considered and will be included in the SRTP public comment record.](#)

45. Arthur Ketterling, 4.26.22 (PHONE)

[Left message with patron; requested to submit additional comments for SRTP. Awaiting comments to be received.](#)

46. Lucas Smith, 4.26.22 (CUSTOMER ADVOCACY FEEDBACK #104516)

Does SacRT have any plans to bring bus routes to the Delta Shores area? New homes have been planned for the area as well as the Morrison Creek station being in decent proximity to the mall which would work fantastic in-tandem with a route. As an employee of the mall, having alternative transit would be extremely helpful. Thank you!

RESPONSE: Thank you for sending your comments. SacRT is updating our Short-Range Transit Plan and plans for service to Delta Shores is included in the Five-Year Service Plan within the plan document, tentatively in year 2024. Please be aware that that implementation dates are dependent on many factors and subject to change. Thank you again for your feedback, and it will be included in the SRTP's public record of comments.

47. Sheila Powell, 4.26.22 (CUSTOMER ADVOCACY FEEDBACK #104087)

Customer requesting Route 2 be restored.

Customer was contacted via phone and advised that the SRTP Five-Year Service Plan includes plans to restore Route 2, tentatively in 2022. Patron was also advised that implementation dates are dependent on many factors and subject to change, and that her feedback will be included in the SRTP's public record of comments.

COMMENTS RECEIVED VIA MAIL/SURVEYS –

- 48. Rider Survey, February 2022** – Respondent included comments on survey to retain Route 134 as-is. If the route is eliminated, then respondent indicates they would have to start driving their own vehicle.
- 49. Kei Vang, 3.15.22 (MAILED LETTER)**
See attached, Comment #47
[No contact information provided by patron. Response is included in staff report.](#)

COMMENTS RECEIVED FROM WEBINARS/PUBLIC MEETINGS-

SRTP Virtual Open House Event – 11.10.21

1. What about Elk Grove weekend service?
Weekend service in areas including Elk Grove and in Folsom will be studied as part of the SRTP.
2. What besides the light rail modernization project and the train platform reconfiguration are major impacts on the SRTP plan?
The Capital Improvement Plan (CIP) is a separate document that contains these types of projects. The CIP will be included in the SRTP; however, it will not directly impact considerations for future service improvements.
3. Besides virtual events and meetings, are you considering any in-person events?
At this time, all community involvement events will be planned in a virtual setting. We may start to include in-person meetings, dependent on further guidance.
4. Is existing Route 82 a good candidate for 15-minute service, or not just yet?
Yes, Route 82 has strong ridership seven days a week. It is not yet certain if we will recommend it for headway improvements over other similarly strong routes, but it is among the top contenders.
5. Would you consider, with regards to span of service, going from three schedules (Weekday, Saturday, Sunday/Holiday) to two schedules over the next five years (Weekday and Weekend/Holiday) instead, especially for customer network simplicity?
In 2019, we considered making Sunday and Holiday schedules the same as Saturday schedules (or very close) but we ultimately felt that would have overspent resources on Sundays and Holidays, compared to other areas and times. Sundays and Holidays do typically have less demand than Saturdays.
6. What about weekend service for Folsom Stage Line?
Weekend service in areas including Folsom and Elk Grove will be studied as part of the SRTP.
7. Would SacRT be able to initiate more bus service improvements than originally planned due to recently passed federal legislation like the CARES ACT of March 2020 to the recent IIJA Act?
Service improvements included in the SRTP will consider existing revenue sources. Plans for additional funding have not been determined.
8. How will the SacRT GO service get better?
Operations for complementary ADA paratransit service (SacRT GO) is dependent on the fixed-route service. If fixed-route areas grow, or if service spans are extended, then that is also reflected in SacRT GO services.
9. What is the effect of disabled persons on your 15-minute headways?
Headway improvements may be justified on some routes partly to improve wheelchair capacity.
10. Will Greyhound busses stay at Richards Boulevard?
There are no plans that SacRT is aware of to relocate the Greyhound bus terminal from Richards Blvd.
11. What does the SRTP do to address scooters and bikes as alternative transportation?
Bike and scooter share is not part of the SRTP, but recent studies have found that bike and especially scooter share programs help increase transit ridership.
12. Is SmaRT Ride going to continue to grow with serving more areas and/or neighborhoods?
There are currently no plans to expand SmaRT Ride to any new neighborhoods. Funding for SmaRT Ride is secured only through June 30, 2023, and the funding program which supports it specifies the neighborhoods it will serve. SacRT does hope to secure funding to continue the program.
13. Like Uber service, can SacRT GO service combine with a bus trip to get people to local locations?
Typically, if travel is entirely within the SacRT service area, customers prefer a one-seat ride on SacRT GO, but there is nothing prohibiting a customer from riding SacRT GO to a bus or light rail transfer.
14. Is the Watt Avenue bus rapid transit corridor being taken into consideration in this five-year plan?
The High-Capacity Bus Study identified Watt Avenue as one of the five potential BRT corridors for study. Planning efforts for next steps will be included in the SRTP and plans for BRT service implementation will be included in the Long-Range Transit Plan (LRTP). More information about the LRTP will be released sometime next year.

SRTP Virtual Open House Event – 11.17.21

1. Are there things you would change or do differently from SacRT Forward project?
Some SacRT Forward changes that have come up and will be considered in the SRTP include frequency on Route 30, the changes made to Route 19, and the elimination of Route 80, which resulted in a lack of an east/west option across Elkhorn Blvd in North Highlands.
2. Do you envision a major expansion plan, especially factoring in the newly signed IJJA legislation and State surplus of 31 million dollars?
We do not anticipate any new major influx of funding. The purpose of the SRTP is to set us up to be ready for when we do have new funding for service improvements.
3. It seems the focus has been on SmaRT Ride instead of turning up frequency as a goal of SacRT Forward. SmaRT Ride funding is a separate mechanism from the Sacramento Transportation Authority (STA) that is specifically collected for neighborhood shuttle services. We will continue to advocate SacRT Forward's service and frequency goals when new revenue streams are identified.
4. Will there be new routes to serve new areas?
Some new areas of development that are identified in the SRTP include Delta Shores, Metro Air Park, and Jackson Corridor. While these developments are on our radar, new routes to serve these areas have not been fully developed as they typically take several years to complete road construction and project buildout. Staff is currently in coordination with local jurisdictions on preliminary planning efforts that will eventually lead to establishing new routes.
5. Is the University 65th Street housing development factored into ridership forecasts when looking at service improvements?
Staff considers many factors when analyzing span of service changes, with ridership forecasting as only one. Other factors include the study of existing ridership (as forecasting can be speculative), and customer feedback. Individual housing projects may not always be large enough to yield quantitative results, so a lot relies on professional judgement as well.
6. Are there other outreach meetings being planned either in person or virtually?
Once a draft document has been completed, staff will present it to the SacRT Board of Directors and schedule additional virtual events to present the document to the public. Specific dates/locations have not yet been determined but we are anticipating a January-February timeframe for the next round of outreach events.
7. Will the SRTP include information on active pilot programs?
Yes, the SRTP will include some information about SacRT's current pilot programs, including SmaRT Ride microtransit service and the Cal ITP fare collection technology program; however, the SRTP will *not* include planning for future pilot programs as the document is more focused on planning for fixed-route transit services.
8. Will there be planned frequency improvements and span of service improvements for Route 23 (El Camino)?
Yes, Route 23 is one that has been studied for improvements; therefore, it may be a candidate for span and/or frequency improvements.
9. Are there plans to add new service or partner with employers to provide transit to areas with large employment/job centers that currently do not have any transit presence, such as Power Inn?
The east side of Power Inn Road has always been borderline with sustaining fixed-route service, as it is more industrial and has low ridership demand. SacRT Forward considered sustaining service in this area; however, we ended up with 65th Street being the boundary since its closer to more developed uses. With microtransit zones being somewhat flexible, this may be a good place to expand an existing, nearby zone.
10. Will there be any future meetings in person?
Currently, we are only scheduling virtual meetings and events, but we will reevaluate as things change. The virtual events have been valuable, so its likely that we may offer both in the future.
11. Now that remote work is common, how will the SRTP cover service inside suburbs where people commute less?
Commuter route services are being closely studied for potential changes, which may include reallocation of commuter service to other areas. This is still to be determined and requires extensive analysis since we also have an issue with labor shortages that limit our service capacity.

12. The 45-minute frequency on Route 23 is difficult to understand; a 30-minute schedule is better and easier to understand.
Originally, we wanted to move away from hourly routes on weekends, and the demand is not quite high enough for 30-minute frequency, so every 45 minutes was the solution. This allowed us to eliminate hourly routes for about the same cost.

S RTP Virtual Open House Event – 2.10.22

1. **(Mike Barnbaum)**- What route number would operate from the proposed San Joaquin ACE Natomas Station to the SMF Airport, and would San Joaquin ACE pay for the costs like operating, labor, marketing, maintenance, etc.?
This has not been determined. The Altamont Corridor Express (ACE) service is not operated by SacRT; it is provided by the San Joaquin Joint Powers Authority (SJ JPA). The SJ JPA has plans to expand service to the Sacramento International Airport (SMF), which will use tracks going through downtown and have stops north of Sacramento with a potential station on Elkhorn Boulevard near Rio Linda/Natomas. The SJ JPA plans to provide shuttle buses between stops/stations and SMF; however, those plans are still to be developed.
2. **(Mike Barnbaum)**- Has there been some thought given to extend Route 15 back into Downtown via Richards Boulevard, or leave it as it is when it was changed back on 09/08/2019?
There has not been much consideration to restore Route 15 on Richards Boulevard for several reasons; one, because it ran on Richards Boulevard for years and did not carry many passengers; two, because it is mostly redundant with the Blue Line; and three; Richards Boulevard is covered by Route 11 seven days a week.
3. **(Mike Barnbaum)**- Internally, we may want to rethink Route 11, as it is the only route to the City College Station itself. By early 2025 there will be an ACE San Joaquin Station at City College. If extended North to SMF, both ACE and San Joaquin riders would have an airport bus option on Route 11 to from City College Station and SMF. It may be a long trip, but it would work out well.
Thank you for the suggestion.
4. **(W. Charles Johnson)**- Does the proposed elimination of Route 134 on the C Street portion go past the medical facilities on C Street?
No, the medical facilities on C Street would not be affected by the proposed elimination of that segment of Route 134.
5. **(Jeff Dahl)**- Why aren't any new light rail vehicles running on the Blue line?
The funding for the new light rail vehicles is tied to grants for the Folsom project. This is why the first batch of vehicles are relegated to the Gold line. Subsequent shipments of train cars will include the Blue line.
6. **(Jeff Dahl)**- With the upcoming ACE train service, will you be using the Elk Grove commuter buses to augment the ACE service, or will you end the commuter service for the west side because of ACE?
No changes are planned to commuter service because of the ACE trains. If a commuter route *did* lose service to train trip(s), then that may be a reason to consider changes; however, we cannot determine that right now.
7. **(Glen Mendelkern)**- I'm very much for the 15-minute version of Route 81. It's easier to understand. Has it been your experience that simpler schedules improve ridership?
Yes, in most cases, frequent routes have better ridership than infrequent routes. The current Route 81 schedule is complicated because of the short trips on Florin Road, and we have received complaints that it is confusing, so implementing this change will help simplify the schedule and reduce confusion.
8. **(Jeff Dahl)**- You really need to increase commuter bus trips on E-Tran. Induced demand is not just for cars, it can work for buses too.
Thank you for the suggestion.
9. **(Betty Henderson)**- My concern is that it will take five years to implement weekend service in Elk Grove. The proposed timeline for the Five-Year Service Plan is not set in stone, and many other factors could come up for consideration before the proposed year for weekend service in Elk Grove. This is the forum for

comments/concerns such as these, and we want to continue to hear about customer priorities to determine where the support is, and when the appropriate improvements need take place.

10. **(Jeff Dahl)**- Bus trip cancellations in December and January were very high; one day a severe 182. However, you've made much progress lately. Now in February they're down in the 20's and 30's. If trends keep going this way, what do you think about reevaluating just before March to what extent the April 3 changes are needed, if at all?

We are constantly evaluating services and operations and will continue to monitor cancellations very closely and in coordination with SacRT's Operations Division. The reductions for April are temporary for 12 months, and it may be possible to restore services if the trends with cancellations continue to improve.

11. **(Jeff Dahl)**- Where would the Green Line fit within this SRTP?

The SRTP covers language pertaining to the Green line project in Section 5 (Capital Improvement Planning). The Long-Range Transit Plan (LRTP) will likely include more information about this project, as it is slated for 15-20 years from now, which is within the LRTP plan period, more so than the SRTP plan period.

SRTP Virtual Public Meeting – 3.1.22

1. In Order to accomplish everything in the SRTP and in order to not cut service, is there a way to further bring everything in house? Also, what about looking at the leases, that which RT has with regards to renting space? and, I understand that RT still has to contract with some outside providers to provide Paratransit services. doesn't that cost RT money as well?
SacRT is always looking to reduce costs and focus on service and service expansion. All of the SRTP planning and marketing efforts are being done in house. Paratransit was brought in-house in 2021 as SacRT GO. We do offer supplemental service for Paratransit as a backup if SacRT GO is unable to the meet demand.
2. Travel between Citrus Heights and Folsom is a very common activity. It's simple by car, just use Greenback Lane. However, achieving that with SacRT is not as easy. On weekends it's a roundabout way using 21 then Gold Line with no SmaRT Ride. Some of us live in Citrus Heights and work or have appointments in Folsom, and vice versa. There's also fun and recreation, from hiking trails to restaurants and farmers markets. These 2 cities have growing populations and new housing communities being built. As part of SRTP, what do you think about researching and including direct service between them?
Route 1 – we have an item in the plan to extend Route 1 to Main Avenue in Orangevale. This could be expanded to Folsom. With additional funding, it would make sense to increase fixed route service from Sunrise Mall via Greenback into Folsom across the river. Cost of \$1.2 million per year for fixed route 30-minute frequency, was not cost effective.
SmaRT Ride running on weekends would provide service from Citrus Heights to Folsom. SmaRT Ride operations are grant funded through 2023. There is not a guaranteed funding source to continue SmaRT Ride. A larger funding source could be needed to continue SmaRT Ride. Plans to increase service for it are on hold.
3. SMART hears a lot about the lack of bus service in unincorporated county and other low-density areas. students and families can't take advantage of free fares and there is no school district bus service. what role will public transit play in expanding service to more families and students?
The lack of public bus service in some lower-density areas and the cost of providing service. How do we expand our service to reach parts of the county that are less dense. A big piece of that is more funding. The balance must be weighed between funding and priorities of the community. There are also issues of safe streets and ways to get to the bus stop. SMART was asked to send an email with details.
4. If you contract with an outside provider to provide supplemental service, doesn't that cost RT money and also, won't bringing security in house save RT money?
SacRT Planning staff will get the commenter more detailed information on this.
5. I'm definitely for the 1 all the way to Historic Folsom, I live at Stop #1189. (I understand the budgetary constraints, still dreaming out loud is free.)
Thank you for the comment.

6. SMART talks about 5 benefit categories we receive from high quality and adequate transit. I'd like to see the SRTP speak to how the plan elements and proposals support each of those benefit categories. Connectivity, affordability, health and safety, climate protection, and Equity. Glenda Marsh, chair, SMART
[Thank you for the commend and feedback. We will investigate our document and see how we can do a better job responding to and incorporating the benefit categories into our planning document.](#)

SRTP Virtual Public Meeting – 3.8.22

1. **(Glen Mendelkern)**- Suggested we extend Route 1 to Folsom, specifically the Glenn Station rather than the Historic Folsom station, since Glenn Station has a big area that would allow ample space for buses to turn around. Mr. Mendelkern also suggested SacRT add more language to the SRTP about development fees and mention the financing aspect within new development plans, which should also be included in processes/requirements/regulations of the local jurisdictions.
[Thank you for the suggestion.](#)
2. **(Jeffrey Tardaguila)** – Commented that the Highway 50 expansion project will impact transit on the 19 Street corridor. Has SacRT considered how bus routes would need to be re-routed?
[SacRT has not determined what the impacts will be, but would consider them to be minimal with the ability to realign and/or detour routes fairly easily without major concerns to current services.](#)
3. **(Glen Mendelkern)**- Mr. Mendelkern offered to post SacRT's SRTP on Reddit.com, to see what additional comments may be received.
[Thank you for the suggestion. The online posting has collected 179 comments as of 4.8.22: \[https://www.reddit.com/r/Sacramento/comments/ta9wee/what_do_you_want_to_tell_sacrt/?utm_source=share&utm_medium=web2x&context=3\]\(https://www.reddit.com/r/Sacramento/comments/ta9wee/what_do_you_want_to_tell_sacrt/?utm_source=share&utm_medium=web2x&context=3\)](#)

Sarah Poe

From: Mike Barnbaum
Sent: Friday, February 11, 2022 1:01 AM
To: Sarah Poe; James Drake; James Boyle; Laura Ham
Cc: Vincent Beatty
Subject: Internal Communication: Support for February 14, 2022 Agenda Item 7.2 - Short Range Transit Plan, "SacRT On The Move"

Greetings SacRT Planning Team:

As a Sacramento Regional Transit District Transit Ambassador, employed since May 17, 2021, I want to provide this internal communication in support of the draft 5-year Short Range Transit Plan for fiscal years 2022-2023 to 2026-2027 (July 1, 2022 to June 30, 2027) that will be a Board of Directors information only item on Monday, February 14, 2022. The SacRT team has put in many hours of dedicated work and service to the greater Sacramento Countywide Area to get to where we are at during the informational board presentation.

The COVID-19 pandemic has created severe work/staffing shortages in industries throughout the United States and globally. The Public Transportation industry is not immune to this, by any means or stretch of the imagination. With that in mind, I want to include my support of my fellow SacRT team members in exercising the temporary bus service reductions detailed in Item 7.2 for February 14th, that are proposed for emergency temporary service reductions effective on Sunday, April 3, 2022.

Following the emergency temporary service reductions, I want to express my support for the service expansions (bus and light rail) over the next five years that are in Appendix H of the detailed staff report.

The bus service changes address additional service to cities and unincorporated communities that are underserved today, as well as focusing on added weekend service, added span of service, frequency improvements, and service extensions, of which I want to highlight two examples.

The draft short range transit plan addresses extending Route 11 (Truxel) to the Sacramento International Airport. Considering the up and coming Natomas Costco, California NorthState University and Hospital, as well as new growth in and around Innovation Park and Greenbriar, an extension to the Sacramento International Airport makes the most sense, here, and would also allow SacRT riders in both South Natomas and North Natomas a direct 1-seat ride to SMF without having to back track to Downtown. This is one example of where everyone involved on the SacRT team needs to be congratulated and be recognized for connecting communities together.

A second example is in the Citrus Heights and Orangevale communities in which it is being proposed in the Short Range Transit Plan to extend Route 1 (Greenback) through Citrus Heights and Orangevale to the Historic Folsom Station. Providing one route and a 1-seat ride from the Watt/I-80 Light Rail Station to the Historic Folsom Station would be a monumental achievement that would be somewhat historical in nature. For longtime SacRT riders and bus operators that go back when light rail operated Watt/I-80 to Butterfield, and eventually Watt/I-80 to Mather Field/Mills, Route 1 was then known as the "BeltLine" because it closed the light rail circle in areas light rail didn't go to, making light rail and Route 1 being combined together to make the shape of a "belt" which is where "BeltLine" came about. The reimagined Route 1 that is addressed in this draft short range transit plan, in theory, could be renamed "BeltLine" for its success and ability to connect riders from Watt/I-80 to Historic Folsom (Sutter Street) just simply by extending it eastward from the Sunrise Mall Transit Center to the Historic Folsom Station.

Lastly, I provide my full support of the draft short range transit plan for what it does in addressing light rail. As a Transit Ambassador that is solely on the Gold Line in my current fare inspection/Transit Ambassador assignment, the

improvements coming in the form of station reconstruction, low floor vehicles, 15-minute frequency to/from Historic Folsom Station, and integration with the Green Line couldn't come more timely than what is being addressed in the draft short range transit plan. In addition, I also support the Blue Line service improvement in the draft short range transit plan to construct the "Dos Rios Light Rail Station" in an area of North 12th Street between Richards and Swallowtail. This up and coming station will close a gap and make stations along the North Blue Line more evenly spaced out.

In closing, I want to again support my SacRT teammates in getting to this point that we are in the draft 5-year short range transit plan. Now, we have all reached a critical moment to all be "transit ambassadors" in whatever way, shape, and form that we can to promote this existing draft document and all play a role in providing outreach to the community-at-large about this document and the major benefits it will bring both to the Sacramento Countywide area and the SACOG Region. Should you have any further questions or need any additional information or assistance, as always, please feel free to contact me at your convenience.

Sincerely,

Michael Andrew Barnbaum, Transit Ambassador
Sacramento Regional Transit District
1515 R Street (16th Street Station)
Sacramento, CA 95811
Work Mobile/Text: (916) 879-0729
Email: mbarnbaum@sacrt.com

CC: Vincent Beatty, Director, Sacramento Regional Transit District Police Services

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Sarah Poe

Subject: FW: Rider Survey

-----Original Message-----

From: smiller42 <smiller42@comcast.net>
Sent: Monday, February 14, 2022 12:54 PM
To: CustomerAdvocacy <CustomerAdvocacy@sacrt.com>
Cc: Stephen Miller <smiller42@comcast.net>
Subject: Rider Survey

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

I have just taken the Rider Survey, but I have some additional comments regarding RT services.

1. Connectivity between RT routes is very poor. I live in East Sacramento, and with the demise of Super Shuttle, I have used RT several times to get to or from Sacramento Airport. The schedules for Route 30 and Route 142 do not connect well. #30 buses leave CSUS generally at :25 and :55, and it usually takes about 25 minutes to get downtown. The #142 buses leave L & 14 and :15 and :45. This means one usually just misses the connection and has to wait 25 minutes + or connect to the Yolobus #42B. The situation in reverse is similar. The #142 leaves Terminal B at :05 and :35, and it takes about 20 minutes to get downtown. The #30 bus leaves Amtrak at :39 and :09 (and only :09 after 7pm) which results in another frustrating wait.

Connections between the #142 and Light Rail are not well designed. Coming from the airport, the #142 stops at J & 6th and J & 8th, but the southbound/eastbound light rail trains are on 7th, with stops at I St. (Gold Line) and Capitol Ave. (Gold & Blue lines). This requires a two or three block walk from the nearest bus stop to the nearest light rail stop. In the other direction, the situation is similar, although not quite as bad..

Other bus stops are not conveniently located to facilitate transfers. For instance, if a rider wanted to go from Midtown to Arden Fair, they would likely use a #30 or #38 bus to J & 30th St. to connect with the #67 or #68, however, there is no bus stop at J & 30th for any bus route. The #30 has stops at 28th & J and beyond Alhambra on J (a stop that now seems to be permanently occupied by unhoused people). The #38 turns right onto 29th, so it doesn't get to 30th St. until it turns east again on T St. The #67 & #68 do not have a stop on 30th St. at J St., the closest is at 30th & I St. Consequently, a passenger wishing to make this transfer must walk at least two blocks between bus stops. A pair of bus stops at 30th & J (next to Mel's Diner) would make this transfer much easier.

2. I have already complained about cutbacks in service in the urban core a couple of years ago. Having the #30 bus run only once an hour on evenings and weekends is a real inconvenience. Cutting the #34 bus to rush-hour only status provides very poor service to a residential neighborhood with many transit-dependent seniors, with new senior housing being recently constructed in the Sutter Park neighborhood. There is no transit service at all to the McKinley Village area, and very little service to River Park.

3. Looking at the RT map, one has to wonder why there is no bus on Fair Oaks Ave. to Carmichael. Such a route would access several shopping centers and a large residential area. Instead, RT has chosen to provide more service to out-lying areas with low housing density and few transit riders. A Fair Oaks Ave. bus could operate as a semi-express along H St. in East Sacramento, access the CSUS transit center, then continue out Fair Oaks Blvd. to downtown Carmichael.

4. Another market that is completely ignored by RT is service to Sutter Health Park for River Cats' games. Evening games usually last until shortly after 10pm, but since baseball does not have a clock, the game can be longer than that

(or sometimes, even shorter). A few years ago, I was in Toledo, Ohio and attended a Mudcats game. When the game was over, I came out of the ballpark and lined up on the street in front of the stadium where half a dozen buses, one each for the major bus routes. These buses waited until about 15 minutes after the game ended, then proceeded on their normal route to the end of the line. In Sacramento, all bus service has ended by 10pm, and the last Gold Line train on weekdays is 10:49pm—but light rail is quite a hike from the ballpark. Blue line trains operates about half an hour later on weekdays, but on Sundays Gold Line service ends before 9pm and Blue Line services again goes about half an hour longer. Since the Gold One Center was constructed, parking meters in downtown Sacramento now are in effect until 8pm, parking lots and garages in downtown typically cost at least \$5—often more, and parking at Sutter Health Park is \$10. Providing transit service from River Cats' games along the various bus routes that serve downtown seems like a no-brainer, and a good way to introduce casual riders to RT bus service.

5. RT has not had a lot of luck with ballot measures to provide funding. I believe one of the problems is that the measures are trying to please everyone by putting a lot of highway projects in the package. Even as a life-long transit advocate, I voted against the last one because there was too much highway money included, and much of the transit funding was directed toward extending light rail to the airport. Why not try a transit-only funding proposal? Without the highway projects, the size of the sales tax could be smaller. Promise frequent service on urban routes (every 15 minutes during the day, and at least every 30 minute in the evening and on weekends) with bus and light rail service until midnight. Portland has done this, and it has been very successful. The Portland metro area is about the same size as Sacramento's. I like the #142 Airport Express, but in the six times I've ridden it in the last six months, there's never been more than a couple of other passengers. That's certainly not the kind of ridership that would justify building a light rail line. I think the downtown streetcar proposal is a much more affordable and practical project to highlight in a proposed sales tax measure.

I would be happy to discuss any of these ideas in more detail. I am retired, but I worked for Caltrans for 27 years in the Divisions of Mass Transportation and Rail. I was the coordinator for the Amtrak California Thruway buses for about 20 years.

Sincerely
Stephen Miller
East Sacramento
smiller42@comcast.net

Sarah Poe

From: Sarah Poe
Sent: Tuesday, April 5, 2022 1:26 PM
To: smiller42@comcast.net
Cc: Theresa Weaver
Subject: RE: COM Feedback 102425 - Rider Survey comments - FYI

Dear Mr. Miller,

Thank you for taking the Rider Survey and for sharing your comments. I would like to take this opportunity to let you know that we are in the process of finalizing our Short Range Transit Plan (SRTP), which is a document that plans the agency's transit services and operations over the next five years. Planning staff will consider your feedback as we finalize the plan, and I will include your comments below into the public comment record for the SRTP presentation to the SacRT Board of Directors in May 2022.

To address your concerns:

1. I will share your comments pertaining to schedules and connectivity with our Scheduling staff, to see if they can look into this a little deeper and identify if there are potential ways to improve connection times. Regarding the distance between stops and stations; for downtown/city blocks, 2 to 3 blocks between stops is pretty standard. There are also some limitations with being able to stop a 40-foot bus at each block for a number of reasons, including but not limited to, impacting traffic during peak times, stop placement barriers (driveways, obstructions, etc), and more importantly the infrastructure limitations that exist in potential stop locations, (i.e., locations not being ADA-compliant). In most of downtown, we are lucky with wide enough sidewalks and safe landing spaces that meet the requirements for wheelchair passengers, but there are still some instances where installing a new stop may require additional sidewalk/curb/gutter construction by either the City of Sacramento, or SacRT to take on. If there is a location that you would like to request a stop be installed, please send me the on street/at street, and we can study the specifics a little more. Additionally, there currently is a stop at 30th and J Street that serves Routes 67 and 68; however, the stop is farside of the intersection, so it is located just ahead of Mel's. Farside stops are more favorable than nearside stops, for operational and safety reasons.

2. The SRTP includes future service improvements on Route 30, which is tentatively planned for improving to 30-minute headways. Staff has learned that riders would benefit from having more frequency on the Route 30, so that is one improvement we have included in our near-term plans, subject to funding. Route 34/now 134 was reduced to peak-only service due to the ridership patterns and low midday ridership. If residents in the areas you mention below are in need of transit service, they may be able to take advantage of SmaRT Ride, which is a curb-to-curb, on-demand microtransit service we offer for the area. Please visit the website for more information about this service.

3. SacRT bus route 28 used to operate on a portion of Fair Oaks Blvd., and in the general area that you are referring to. The ridership and productivity were fairly low which is one of the factors for eliminating service, especially if service cuts need to be considered for budgetary reasons. You mention that SacRT has chosen to provide more service to out-lying areas with low housing density and few transit riders. Can you specify which area, and/or route(s) you are referring to? We generally design fixed-route service, especially high-frequency service in high density areas and in places where we would get the most catchment, so we do not typically want to operate transit service in low-density areas over higher-density areas. Of course, decisions may be situational at times, so if you have a particular route or service you would like us to reconsider shifting resources to another service that would benefit the majority, please feel free to provide me those details.

4. SacRT has historically ran special bus service for events at Sutter Health Park, specifically for the Rivercats games. Unfortunately, when funding issues are identified and the agency is directed to reduce service operations, the special,

not-regularly-scheduled services are typically the first to be eliminated or reduced, especially if the ridership does not support the cost for operating the service. With that said, there is definitely a case to be made for special service that is in high demand, meaning a large number of riders would need and use the service. The demand would essentially need to justify the cost, or some volume of it. Do you have information about high ridership demand to Rivercats games? If we think there may be large interest or need, a passenger survey and in-field observations are usually the next step, to analyze and make a determination.

5. Thank you for your feedback on ballot measures and project funding. I understand the issues you have explained, and you have some reasonable questions that I am not equipped to answer. SacRT has Grants staff, as well as Community/Governmental staff members, that should receive your feedback. I will definitely share these comments with the appropriate individuals here at SacRT.

Thanks again for all the thoughtful ideas, suggestions, and information about SacRT's services. We appreciate your patronage.

Sarah Poe
SacRT Planning

-----Original Message-----

From: Theresa Weaver <TWeaver@sacrt.com>
Sent: Tuesday, February 15, 2022 8:56 AM
To: James Drake <JDrake@sacrt.com>; Sarah Poe <SPoe@sacrt.com>
Cc: James Boyle <JBoyle@sacrt.com>; Laura Ham <LHam@sacrt.com>
Subject: COM Feedback 102425 - Rider Survey comments - FYI

Date Received: 02-15-2022

Feedback Id: 102425

Department: Planning

CC Department:

Feedback Type: Suggestion

Feedback Subtype: ServiceSuggest

First Name: Stephen

Last Name: Miller

Email: smiller42@comcast.net

Cell Phone:

Home Phone:

Priority: 1

Target Date: 03-01-2022

Sarah Poe

To: Angela Hearing
Subject: RE: Short Range Transit Plan***Unmet Needs***Request for Monday-Sunday Smart Ride Service for North Sacramento/ North Natomas

Dear Angela,

Thank you for sharing your comments about the Short Range Transit Plan. I would like to acknowledge your comments, and let you know that SacRT Planning staff is currently analyzing the North Natomas area in detail, as it continues to grow and develop, which of course creates demand for fixed-route transit service. Specifically, the Duckhorn corridor is one that we have been recently looking into some potential service concepts, as there are a number of large apartment complexes and the charter school, like you mentioned. The draft SRTP will be updated to include a potential service concept for this area, so please feel free to review the finalized document upon our presentation to the SacRT Board of Directors in May 2022. The document will be posted online at least 10-days prior to the meeting date. If you should have further comments or questions at that point, please feel free to send them to me, or you may share them with the Board if you wish. Just be assured that ALL of your comments will be included in the public comment record, that will be attached to the presentation and shared with the Board.

Additionally, your comments about requesting weekend service on SmaRT Ride has been captured and will be shared with the team that leads that operation. Microtransit service is still being funded as a pilot program at this time; however, customer feedback and knowing what kind of demand exists will help to determine future services on this mode.

I appreciate your thoughtful comments, and wanted to also point out that some of the services you mentioned (such as Green Line) are projects that are planned further into the future than this Short Range Transit Plan; therefore, more plans for the North Natomas area will also be included in SacRT's Long-Range Transit Plan, which goes out beyond the next five years (it is typically a 20-year plan). I would encourage you to stay involved in our efforts, and provide your thoughts and how we can plan the best transit service for the North Natomas area between now and the years to come. Public involvement is truly important in these processes, and we depend on feedback such as yours to assist us in planning *meaningful* transit service for the region.

Sincerely,
Sarah Poe
SacRT Planning

From: Angela Hearing <w1128798@apps.losrios.edu>
Sent: Monday, February 14, 2022 4:08 PM
To: Sarah Poe <SPoe@sacrt.com>
Subject: Short Range Transit Plan***Unmet Needs***Request for Monday-Sunday Smart Ride Service for North Sacramento/ North Natomas

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February 14, 2022

Sac RT
Attn: Sarah Poe
2811 O Street
Sacramento, CA 95816

RE: Short Range Transit Plan***Unmet Needs***Request for Monday-Sunday Smart Ride Service for North Sacramento/ North Natomas

Ms. Poe,

I would like to inform you that I have emailed this request and or comment as a public comment for the February 14, 2022, Sac RT Board Meeting to the individual Sac RT board directors for agenda Item #7.2 for the short range transit plan.

For the past four years I have advocated along with my son for public transportation, bike lanes and different modes of transportation options just to mention a few things. I have included a link of my son advocating for transportation needs before the Sacramento Transportation Authority Board before the pandemic in February of 2020 to give you an idea of our advocacy for transportation. Glenn spoke about the lack of transportation options, undependable transit and the fact that the nearest bus stop is a mile away.

<https://1drv.ms/v/s!AjLgCFP6t34whDRSb8rOp6mgcjpF>

Last year my son participated in the City of Sacramento Transportation Priority Plan informational video to encourage Sacramento residents to participate in the online survey for Phase 1. Glenn is featured in the video twice. The first time at 2:20 and the second time at 4:04.

<https://www.youtube.com/watch?v=yeoqKjVYDc0&t=15s>

The completion of the first phase of the Sacramento Transportation Priority Plan displays that there is a need for transportation options in North Natomas, which is reflected in the graphic on page 5 of the report.

<http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Transportation/Transportation-Planning/TransportationPrioritiesPlan/TPP-Phase-1-Community-Engagement-Summary-20210908.pdf?la=en>

Current Transportation Disadvantages in North Natomas

Sac RT- The nearest Sac RT bus line #13 is located on El Centro and Del Paso which is a 35 minute walk. The bus line #11 on Truxel and Arena is also a 45 minute walk. The bus line #86 located on San Juan Road and Azevedo is a 40 minute walk. Transportation options are limited and few west of I-5. Currently, there is no constant and reliable public transportation. The nearest SacRT bus line #13 is located on El Centro and Del Paso which is a 35 minute walk. The bus line #11 on Truxel and Arena is also a 45 minute walk. The bus line #86 located on San Juan Road and Azevedo is a 40 minute walk.

The Sac RT Smart Ride is in its infancy and covers a vast area of certain areas of North Natomas and as far as the Marconi light rail station in North Sacramento. Currently, there's two

buses that are in operation during the morning and or evening shift with the maximum of four at the most. The Smart Ride is in high demand and wait times can be 17 to 45 minutes. The Smart Ride operates Monday through Friday from 7am-7pm and not on the weekends.

Smart Ride-The North Sacramento/North Natomas Smart Ride is an on demand service that does not run a scheduled bus route, nor does it travel to downtown or midtown or on the weekends.

Jibe- #171 and #174 are bus routes that currently do not exist due to the pandemic are commuter routes and not part of public transportation. These buses are run privately by the North Natomas Transportation Management, known as Jibe and rent the bus and utilize the operators from Sac RT. When in operation it runs three times in the morning in one direction from North Natomas to downtown and three to four times in the afternoon from downtown to North Natomas.

Rideshare- Uber and Lyft are accessible via apps.

Rideshare Bikes & Scooters- Not available in North Natomas.

Green Line to Airport- Currently does not exist and Sac RT does not have funding.

Current Community Disadvantages

It is a community that does not have equitable modes of transportation offered by the city and is disconnected from accessible transportation options.

Out of the three apartment complexes located on Duckhorn Drive there are two apartment complexes (Atrium Court and The Lofts) as well as two other complexes that are on the opposite ends of Duckhorn Drive (Point Natomas on San Juan Road and Terracina Meadows on Tynebourne Road) that are SHRA financed.

I have included the 2020 SHRA Master project list link.

<https://www.shra.org/wp-content/uploads/2021/08/Project-Listing-for-website-MASTER.pdf>

The apartment complexes have over 220 units each, with 2 and 3 bedroom apartments and numerous homes and many households that do not have personal vehicles.

Westlake Charter High School (located off of Arena Blvd on East Commerce Way) does not provide transportation for its students privately or through the Natomas Unified School District. This school also is not part of any of the bus routes that Sac RT provides. SacRT gave an explanation on page 93 & 94 that a student can walk, in a heat island, without tree canopy, over a half a mile to attend school after an hour to an hour and a half commute to school in one direction.

There is a lack of options of public transportation and the Sac RT board needs to continue to require Sac RT to continue to create a more equitable transit system.

I request the following:

I would like for the Sac RT board to examine the 10 pages of unmet needs that were declined by Sac RT staff. Out of 117 requests, only one was granted- bus service to Delta Shores.

I request for the North Sacramento/ North Natomas operating time frame to be extended Monday-Sunday.

I would like to know how Sac RT is following it's guidelines to Racial Equity that it is committed to ensuring that transit is central to the protection and restoration of community and that Sac RT transforms underserved and systematically marginalized communities' access to resources and opportunities, that everyone has a fair and just means of mobility.

I also would like to know if my request is considered an unmet need, the specific details as to why this request can not be fulfilled?

Thank you,
Angela E. Hearing

Sarah Poe

To: Rick Hodgkins
Subject: RE: My comments on the short range transit plan:

Dear Rick,

Thank you for all of your thoughtful comments. Your feedback is helpful, and we do know and agree that additional sales tax revenue is crucial to the future operation of fixed-route transit service in the region. Your comments have been reviewed and captured in the public comment record, which will be shared with the Board of Directors upon the next SRTP presentation.

-----Original Message-----

From: Rick Hodgkins <hodgepodge778@gmail.com>
Sent: Monday, February 21, 2022 9:14 PM
To: Sarah Poe <SPoe@sacrt.com>
Subject: My comments on the short range transit plan:

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Hello Ms. Poe.

Since I am blind and cannot see how your name is actually spelled, I don't know if I'm actually spelling it right. With that in mind though, I would like to get down to business. Right after reviewing the short range transit plan, SRTP to the best of my ability, I would like to make the following recommendations and suggestions. To persuade the public that we need another sales tax on this year's ballot, we need a campaign to get people out of their cars and on to transit. Also, if there are any additional outside services that we are still contracting for that we can bring in the house just like we did for paratransit services, for the purposes of saving money, so we can provide better transit services, by all means, so be it, because that while I support both the long range and short range transit plan, neither will be possible without additional sales taxes or without the agency saving money that we're can. And that the only way that the agency could actually save money, I feel, is doing the following.

1. That whatever services RT still contracts for, that we Bring in house, 2. Any duplicate positions within RT's employee structure should be taking a look at, because that there are so many different employee positions, it was just really hard for me to read them all and I just wanted to look at what was important with regards to what was really needed to get us forward. So if there are any duplications of positions, please have them looked into? I don't mean customer service positions? And 3. I realize that RT does release some buildings. I don't know if the amount of rent, that which RT pays is eating away at Artise budget and or expenses, that therefore is a financial burden. I bring this up, only because I remember some years ago, that we had an open house here in Citrus Heights that were RT management and staff came out to us asking residents for ways to save money. In other words, ways in which RT can save money. Well I'm telling you ways in which we could accomplish our long and short range transit plans without having to sacrifice service. And I just mentioned them. And at that event, that which I believe was either in 2014, 15, 16 or 17, someone had the brilliant idea of cutting management salaries and starting to bring things in the house. That is as opposed to c continuing to cut transit service, as was done in previous prior years and prior budgets. I finally, I would also like to point out that as of last Tuesday, February 15, that governor Gavin Newsom pointed out that he is starting to implement what is called an endemic approach to the COVID-19 crisis. And that is because cases of the virus are starting to decline. I realize that of the 2500 different bus stops that we have, 1500 are not being used, according to what I read. That is just wasted property, that which by the way is also wasted money. Again, if we could save money internally, we could restore 1500 bus routes to those 1500 bus stops. The choice is yours, meaning RT and the people that who live in those neighborhoods, that which I don't know if all of them are conservative and choose not to take the bus. Those are Those are my comments, recommendations and suggestions in a nutshell. I hate to be graphic and inflammatory. But though I

will say, that when not only the freeways in Sacramento county, but even the roads and side streets in the cities and county of Sacramento R, particularly during the week it's just like one big toilet that needs to be flushed, because there are just way too many vehicles on the road. There needs to be a campaign to get people out of their cars and incentivize them to use transit. Again governor Newsom as of last week is taking what he calls, an endemic approach to the COVID-19 crisis. So hopefully, that this definitely should give people a reason and the confidence to get out of their cars and get on the transit. If that doesn't, I don't know what else will. And that there's also the hiring campaign that what you have going on to hire more transit employees bus and light rail operators and the like. Thanks again for letting me comment.

Best regards,

Rick Hodgkin's

Sent from my iPhone

Sarah Poe

To: Mike Barnbaum
Subject: RE: Internal Communication: SacRT on the Move Analysis on service changes in Land Park

Thank you for your comments, Mike. This feedback will be included in the public comment records for the next Board presentation.

From: Mike Barnbaum <mbarnbaum@sacrt.com>
Sent: Sunday, February 27, 2022 7:16 AM
To: Sarah Poe <SPoe@sacrt.com>; James Drake <JDrake@sacrt.com>; James Boyle <JBoyle@sacrt.com>; Laura Ham <LHam@sacrt.com>
Cc: Christopher Flores <CFlores@sacrt.com>
Subject: Internal Communication: SacRT on the Move Analysis on service changes in Land Park

Greetings Sarah Poe and SacRT Planning Team:

We have a draft working document Short Range Transit Plan that will undergo another set of virtual public meetings on Tuesday 01 March 2022 at (1430) 2:30pm, as well as on Tuesday 08 March 2022 at (1730) 5:30pm. I will be unavailable to be there live as those days/times are during my normal working hours of weekdays 1430-2300 (2:30pm-11:00pm) on the Gold Line. Therefore, I wanted to take some time this Sunday Morning to provide service change analysis for potential service changes in the Land Park Neighborhood of the City and County of Sacramento. I will make some time to set aside during non-working hours to watch the two March sessions on the SacRT YouTube Channel, as is usual for board meetings as well.

In the draft 5-Year short range transit plan, potential service changes include converting express route 102 (Riverside) to an all day route (Route 2), shortening Route 11 (Truxel) to operate only between Natomas (North and South) to Downtown Sacramento, and eventually, extending Route 11 from North Natomas to the Sacramento International Airport.

All of the above is good in concept, but we also need to keep an open mind and open dialogue with agency partners in San Joaquin County: The San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission. These two important and critical partners are currently in the final design process of the "Valley Rail" Project. "Valley Rail" will extend the regional rail commission's Altamont Corridor Express trains into Sacramento County with planned stations in Elk Grove, (Dwight Road between Laguna and Big Horn Boulevards) Sacramento City College, Midtown Sacramento, Old North Sacramento, and North Natomas (West Elkhorn Boulevard and Blacktop Road). Expansion of San Joaquin trains will also occur at the new stations following full restoration in Fall 2022 of the second round trip to/from Sacramento Valley Station. Service expansion on the San Joaquins and added new Altamont Corridor Express service will not serve Sacramento Valley Station.

With knowledge of the above future rail services by SacRT partners at the San Joaquin Regional Rail Commission and the San Joaquin Joint Powers Authority, it is imperative to keep an open mind, open dialogue, and maintain lines of communication with these important and critical partners, especially when it comes to connectivity, fare integration, and transfer agreements where major and even minor connections to services would coexist.

With the above being said/mentioned, the existing Route 11 (Truxel) is the only SacRT route that came out of the "SacRT Forward" project to make direct connections to the location of the upcoming ACE/San Joaquin Sacramento City College Station. Maintaining this terminus and existing route alignment through Land Park, Downtown Sacramento, Natomas, and potentially an extension to/from Sacramento International Airport would increase ridership and improve

connectivity at the Sacramento City College Station, of which, keep in mind, Route 62 (Freeport) would be unable to do, despite the fact that similar to Route 11, (Truxel) also serves Sacramento City College. The big difference is campus location. Route 11 (Truxel) serves the Sacramento City College Transit Center adjacent to Hughes Stadium, and the light rail tracks/Union Pacific Tracks. Route 62 (Freeport) forces riders to walk from the Freeport Boulevard (west) end of campus to and just past Hughes Stadium on the opposite (east) end of campus. Maintaining the Land Park/City College portion of existing Route 11 (Truxel) while extending the route alignment in North Natomas to Sacramento International Airport would provide both light rail riders as well as ACE/San Joaquin riders the great connectivity while minimizing transferring to just train to bus and/or bus to train at the Sacramento City College Transit Center. This is what we need to keep an open mind to doing with great transit partnerships while also considering moving forward with the conversion of Express Route 102 into local Route 2 (Riverside) that would provide riders on this line, service everyday of the week and weekend.

For full details on the “Valley Rail” Project, I will provide here, a list of names and contact information so that we all maintain the open line of communication expected with a project of a partner agency that can have major benefits to the Sacramento Regional Transit District.

Dan Leavitt, Manager of Regional Initiatives: (209) 944-6266 and/or (530) 400-9475
David Lipari, Community Relations & Outreach: (209) 944-6278 and/or (209) 851-1626
Rene Gutierrez, Associate Planner SJRRC/SJIPA: (209) 944-6239 and/or (209) 649-6917
Paul Herman, Associate Planner SJRRC/SJIPA: (209) 944-6272 and/or (209) 487-4630
Stacey Mortensen, Chief Executive Officer: (209) 944-6221 and/or (209) 649-6395

Sincerely,

Michael Andrew Barnbaum, Transit Ambassador
Sacramento Regional Transit District
1515 R Street
Sacramento, CA 95811
Work Mobile/Text: (916) 879-0729
Work Days and Hours: Weekdays (1430-2300) 2:30pm to 11:00pm on the Gold Line

CC: Chris Flores

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Sarah Poe

From: Mike Barnbaum
Sent: Saturday, March 5, 2022 6:44 PM
To: Sarah Poe; James Drake; James Boyle; Laura Ham
Cc: Christopher Flores
Subject: Internal Communication - Clarification on future service improvements to three routes contained in "SacRT On The Move" Draft Short Range Transit Plan

Greetings Planning Team:

I needed to get clarification on what the goal for Route 1 (Greenback) is, as well as the forecasted calendar year in which Route 51 (Broadway) and Route 62 Freeport are projected to change their Downtown Sacramento alignment to serve the Sacramento Valley Station, and therefore, join Route 30 (J Street) and Route 38 (Tahoe Park) in serving the Sacramento Valley Station. For the purposes of this electronic communication, I will only go into detail about Route 1, (Greenback) as the clarifications on the other two routes is fairly straight forward, and focusing on a set northern terminus that we all internally agree upon.

With regards to Route 1, (Greenback) I could've sworn that I read that the proposed new eastern terminus would shift from Sunrise Mall Transit Center in Citrus Heights to Main Avenue in Orangevale. This is what I need clarification on. I was originally under the impression that the thinking was to make the eastern terminus the Historic Folsom (Sutter Street) Station. I had thought this, simply and only because SacRT now operates the F-10, F-20, and F-30 routes, and that the City of Folsom was the first of three fairly recent cities to accept having SacRT be the service provider in Folsom, rather than them doing transit service on their own, which is, of course, what they did in the past. With that being said, and in attempting to maintain an open mind for what's most beneficial to the general public, I would've hoped by now that terminating/originating routes along Main Avenue was a restriction in the past, but not in the present, therefore allowing, for example, a route that could, be at least drawn and proposed to travel from Historic Folsom (Sutter Street) Station to Citrus Heights, Foothill Farms, and North Highlands. On that note, if possible, especially since the SRTP is a non-binding document, that we propose that Route 1 (Greenback) undergo a name and route change to Route 1 (BeltLine) to reflect a route alignment traveling from the Watt/I-80 Station to the Historic Folsom (Sutter Street) Station, that would merely extend its current route alignment east of the Sunrise Mall Transit Center, primarily along Greenback Lane to reduce additional Vehicle Miles Traveled, (VMT) to the Historic Folsom (Sutter Street) Station. Let me know, via clarification on Email or my work phone, what the original intentions of Route 1 service improvements were, and if they can be changed to reflect the connectivity to the Historic Folsom (Sutter Street) Station that is being mentioned here, in this internal electronic communication. Thank you all so very much.

Sincerely,

Michael Andrew Barnbaum, Transit Ambassador
Sacramento Regional Transit District
1515 R Street
Sacramento, CA 95811
Mobile Work Phone: (916) 879-0729
Work Hours: Weeknights from 2:00pm - 11:00pm (1400 - 2300) on the Gold Line Trains

CC: Chris Flores

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Sarah Poe

To: Jacob Solorio
Subject: RE: SRTP Public Comment

Hi Jacob,

Thank you for your many thoughtful and extremely meaningful comments about the SRTP and about transit service in general in the Sacramento region. Your feedback will be included in the SRTP public comment record.

Planning staff agrees with several points, including the many auto-friendly areas within the region, and the need to commit to creating a more robust transit system by refocusing priorities. We do try our best to work with all local jurisdictions when new, large development projects enter the planning stages, so that we can identify early on what transit needs may be, as well as taking advantage of getting developer assistance with transit infrastructure, if necessary. Additionally, we do have plans to implement bus-rapid transit services along several corridors, five of which have already been identified as high-priority. As you know, to build and expand the transit system is an expensive effort that takes time to plan, and at this time SacRT is truly in need of a sales tax measure in order to make some of the major improvements as you have suggested. The City's climate action plan efforts are at the forefront of SacRT's future service planning, and will be seen in more detail in the upcoming update to our Long-Range Transit Plan. Based on your comments, knowledge and interest in SacRT's service, I would encourage you to continue your involvement in our long range planning efforts, as well as your participation in this Short Range Transit Plan. Feedback such as yours is extremely helpful in these processes.

From: Jacob Solorio <jcsolorio@gmail.com>

Sent: Tuesday, March 15, 2022 11:28 AM

To: Sarah Poe <SPoe@sacrt.com>

Subject: SRTP Public Comment

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Good afternoon SacRT,

I want to bring a few items to your attention about some issues I have with the SRTP, and largely with SacRT as a whole. In no way is this email directed at a specific board member or staff, it is largely a general comment about RT.

After reading through the STRP and scouring the SacRT website for the past few months, reviewing documents and previous board meetings, it has become clear to me that this agency needs a reality check and a major wake-up call to the transportation plights of our region. SacRT has become too auto-friendly and there is a clear lack of political commitment to the expansion of public transportation and of a sense of urgency to attain whatever transit goals you purport to hold. RT has a very noticeable lack of transparency and of communication with the public and almost feels apathetic toward their own system - like approaching VTA levels of apathy. Over the past year, I have made the personal commitment to use transit as an alternative to driving (something the board clearly has no interest in doing themselves) and I, like many of us, want to watch SacRT grow and thrive.

Sacramento has an embarrassing level of transportation options and this plan does almost nothing to accomodate for the potential thousands of multi-family homes and infill development that are going up in the central city and the greenfield development of the suburbs. The bus system tries, but we cannot rely on antiquated transit ideologies and suburban traffic engineers to guide us into the 21st century; the light rail, when running on schedule, is a great way to get around the core as well but good luck going literally anywhere else at a reasonable pace. I know you can do better,

and we deserve better from this agency. There are several, **easy**, things that can be done quickly, and have basically no reference within this SRTP:

- Signal priority for buses and trains: NO EXCEPTIONS, this will speed up transit in the city and make it competitive with driving in the core
- Actual planning transparency and displaying these plans, updated, on the website; the "construction and planning" section of SacRT's website is thoroughly lacking and many of the big-ticket projects being touted by RT haven't seen the light of day since the 2010s; for example, the riverfront streetcar's page continues to show a completion date of 2022 - lol. if only. there is still money earmarked for this project, and yet, not a peep from RT
- Strong and **unwavering** advocacy against car-dependency and against the development of auto-centric communities on the far reaches of the region; freeways have a limited capacity and there is no more room for them. RT has a shallow presence outside of the more traditionally urban centers in the core, and because of this traffic is at an all-time high. focusing on garbage projects like the Green Line's eventual completion in 2065 is not helping
- Treating riders like they matter and are a respected member of our community. Calling us "customers" creates a barrier that makes riding transit feel like a bureaucratic task, language is important! Signage at light rail stations is completely illegible to someone unfamiliar with SacRT, or with Sacramento as a whole. Digital schedule boards have been out of commission for what feels like forever, and when trains run late it's basically a fun game of guessing when it will actually arrive. Instead of displaying when a train is scheduled, why don't we show the number of minutes away the trains are? It gives a much better sense of when it will show.

Many of our neighborhoods were built with streetcars and rail transit in mind, let's return to that! As one of the oldest regions in the entire state, we have so much potential for improving transit and fighting climate change by doing so, and yet it feels like there is no political will nor a sense of urgency to actually improve upon what we've built. I know that there are staff members who share these feelings that I do and the implementation of plans like SacRT Forward and Modernizing the Gold Line show that there's just that tiny sliver of commitment, but outside of those bounds it's clear that there's no other real, tangible goals coming from RT.

I am more than happy to provide suggestions or ideas for things that we can accomplish if reached out to, but I shall end this comment here (otherwise this would've turned into a novel). Sacramento is a great place, we all know it. So why can't we prioritize great transit too? Fresno of all places has BRT while we lack such things, for example. As Sac becomes a regional destination for those looking for more affordable places in California, we should welcome our new neighbors with open arms, and get Sac moving!

Thank you to whoever reads this message. You are appreciated. :)

Sarah Poe

To: Fields, Madaline
Subject: RE: Light Rail/E-tran comments

Thank you for sharing your feedback. I will share these comments with our Scheduling team, as well as our Facilities team, to see if any of these concerns may be addressed and/or improved upon. Your comments will also be included in the SRTP public comment record.

From: Fields, Madaline <Madaline.Fields@icf.com>
Sent: Wednesday, March 16, 2022 9:14 AM
To: Sarah Poe <SPoe@sacrt.com>
Subject: Light Rail/E-tran comments

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Good morning,

Just wanted to share a few thoughts in regards to my recent transition back to using E-tran and/or Light Rail. I have just started riding again after a 2 year hiatus due to COVID.

E-tran-

I have always preferred the E-tran commuter bus from Elk Grove to Downtown. The immediate issues I came across was the E14 bus schedule, there are only 2 busses for the AM and PM routes. The AM times are extremely early and really don't have an option for anything later than arriving downtown at 7:15AM. The PM route does have a last bus out of downtown at approximately 5:04-5:07. I have tried several times to time the bus pickup in the evening but have only been successful one time. Time stop for E14 at 30th & R Street shows 4:45PM, I first tried to catch the bus at 4:50PM at 9th and I Street to only have the bus continue down I street and not turning onto 9th Street. After being stranded downtown after 5pm I contacted customer services to finally be told the next day that due to construction E-tran does not currently go down 9th street but now goes down 7th Street. Nothing posted on RT's website or at the actual bus stop that I was waiting at regarding temporary change of the bus route. This was very concerning since I then had to walk over to light rail after 5:30PM, this was a huge safety issue I felt. I have tried several time to catch the last bus out of downtown on I Street to only see the bus blow down I street at 4:46PM-4:49PM. Not sure if the time stop at 30th & R Street is 4:45PM how a bus can get to 9th & I Street at 4:46-4:49PM. The one time that I did catch the bus we sat at the last stop on P Street for several minutes before getting on I5 to head to Elk Grove. Drivers need to return to the mindset that riders do depend on the bus system to get back home. I did report this to your customer service department when this happened earlier this month.

Light Rail-

I have since be pretty much forced to ride light rail. Just a few observations:

AM ride into Downtown trains are clean

PM ride back to Elk Grove, very dirty. Trash, bottles, and debris roll around on the floor during the trip back to Elk Grove. Seat cushions are ripped and foam sticking out. I was pretty much disgusted with the condition of the evening trains having to kick bottles out from under my feet during the ride. Very concerned on how these are sanitized in this type of condition. I really feel that RT needs to improve the cleanliness of their trains. I realize that the last 2 years during COVID has really limited everyone but it is definitely time for RT to step up and get ready for the increase of ridership once workers start to return to the downtown. If trying to increase ridership there has to be more of an emphasis placed on cleaning up the trains.

Just wanted to share my thoughts as a previous rider of light rail and E Tran that has returned.

Don't let me down RT 😊

Thank you,



MADALINE FIELDS, Senior Facilities Specialist

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Sarah Poe

To: Gress, Julia@ARB
Subject: RE: RT

Dear Julia,

Thank you for your comments on the SRTP, specifically the student pass program. We appreciate your students' patronage! Just to provide a little more background information- SacRT operations has been experiencing labor shortages, which has unfortunately resulted in trip cancellations. We are working diligently to rectify the issue, such as holding a number of hiring fairs, which we hope will improve the reliability issues. I encourage you and your students to keep a close eye on our Service Alerts for canceled trip information, as our dispatchers update that media channel as soon as they learn if a trip will not be able to leave the garage. Again, I apologize for the inconvenience you and your students have experienced and appreciate your patience through this time. All of your comments and this reply will be recorded in the SRTP public comment record.

Sincerely,
Sarah Poe
SacRT Planning

From: Gress, Julia@ARB <julia.gress@arb.ca.gov>
Sent: Wednesday, March 16, 2022 4:23 PM
To: Sarah Poe <SPoe@sacrt.com>
Subject: RT

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Hello,

My high schoolers use the free bus service every day to go to school and come home, even though the 102 near JF Kennedy High School is erratic and routinely doesn't show up, stranding kids. Providing free access to students is a wonderful service and has converted my kids to comfortable mass transit users – something they likely would not have become otherwise because we typically drive everywhere and I likely would not pay for bus service daily for two students. Thank you for providing this access to teens. Sincerely, Julia Gress

Sacramento RT March 16, 2022

Comment on RT 5-year plan, March 2022

Elizabeth Mulrooney, Sacramento

- Planning process not widely advertised. I happened to see this on a local news station this morning. I wonder if it was advertised outside of the SacRT webpage and Facebook page, which I also just saw today. Also, SacRT meetings should be available from your webpage. Aside from a couple of Youtube posted meetings, there's also no way to access information from past meetings.
- Overall, SacRT needs to approach transit in Sacramento as reflecting the growth of a large city. I've been an intermittent rider for years, and before COVID, almost stopped riding due to the difficulty of getting from anywhere in a suburb to light rail or other locations. The bus lines should be completely reconfigured as part of a long-range plan. [Think San Francisco on a smaller scale]. Similarly, transfers to any connecting system are difficult or expensive (such as to Yolo County or Placer County). Also, SacRT has huge potential ridership through state employees, who receive subsidized ticket prices from their work. This ridership should be increased.
- During the entire time I lived in the Greenhaven neighborhood from approx 2008-2018, services were reduced to the point where I rarely rode the bus anymore. Services need to be somehow expanded to give people a reasonable alternative to driving cars everywhere, especially with current gas prices.
- The plan is short on details, therefore it's difficult to comment on it specifically.
- While bus lines are consistently reduced, prices have increased. \$2.50 is OK for a single trip, but \$7 is way too high for a day pass. Also, transfers are difficult and not rider-friendly.
- I appreciate RT's efforts to increase light rail and airport access. As part of a long-term plan, SacRT should modernize its light rail cars, stations, and ticket machines. Something needs to be done to reduce crime and dangerous folks that hang around some light rail stations and on cars.
- I also appreciate SacRT providing free transport to public events, for example Saint Patrick's Day events. Also, the paratransit service is very beneficial.
- The airport route is extremely important, especially with the closing of Supershuttle. Please do not decrease this service, as proposed. Uber and Lyft are not public transportation.
- The proposed expansions to outlying areas are important
- I reviewed the SacRT Facebook page, and on a March 8 2022 post there are 186 comments to SacRT. My experience riding RT mirrors the majority of these comments. Please review these comments as well – they illustrate some challenges for an average person to use SacRT, reflecting working people, seniors, disabled people, college students, etc.

Thank you for the opportunity to provide comment.

RESPONSE –

Thank you for sharing your comments about the SRTP. You have made some very important and meaningful points. We address a few concerns:

SacRT Marketing develops an outreach plan for our large campaigns and efforts, such as planning documents and service changes, etc. Although Planning staff manages the SRTP project, we work closely with Marketing to make sure we are always pushing the information out to the public at the appropriate times. Besides advertising and informing patrons via our own social media channels, we also partner with other agencies and jurisdictions to push information out to all the communities within our service area. Marketing also hires a part-time staff, called the "street team" to go out on the system and push information directly out to our riders. Prior to COVID, they were also attending other events in the community to reach a larger audience; however, the in-person efforts were slowed and are just now picking back up. If you have any suggestions on how we can make outreach better, please feel free to share!

SacRT will be kicking off the Long Range Transit Plan update shortly after the SRTP is adopted. It would be great if you were involved in that process as well, as you have some great thoughts for approaching transit in Sacramento. The long-range plan will be able to expand on more robust service ideas, as it will also need to include plans for additional funding measures. As you know, that is the major driving force for our service operations.

Thank you again for your thoughtful comments. They will be included in the public comment record, which will be presented to the Board of Directors prior to the plan adoption.

Sarah Poe

To: Justin Chan
Subject: RE: Draft SRTP Comment

Thank you for sharing your comments on the SRTP. SacRT is also hopeful that a sales tax measure would allow us the funding needed for much needed transit and service improvements. I will also pass your comments about more online advertising and promotions to our Marketing team.

Thank you again for sending your feedback. They will be included in the SRTP public comment record to be presented to the Board of Directors prior to adoption.

Sincerely,
Sarah Poe
SacRT Planning

From: Justin Chan <jjchan7@gmail.com>
Sent: Thursday, March 17, 2022 12:10 AM
To: Sarah Poe <SPoe@sacrt.com>
Subject: Draft SRTP Comment

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Hello,

My name is Justin and I am currently living in North Natomas. I used to commute to work in Midtown on the Jibe Express, before the pandemic.

I am an aspiring civil engineer in the transportation field, so I understand how infrastructure and transportation projects can be impacted by availability of funding.

I would love for public transit to gain more riders and popularity in our region, and I think SacRT should definitely continue to find ways to attract and retain riders. A public transportation system should be more attractive than using private vehicles, safe/clean/accessible, and easy to navigate. I'd suggest decreasing headways to 20 or even 15 minutes on the most popular bus routes and/or the bus routes that service disadvantaged neighborhoods. Secondly, I suggest that SacRT coordinate with city officials to add bus stop shelters and improve existing bus stop shelters. These areas should be well-lit and covered. Even better if the shelters have an electronic info board that shows the time to the next bus!

Lastly, I hope that SacRT does more targeted advertising and promotions online! Many people are glued to their phones all day, might as well plant the seed in their brains about public transit.

My dream for SacRT is to have a moment similar to what LA Metro is doing with Measure R/J/M. I would love to pay taxes to see all these great projects through!

Have a great St. Patrick's Day!

-Justin Chan

Sarah Poe

To: Sadhbh Johannes Iesuldt Fjorthr
Subject: RE: Comment on SRTP

Thank you for sending your comments on the SRTP. It is nice to know that you will be able to benefit from some of our proposed service improvements over the plan period. Feel free to let me know if you have additional questions or comments. This feedback will be included in the public comment record to be presented to the Board of Directors prior to adoption.

Sincerely,
Sarah Poe
SacRT Planning

From: Sadhbh Johannes Iesuldt Fjorthr <sadhbhjifjorthr@gmail.com>
Sent: Thursday, March 17, 2022 12:28 PM
To: Sarah Poe <SPoe@sacrt.com>
Subject: Comment on SRTP

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Before I begin, I wanted to disclose that due to my seizure disorder I am heavily dependent on mass transit services such as Sacramento Regional Transit. On top of that, I take busses and trains to my destinations in effort to save money when and where I can. Just to compare, each Lyft ride to or from work costs me around \$20. For roughly 5 Lyft rides, I can get unlimited bus and train rides with a monthly pass from you guys.

That being said, I greatly appreciate all improvements to the various routes you had listed in your pamphlet. I never know where I might be going next and which routes will be required en route to the destination. What I can really appreciate, however, are a couple of specific routes: primarily 81 and the Gold Line. Since I live nearest to route 81 at this time, the thought of being able to get 15 minute intervals extending to the 65th Street Station terminal in 2023 is a change that will be more than welcomed by me. As for the Gold Line, on my free time I have enjoyed hanging out by the American River near the bike trail. Having to ride out to Glenn Station to get there, an increased frequency in trains including weekends, as planned for 2025, would be nice.

One other change I will appreciate will be for Elk Groove Transit route 110. The WinCo Foods right off of Lewis Stein Rd and Sheldon Rd is my primary place for groceries as they cost far less than anywhere else. I currently have to schedule my trip on weekdays if do not wish to walk from Consumers River College station when shopping on the weekends, Sundays and holidays specifically. I would love it when route E110 begins to operate on all weekends and holidays much like the light rail services.

Thank you so much for your services and the future plans you have in store for loyal patrons like myself. I truly look forward to these changes coming.

March 15, 2022

Regional Transit
Attn: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110

Re: Comments on Short-Range Transit Plan

Please return Regular Fixed Route Service to the Alder Grove/Marina Vista/Upper Land Park areas specifically to 5th Street, Vallejo Way, and Muir Way. Before the SacRT Forward implementation in September 2019, this area was serviced by Route 38 that provided service to core user groups, provided service to central spots (downtown, 29th and 65th light rails to transfer to other buses, provided service to established neighborhoods). There are bus riders and revenue in this Alder Grove/Marina Vista/Upper Land Park area. There are the RT target users: students, low income residents, a high school, moderate income citizens, retirees, and people who work downtown or elsewhere. They use public transit for personal business, shopping, attending school, commuting to work, etc. With the need to reduce energy/gas usage and reduce the negative impact vehicles have on the environment, RT needs to provide more convenient Regular Fixed Route Service throughout the city.

You lose riders when you make cuts in service. For those that want to use RT, they are forced to use what you have so you can't necessarily conclude that people are satisfied with the SacRT Forward changes. The SacRT Forward changes were implemented shortly before the pandemic started, which itself resulted in service changes. Therefore, you don't have true data to access that SacRT Forward changes are successful.

Route 38 was among the routes with the most comments when the SacRT Forward plan was under consideration. With the SacRT Forward implementation, Route 38 was almost completely retained with the exception for the P/Q Street route being moved to J/L Street and the 3rd/5th Street route north of Broadway assumed by Route 11. It doesn't make sense that service to this area stops just short of coming into our area. We need service and have riders just as much as the Tahoe Park area. Their Route 38 service was going to be cut under the SacRT Forward Change, but it was retained. A huge effort was made to maintain service for the Tahoe Park area, but why wasn't it the same for the other end (Alder Grove/Marina Vista/Upper Land Park area)?

I don't understand the coordination of service between the current Route 30 and 38-- the buses for each come right after the other one at times instead of spaced apart. Even a driver commented he didn't understand it. And it's an example of how great effort was made to preserve Route 38 for Tahoe Park. The Alder Grove/Marina Vista/Upper Land Park area is just a few blocks, a simple turn through our area by a bus, not circuitous at all. Some of the existing routes have turns and loops.

SmartRides aren't convenient. You have to contact RT and there is no guarantee of the time and service time is limited. It particularly isn't suited for someone needing it for commuting to a regular job or school on the weekday or wanting to use it on spur of the moment. With Regular Fixed Route Service, you already know when the bus/light rail is scheduled and you can plan ahead or if you want to use the bus/light rail on the spur of the moment, you know the schedule. SmartRides concept is more suited for a paratransit type service for someone unable to get out much or for an outlying area where there isn't regular need for service. There are already existing ride sharing services and traditional on-call taxi cab service. RT should concentrate on buses and light rail, not become a system of ride sharing vehicles/taxi cab services which it seems like it is becoming. There seems to be too strong of a focus on light rail. Don't forget the buses. Sometimes, customers just need to take a bus.

Routes 11 and 51 are a far walk for Alder Grove/Marina Vista/Upper Land Park area. You will get more riders if service is close and convenient. People might respond in surveys that they want more frequency even if it means a farther walk, but that isn't true. They certainly want frequency, but most people don't want to walk far. Survey respondents see frequency and farther walk in the same sentence, and they focus on frequency and falsely respond that they are willing to walk farther to gain increased frequency.

I dislike some of the other SacRT Forward changes. In speaking with other riders in my area, public transit trips that we use to be able to accomplish in one bus ride now takes two or three buses/light rail rides, a longer walk to

the stop, and overall a much longer time to reach the destination. SacRT Forward was advertised as more convenient service, but that isn't true. SacRT Forward also eliminated Regular Fixed Route Service from established areas of East Sacramento, Land Park, and South Land Park. Why are we being neglected? Some service was changed to commuter/peak time only, but going only in one direction. How is that robust service? I miss the two-way direction. I miss the old Route 2 that went up and down Riverside Blvd. to downtown and down to the South area throughout the day. It allowed me to go down to the South area to shop, do errands, etc., throughout the day. The old Route 6 with regular service is gone, too. RT is cutting off old, established areas of Sacramento. We don't all live near a light rail station or want to live near it yet you focus service on those areas. It's great that you are growing - taking on Elk Grove, etc., but please put Regular Fixed Route Service throughout. Don't isolate areas by giving them lesser "commute only" service or not giving regular fixed route service.

If you don't want to give us a regular sized bus, then how about a small SmartRides sized bus with Regular Fixed Route Service with the service route for the old Route 38? Or, how about combining a route through Alder Grove/Marina Vista/Upper Land Park area and East Sacramento (or some other nearby area that you cut service) connecting both areas to downtown thereby returning Regular Fixed Route Service to those areas?

Thank you.

Kęi Vang

cc:

Mr. Rick Jennings, II, Councilman District 7 and RT Board Member

Ms. Katie Valenzuela, Councilwoman District 4 and RT Board Member

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: APPROVING VISUAL ARTWORK POLICY AND STANDARDS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adopting a Visual Artwork Policy would establish set guidelines on the design standards for Visual Artwork that may be placed on the exterior and interior of SacRT vehicles, bus stops and shelters, transit centers, light rail stations (including parking lots, station platforms, structures and light rail bridges), and any other real or personal property owned or controlled by SacRT (“SacRT Property”).

FISCAL IMPACT

No fiscal impact.

The policy and standards will be administered by existing SacRT Staff, with the intent that the Visual Artwork that may be placed will not increase SacRT’s maintenance or operations costs unless separately agreed to by SacRT. Agreements by SacRT that fund the cost of production, installation or maintenance of Visual Artwork will be separately reviewed and approved through the normal contracting processes (including Board approval as required), as applicable, and will be subject to budget approvals at that time.

DISCUSSION

At the March 28, 2022 Board meeting, Staff presented a Visual Artwork Policy to the Board for consideration for adoption. During comments regarding the policy, concerns were raised that it did not sufficiently address the incorporation of public artwork as part of SacRT capital projects. Such artwork has been included in past rail extension projects, including the Amtrak-Folsom Corridor and South Sacramento Corridor Phase 2 (Blue Line to Cosumnes River College).

Prior to 2013, the Federal Transit Administration (FTA) allowed for art to be considered a “transit enhancement” that was eligible for federal capital grant funding. Under the current governing statutes, grantees are prohibited from using federal funding for any form of artwork, including but not limited to the incremental costs of incorporating art or non-functional landscaping into facilities or including an artist on a design team and such expenditures with non-federal funds are ineligible to be used as local match to a federal grant. These limitations will unfortunately affect SacRT’s ability to incorporate publicly-funded artwork into future projects, unless those projects are funded entirely with non-federal sources. However, because the law is subject to change, Staff has included a new section in the policy regarding the promotion of art in public places to the extent allowed by the applicable funding sources.

In addition, the subject of memorials was raised during the March 2022 Board meeting. Under this Visual Artwork Policy, SacRT will not permit visual artwork memorials; however, other forms of memorials may be permitted in accordance with a Board-adopted Memorial Program, which is currently being drafted to be brought to the Board for approval at a future meeting.

RESOLUTION NO. 2022-05-047

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

May 9, 2022

APPROVING A VISUAL ARTWORK POLICY AND STANDARDS PERTAINING TO THE APPROVAL AND PLACEMENT ON SACRT PROPERTY

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

WHEREAS, the Sacramento Regional Transit District's (SacRT) Visual Artwork Policy and Standards will establish set guidelines on the design standards for the placement of Visual Artwork on SacRT Property, as defined below.

WHEREAS, setting a SacRT Visual Artwork Policy and Standards will help enrich rider experience, affirm the distinct identity of the surrounding communities, and support a distinctive sense of place.

WHEREAS, SacRT's Visual Art Policy and Standards will build on best practices when engaging with arts and cultural organizations, and artists, and make SacRT Property more vibrant and welcoming to encourage strong community relationships, and attract and maintain ridership.

WHEREAS, SacRT's policy and standards will establish neutral, content-based limitations on Visual Artwork to ensure a safe environment for the operation of SacRT's services.

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

Section 1: Public Purpose

By adopting this Visual Artwork Policy and Standards, SacRT's declared intent and purpose is to demonstrate the strong link between art and public transit. The value of incorporating both to improve the appearance and safety of SacRT facilities adds vibrancy to public spaces, and makes patrons feel welcome. Excellent design and high-quality art contributes to the goal that SacRT Properties be valued space and in effect, the people who use the space are valued. If appropriately designed, Visual Artwork, can add a humanistic dimension to the customer and community environment and may deter graffiti and other forms of vandalism and nuisance behaviors.

- A. Providing a safe, convenient and pleasant environment for SacRT patrons, which includes maximizing SacRT fare revenues by attracting and

maintaining the patronage of riders; and

B. Affirming the distinct identity of the surrounding communities; and

C. Protecting minors who use SacRT facilities and travel on SacRT's transportation system.

Section 2: **Defining SacRT Property and Visual Artwork**

SacRT Property: the exterior and interior of SacRT vehicles, bus stops and shelters, transit centers, light rail stations (including parking lots, station platforms, structures and light rail bridges), and any other real or personal property owned or controlled by SacRT ("SacRT Property"). There may be areas occupied by SacRT facilities, such as public sidewalks, where the placement of Visual Artwork is outside SacRT's control; those areas are not covered by this Policy. Visual Artwork placed in those locations may be the subject of policies adopted by other public or private entities.

Visual Artwork: for purposes of this policy, Visual Artwork may have any of the following attributes:

- Painting; photography; graphics; sculpture; bas relief; murals; water features; mosaics; fiber works; neon; glass; prints; calligraphy; recyclable and movable artworks; earth works and landscape features; site-specific paving, gates, landmarks and street furniture designed with artist input; and installations of sound and light works.
- Artworks that are permanent, transitory, functional, integrated or discrete to their site.
- Artworks created by artists for specific locations for aesthetic, or celebratory purposes.
- Artworks presented for possible donation by a private citizen or group.

Section 3: **Nonpublic Forum**

In adopting this Visual Artwork Policy and Standards, it is SacRT's declared intent and purpose that Visual Artwork placed either temporarily or permanently on SacRT Property is there by permission only and represents government speech curated by SacRT in a nonpublic forum. It is not SacRT's intent or purpose to establish public forum through the placement of curated Visual Artwork.

Section 4: **Visual Artwork as Part of SacRT Projects**

To the extent permitted by applicable funding sources, SacRT will pursue the inclusion of Visual Artwork in SacRT capital projects, including new station construction or station modification. Those projects will be subject to the selection criteria set out in this policy.

Section 5: **Visual Artwork on SacRT Property by Permission**

SacRT has sole authority to decide placement, maintenance, removal, relocation, and/or rejection of Visual Artwork on SacRT Property, except in those instances where SacRT occupies or shares property with another entity whose permission is also required for the placement of Visual Artwork.

Visual Artwork may not be placed on SacRT Property unless permitted in accordance with the provisions of an agreement approved by SacRT. Any agreement approved by SacRT for the placement of artwork on SacRT Property must be consistent with the provisions of this policy. Pre-existing agreements for Visual Artwork on SacRT Property may be amended, if necessary, to be consistent with this policy and to make any other changes that may equitably be required.

The process for authorizing the placement of Visual Artwork will be specific to the SacRT Property on which it is proposed to be placed. SacRT may consider unsolicited proposals for the placement of Visual Artwork or, for larger or more permanent Visual Artwork, may proceed with a call for artists and conduct a more formal evaluation of proposals in consultation with internal and external stakeholders.

Factors that may be considered in evaluating requests for placement of Visual Artwork include but are not limited to:

- Technical Feasibility (can the work be produced and installed as proposed)
- Relevance of the piece to the SacRT Property where it is proposed to be placed
- How the work serves to activate or enhance SacRT Property
- Durability and maintainability of the Visual Artwork
- Appropriateness of the scale of the Visual Artwork
- Compliance with the content restrictions set out in Section 8 below
- Whether the artwork has the potential to create a public nuisance by creating hiding places or blind spots on the SacRT Property.

Agreements that involve the expenditure of SacRT funds for the development and installation of Visual Artwork will be treated, as applicable depending on context: (1) as procurements subject to the requirements of Title I; or (2) miscellaneous agreements subject to Title XIV of the SacRT Administrative Code.

Section 6: **Durability of Materials and Property Inspection**

Visual Artwork on SacRT Property may be exposed to a variety of harsh conditions, including build-up of soot and grime, a range of climate conditions, and vandalism. Durable materials should be used for minimal maintenance and proven ability to withstand the challenging environmental conditions of the area for the projected lifespan, which may include protective graffiti coating.

Visual Artwork must not hinder inspection of SacRT Property. Chipping, blasting, or

modifying existing concrete surfaces is prohibited. Paint used on structures must not fill or obscure cracks and must not pose a risk to the safety and maintenance of SacRT Property.

Section 7: Installation, Maintenance and Removal

The installation and maintenance of Visual Art on SacRT Property will be set in accordance with the provisions of an agreement approved by SacRT. Any agreement will provide that SacRT's retains sole discretion to direct the removal of artwork, subject only to compliance with the requirements of California Civil Code Section 987 and following, as applicable. Issues regarding ownership of the Visual Artwork and intellectual property interests may be addressed in the required agreement. SacRT may condition its permission for the placement of Visual Artwork on agreement with the artist for long-term maintenance and repair of the Visual Artwork at no cost to SacRT (this may include the artist maintaining the Visual Artwork or compensating SacRT for its costs to maintain the Visual Artwork).

Section 8: Unauthorized Visual Artwork

Visual Artwork placed on any SacRT Property is designed to add vibrancy to public space. Therefore, it must not be a commercial advertisement or a public service announcement, which are allowable only under SacRT's adopted "Advertising on SacRT Facilities and Vehicles Policy" (definitions outlined in RESOLUTION NO. 17-01-0006, as it may be amended in the future).

Section 9: Viewpoint Neutral Limitations

The following viewpoint-neutral content-based limitations are established. Visual Artwork is not permitted on and may not be maintained on any SacRT Property if it or information contained in it falls within one or more of the following categories:

- A. False, Misleading, or Deceptive. The Visual Artwork, or any material contained in it, is false, misleading, or deceptive.
- B. Unlawful Goods or Services. The Visual Artwork, or any material contained in it, promotes, or encourages, or appears to promote or encourage, the use or possession of unlawful or illegal goods or services.
- C. Unlawful Conduct. The Visual Artwork, or any material contained in it, promotes, depicts or encourages, or appears to promote, depict or encourage, unlawful behavior or activities.
- D. Obscenity. The Visual Artwork, or any material contained in it, contains obscene matter or any other matter that is prohibited under the provisions of California Penal Code Section 311 and following,

as such laws may be amended or supplemented.

- E. Prurient Interests. The Visual Artwork, or any material contained in it, contains harmful matter or any other matter that is prohibited under the provisions of California Penal Code Section 313 and following, as such laws may be amended or supplemented.
- F. Profanity, Vulgarity, Riot. The Visual Artwork, or any material contained in it, is profane or vulgar, or presents a clear and present danger of causing a riot, disorder, or other imminent threat to public safety, peace, or order.
- G. Community Standards. The Visual Artwork contains material that is so objectionable under contemporary community standards as to be reasonably foreseeable that it will result in harm to, disruption of, or interference with the transportation system.
- H. Libelous Speech, Copyright Infringement. The Visual Artwork, or any material contained in it, holds up an individual or groups of people to public ridicule, derision, or embarrassment, or is libelous, or is an infringement of a copyright, trademark, or registered mark.
- I. Alcohol. The Visual Artwork, or any material contained in it, promotes, or depicts the sale or use of alcohol.
- J. Tobacco. The Visual Artwork, or any material contained in it, promotes, or depicts the sale or use of tobacco or tobacco-related products, except products that counteract symptoms of tobacco habituation.
- K. Marijuana. The Visual Artwork, or any material contained in it, promotes, or depicts the sale or use of marijuana.
- L. Firearms. The Visual Artwork, or any material contained in it, directly or indirectly promotes the sale or use of a firearm or contains an image or depiction of a firearm.
- M. Political Campaign Speech. The Visual Artwork, or any material contained in it, contains political campaign speech. For purposes of these guidelines, the term “political campaign speech” is speech that (1) supports or opposes or appears to support or oppose a ballot measure, initiative, or referendum, or (2) refers to any candidate for public office.
- N. Religion. The Visual Artwork, or any material contained in it, promotes or opposes any religion, religious belief, or practice.

- O. Interference with Traffic or SacRT Operations. The Visual Artwork, or any material contained in it, displays any image, word, phrase, symbol, or character likely to interfere with, mislead, or create a dangerous condition that distracts (1) vehicle traffic or could impact SacRT Operations.
- P. Violence. The Visual Artwork, or any material contained in it, contains an image or description of graphic violence, including, but not limited to (1) the depiction of human or animal bodies or body parts, or fetuses, in states of mutilation, dismemberment, decomposition, or disfigurement, and (2) the depiction of weapons or other implements or devices associated in the advertisement with an act or acts of violence or harm on a person or animal.
- Q. “Adult”-Oriented Images. The Visual Artwork, or any material contained in it, promotes or encourages, or appears to be sexually explicit, or depicts sexual activity.
- R. Electronic Smoking Products, Services, or Devices. The Visual Artwork, or any material contained in it, promotes or encourages use of electronic or battery-operated devices that deliver vapors for inhalation.
- S. Special Provisions Regarding Web Addresses and Telephone Numbers. The Visual Artwork, or any material contained in it, directs viewers to a website or telephone number that contains material that violates this Policy.

Section 10: Memorials

From time-to-time SacRT receives requests from individuals, groups and/or organizations for permission to place Visual Artwork memorials on SacRT Property to honor an individual. SacRT does not allow Visual Artwork memorials; however, other forms of memorials may be permitted in accordance with a Board-adopted Memorial Program.

Section 11: Naming of SacRT Property

This policy does not alter or affect the criteria for property naming and corporate sponsorship/naming rights as set out in Resolution 17-06-0087, as it may be later amended and restated.

Section 12: **Moratorium**

At the discretion of SacRT's General Manager/CEO, SacRT may at any time, subject to any contractual obligations, declare a complete ban or moratorium on all Visual Artwork on any SacRT Property under SacRT's control and direct that no Visual Artwork of any kind, other than SacRT Visual Artwork, be considered or accepted for display.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Olga Sanchez-Ochoa, General Counsel
SUBJ: ROSEVILLE ROAD SAFE PARKING PROGRAM

RECOMMENDATION

Motion to Approve.

RESULT OF RECOMMENDED ACTION

Modifying the Delegation of Authority to the General Manager/CEO to finalize a three-party lease agreement for a temporary safe parking program on a portion of the Roseville Road light rail station and adopt the City of Sacramento's Critical Infrastructure Ordinance will authorize the General Manager/CEO to enter into the 3-party lease agreement with the City of Sacramento and Caltrans, wherein the City will enforce its Critical Infrastructure Ordinance and any similar Critical Infrastructure Ordinance the SacRT Board may adopt to the fullest extent permitted by law within the City adopted Public Safety Zone (PSZ) at Roseville Road, but within which the City will not remove unauthorized campers outside of the critical infrastructure zone, unless the individual is engaged in unlawful behavior.

FISCAL IMPACT

The agreement will be structured so that Sacramento Regional Transit District (SacRT) will incur no costs related to the City's use of the station, and the City will be legally obligated to fully indemnify SacRT to the maximum extent legally permitted.

DISCUSSION

During the October 25, 2021 meeting, the SacRT Board voted to delegate authority to the GM/CEO to negotiate a three-party lease agreement with Caltrans and the City of Sacramento, contingent on Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approvals. The Board adopted the Program Guidelines and an operational site map (Attachment A) which covers 110 SacRT parking stalls, and as laid out by the City will have room for 70 vehicles and up to 100 guests. Under the Lease, SacRT will be able to refer up to 10 individuals each month to the Roseville Road Safe parking site for temporary housing. However, if there is insufficient space, SacRT will work in conjunction with City staff to find space at other locations within the City. The October Board motion provided direction for staff to seek the largest possible Public Safety Zone that is legally defensible, with the understanding that encampments

and storing of personal property would be prohibited and the City would enforce the prohibition within the PSZ). During negotiations of the lease terms, the City advised that it could not remove unauthorized campers within the PSZ because doing so would violate the holding in the 9th Circuit Court decision *Martin v. Boise*. Additionally, Sacramento Police Department officers assigned to SacRT under SacRT's contract with the City advised SacRT's Police Services Department (RTPS) that they could not enforce the City's Critical Infrastructure Ordinance on SacRT's property and they said they would not be able to enforce it at Roseville Road once the 3-Party Lease was in place. This was a significant departure from the deal points the Board authorized the General Manager/CEO to pursue in the final lease.

On April 11, 2022 SacRT staff provided the Board with an informational update advising the Board that given the City's position, the Board would need to modify its delegation to the SacRT GM/CEO as the City could not guarantee enforcement of encampments in the nearby vicinity of the safe parking program site at Roseville Road. Following that Board meeting, the City and SacRT met to clarify the process of enforcement for the Public Safety Zone and Critical Infrastructure Ordinance.

On February 25, 2020, the City adopted a Critical Infrastructure Ordinance Pursuant to the Ordinance, the City Manager was vested with the obligation to bring a list of facilities within the City that are considered critical infrastructure under the Ordinance for the City Council's adoption. On July 20, 2021, the City Manager presented the City Council with his list of facilities that are critical infrastructure as defined in the Ordinance, which the City Council adopted by Resolution (Attachment B). The Resolution allows for *"the protection of critical infrastructure and wildfire risk areas in the interests of public safety."* Pursuant to Section 8.140.020 of the City Code, *"critical infrastructure may include, but is not limited to, government buildings, such as fire stations, police stations, jails, or courthouses; hospitals; structures, such as antennas, bridges, roads, train tracks, drainage systems, or levees; or systems, such as computer networks, public utilities, electrical wires, natural gas pipes, telecommunication centers, or water sources."* *It is imperative that critical infrastructure across protected to ensure operational readiness and continuity of essential services during all hazards."*

The Ordinance includes light rail tracks, bridges, station parking lots and platforms. The City can remove encampments established within 25 feet of critical infrastructure, or within 25 feet of a pedestrian or vehicular point of ingress to, or egress from, any and all of these locations. However, the City is currently not enforcing along SacRT's infrastructure, because they require permission from SacRT, as the owner of the property. The City has suggested that SacRT, adopt the City's Critical Infrastructure Ordinance to clarify it has permission to enforce on the premises owned by SacRT. Staff is bringing an item to the Board this evening, asking the Board to amend SacRT's Prohibited Acts Ordinance codified in Article XV of SacRT's Administrative Code. The amendment will result in the incorporation by reference of the City's critical infrastructure Ordinance into SacRT's Administrative Code.

Currently, SacRT enforces at our park-n-ride lots through our Prohibited Acts Ordinance which allows us, pursuant to the California Vehicle Code, to tag and tow vehicles that are illegally parked in our parking lot. That authority is limited and it does not grant us the ability to remove encampments from within 25' of critical infrastructure, even if we adopt

the City's Critical Infrastructure Ordinance. Therefore, if SacRT adopts the City's Ordinance, SacRT would still need for the City to remove encampments as SacRT does not have the authority, unless the trespasser is committing a crime SacRT's Legal Department and the City Attorney have had several discussions over the past two weeks and SacRT was assured by the City that because the City is leasing SacRT's light rail station and will be obligated under the lease to establish a PSZ, the City will be able to enforce both its Critical Infrastructure Ordinance and any similar Ordinance SacRT might adopt, within the PSZ. The City further agreed that it will indemnify SacRT for any claims that might arise as a result of the City's enforcement of the Critical Infrastructure Ordinance within the PSZ. This commitment on the City's part resolved many of the issues raised by SacRT Board members to SacRT staff and is more consistent with the scope of the agreement the Board authorized the General Manager/CEO to execute. However, it does not fully encompass the scope of the Board's delegation.

As noted above, the City plans to establish a PSZ in the vicinity of the Roseville Road Safe Parking program (Attachment C). While the majority of the PSZ is covered under the critical infrastructure ordinance, there are parts that do not. For these areas in the Public Safety Zone, the City has indicated they are able to provide enforcement of State and local laws to include those prohibiting public urination and defecation, obstructions to public rights-of-way, and other physical and social nuisances. This would include citing abandoned vehicles and those parked for over 72 hours in the same location. However, removal of unauthorized campers within those areas not covered under the critical infrastructure ordinance will be limited to instances in which the individuals are engaged in unlawful behavior. This is the key difference in what the Board authorized it its original delegation and what the City is able to agree to enforce.

The current lease language was pertaining to enforcement of the PSZ reads:

Tenant will establish a public safety zone encompassing areas within, and adjacent to, the Roseville Road Light Rail Station, and therein prioritize enforcement of laws that prohibit, without limitation, the establishment of encampments, urinating or defecating in public, obstructions of public right-of-way, and physical or social nuisances. Landlord (Caltrans) and Tenant (City of Sacramento) agree that the Sacramento City Code is fully operable within the boundaries of the public safety zone and expressly allows Tenant to enforce the Sacramento City Code upon the Landlord's property therein. Tenant will remove any homeless encampments that are established by the unhoused within the public safety zone to the fullest extent permitted by law and in accordance with Tenant's "Frequently Asked Questions for Responding to Homelessness" document (as it may be amended from time to time) which can be found at the following link:
[http://homeless.cityofsacramento.org/faqs.](http://homeless.cityofsacramento.org/faqs)"

Staff has returned this evening to ask the Board to modify its delegation of authority to authorize the General Manager/CEO to enter into a lease with the City and Caltrans that limits the City's enforcement obligations and removal of unauthorized campers to those instances where the unauthorized camper is located within the 25' critical infrastructure envelope. While that standard covers approximately 85% of Roseville Road, it does not cover the entirety of the station.

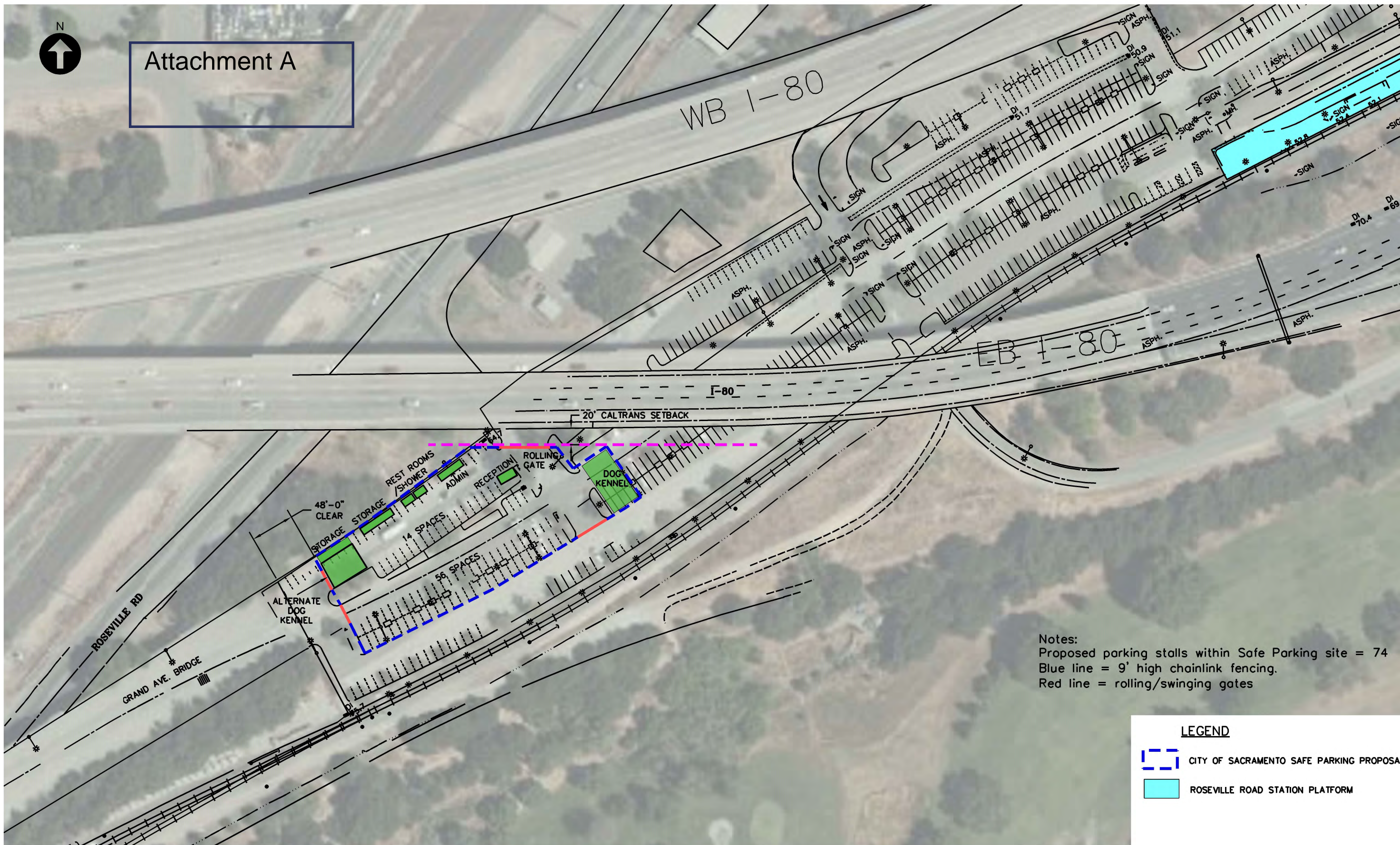
To help with enforcement and to ensure issues are addressed quickly and to review monitoring metrics, the City, SacRT and Caltrans have agreed to weekly coordination meetings with the site operator. Included in the lease are monitoring metrics to ensure that the site is being properly operated and not impacted SacRT's service and ridership. Items being monitored include ridership, crime statistics, customer complaints, number of people served at the site and placed in permanent housing, and more.

During our recent discussions with the City, the City asked if SacRT would be willing to consider contributing to the operational costs for the shelter that will be established at Roseville Road by the City. SacRT staff advised the City that as a single purpose special district, SacRT's funding is restricted to fund transit operations and transit projects and that SacRT does not have discretionary funding that could be used to help fund the City's project. However, if the Board wishes to contribute to the operating costs for the Roseville Road Safe Parking Shelter, it could direct staff to seek out grant and other funding opportunities for which SacRT could apply and seek funding for this purpose.

SacRT is requesting that the SacRT Board of Directors modify the delegation of authority for the General Manager/CEO to execute the 3-party lease wherein the City agrees to enforce the Critical Infrastructure Ordinance to the fullest extent permitted under the law, but pursuant to which individuals who are within the PSZ, but who are not within the 25' envelope of the critical infrastructure zone, may be allowed to remain within SacRT's facilities.



Attachment A



Notes:
 Proposed parking stalls within Safe Parking site = 74
 Blue line = 9' high chainlink fencing.
 Red line = rolling/swinging gates

LEGEND

- CITY OF SACRAMENTO SAFE PARKING PROPOSAL
- ROSEVILLE ROAD STATION PLATFORM

DATE: 9/13/2021

REVISIONS				
MARK	DATE	DESCRIPTION	BY	CHKD
△				
△				
△				
△				

SCALE: VERTICAL: NONE
 HORIZONTAL: 1"=150'
 ORIGINAL SCALE IN INCHES
 FOR REDUCED PLAN

PROJECT ENGINEER: _____
 DESIGNED BY: _____
 DRAWN BY: _____
 CHECKED BY: _____

DATE: _____
 DRAWING FOR REFERENCE ONLY



PROJ #: _____
 FILE: _____
 SUBMITTAL: _____

CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS
 ROSEVILLE ROAD STATION PARK AND RIDE
 SAFE PARKING SITE

SHEET



City Council Report

915 I Street, 1st Floor
Sacramento, CA 95814

www.cityofsacramento.org

File ID: 2021-00632

July 20, 2021

Consent Item 04

Title: Critical Infrastructure List Resolution

Location: Citywide

Recommendation: Adopt a Resolution: 1) acknowledging receipt of the City Manager's memorandum, including the attached Critical Infrastructure List; 2) recognizing said Critical Infrastructure List as the complete listing of locations officially designated by the City Manager as "critical infrastructure" for purposes of Chapter 8.140 of the City Code; and 3) approving any and all locations on the Critical Infrastructure List as "critical infrastructure" for purposes of Chapter 8.140 of the City Code.

Contact: Daniel Bowers, Director of Emergency Management, (916) 808-1833, Office of the City Manager

Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Summary Memorandum
- 3-Resolution
- 4-Critical Infrastructure List and Justifications

Description/Analysis

Issue Detail: The City Council adopted Ordinance No. 2020-0009 on February 25, 2020, which added Chapter 8.140 to the City Code for the protection of critical infrastructure and wildfire risk areas in the interests of public safety. Pursuant to Section 8.140.020 of the City Code, “critical infrastructure may include, but is not limited to, government buildings, such as fire stations, police stations, jails, or courthouses; hospitals; structures, such as antennas, bridges, roads, train tracks, drainage systems, or levees; or systems, such as computer networks, public utilities, electrical wires, natural gas pipes, telecommunication centers, or water sources.” It is imperative that critical infrastructure across the City of Sacramento be protected to ensure operational readiness and continuity of essential services during all-hazards. Real property or a facility does not become “critical infrastructure” for the purpose of Chapter 8.140 until so designated by the City Manager and subsequently approved by the City Council through a resolution.

Following the passage of the Critical Infrastructure Ordinance, deliberate and thorough coordination was led by the City’s Director of Emergency Management that brought together subject matter experts and stakeholders to recommend, justify, and validate key facilities and property parcels across the City to be designated as Critical Infrastructure by the City Manager, pursuant to direction received by City Council. Stakeholders and key leaders included both internal city staff and external partnering agencies, notably: Office of Emergency Management, Department of Utilities, Sacramento Fire Marshall, Sacramento Police, Public Works, Information Technology, and Sacramento Municipal Utility District (SMUD). Each component of critical infrastructure was additionally validated based on reference guidance from the Department of Homeland Security and Federal Emergency Management Agency. The approval of this critical infrastructure list will save lives, protect property, reduce maintenance costs, and bolster the City’s resiliency to all-hazards affecting our community and region. The result is the Critical Infrastructure List.

The Critical Infrastructure List was developed over several months while city leaders and subject matter experts conducted a comprehensive assessment of facilities and property parcels that serve critical purpose to protect lives, property, and increase the resiliency of the City of Sacramento during all-hazards. The City Manager has issued a memorandum in which the locations on the Critical Infrastructure List are designated as “critical infrastructure” for purposes of Chapter 8.140 of the City Code. This matter is before the City Council for approval of the City Manager’s designation.

Policy Considerations: Not applicable

Economic Impacts: Not applicable

Environmental Considerations: This action is not a project that is subject to CEQA because it is an administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines §15378(b)(5).)

Sustainability: Not applicable

Commission/Committee Action: Not applicable

Rationale for Recommendation: The City Manager deems the locations on the Critical Infrastructure List to be vital and integral to the operation or functioning of the City. The City Manager further finds that their damage, incapacity, disruption, or destruction would have a debilitating impact on the public health, safety, or welfare. The approval of the Critical Infrastructure List will save lives, protect property, reduce maintenance costs, and bolster the City's resiliency to all-hazards affecting our community and region.

Financial Considerations: Not applicable

Local Business Enterprise (LBE): Not Applicable

MEMORANDUM

DATE: July 20, 2021
TO: Mayor and City Council Members
FROM: Howard Chan, City Manager
SUBJECT: CRITICAL INFRASTRUCTURE SUMMARY

On February 25, 2020, the City Council adopted the Protection of Critical Infrastructure and Wildfire Risk Areas Ordinance (No. 2020-0009), which added Chapter 8.140 to the Sacramento City Code. “critical infrastructure may include, but is not limited to, government buildings, such as fire stations, police stations, jails, or courthouses; hospitals; structures, such as antennas, bridges, roads, train tracks, drainage systems, or levees; or systems, such as computer networks, public utilities, electrical wires, natural gas pipes, telecommunication centers, or water sources.” (Sac. City Code, 8.140.020) The Ordinance recognizes the necessity for the City of Sacramento to ensure the operational readiness and continuity of essential services from certain real property and facilities during all-hazards.

The designation of a parcel or facility as “critical infrastructure” is a thoughtful and deliberate process. The City Manager designates a location as critical infrastructure, but the location becomes critical infrastructure for the purposes of Chapter 8.140 only after approval by the City Council.

Pursuant to direction received by City Council, the City’s Director of Emergency Management brought together subject-matter experts and stakeholders to recommend, justify, and validate key parcels and facilities in the City to be designated as critical infrastructure by the City Manager. Stakeholders and key leaders included both internal city staff and external partnering agencies, notably:

- Office of Emergency Management
- Department of Utilities
- Sacramento Fire Marshal
- Sacramento Police
- Public Works
- Information Technology
- Sacramento Municipal Utility District (SMUD)

Each component of potential critical infrastructure was additionally validated, based on guidance from publicly available reference materials of the United States Department of Homeland Security and the Federal Emergency Management Agency regarding federally designated critical infrastructure. The result is the attached Critical Infrastructure List, which was developed over several months as city leaders and subject-matter experts conducted a comprehensive assessment of facilities and property parcels that serve critical purpose to preserve public safety.

Therefore, as City Manager, I designate any and all locations on the Critical Infrastructure List as “critical infrastructure” for the purposes of Chapter 8.140 of the Sacramento City Code. The locations on the Critical Infrastructure List are so vital and integral to the operation or functioning of the City of Sacramento that their damage, incapacity, disruption, or destruction would have a debilitating impact on the public health, safety, or welfare.

RESOLUTION NO. _____

Adopted by the Sacramento City Council

July 20, 2021

Resolution Approving City Manager's Designation of Specified Locations as Critical Infrastructure for Purposes of Chapter 8.140 of the City Code

BACKGROUND

- A. The City Council adopted Ordinance No. 2020-0009 on February 25, 2020, which added Chapter 8.140 to the City Code for the protection of critical infrastructure and wildfire risk areas in the interests of public safety.
- B. Pursuant to Section 8.140.020 of the City Code, “[c]ritical infrastructure may include, but is not limited to, government buildings, such as fire stations, police stations, jails, or courthouses; hospitals; structures, such as antennas, bridges, roads, train tracks, drainage systems, or levees; or systems, such as computer networks, public utilities, electrical wires, natural gas pipes, telecommunication centers, or water sources.”
- C. Real property or a facility does not become “critical infrastructure” for the purpose of Chapter 8.140 until so designated by the City Manager and subsequently approved by the City Council through a resolution.
- D. On November 12, 2020, the City Manager issued the Critical Infrastructure Summary Memorandum (“Memorandum”) to the City Council. The Memorandum includes an attached Critical Infrastructure List, which contains locations that have been designated “critical infrastructure” by the City Manager for purpose of Chapter 8.140.
- E. The City Manager deems the locations on the Critical Infrastructure List to be so vital and integral to the operation or functioning of the City of Sacramento that their damage, incapacity, disruption, or destruction would have a debilitating impact on the public health, safety, or welfare.
- F. Pursuant to direction received by City Council, the City’s Director of Emergency Management brought together subject-matter experts and stakeholders to recommend, justify, and validate key parcels and facilities in the City to be designated as critical infrastructure by the City Manager. Stakeholders and key leaders included both internal city staff and external partnering agencies. The process also included consideration of publicly available reference materials of the United States Department of Homeland Security and the Federal Emergency Management Agency regarding federally designated critical infrastructure.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council acknowledges receipt of the City Manager's Critical Infrastructure Summary Memorandum of November 12, 2020, including the attached Critical Infrastructure List.
- Section 2. The City Council recognizes said Critical Infrastructure List as the complete listing of locations officially designated by the City Manager as "critical infrastructure" for purposes of Chapter 8.140 of the City Code.
- Section 3. The City Council hereby approves any and all locations on said Critical Infrastructure List as critical infrastructure for purposes of Chapter 8.140 of the City Code.

2021 City of Sacramento Critical Infrastructure List

Vulnerable Population Sites	Government Operations	Utilities	Healthcare	Public Safety	Transportation	Gathering Areas
Adult Residential (parcel)	City Hall (facility)	Air Release Station (parcel)	General Acute Care Hospital (parcel)	Fire Stations (parcel)	Airport (parcel)	Sports Arenas (facility)
Child Care (parcel)	Official Fueling Stations (parcel)	Booster Station (parcel)	Medical Health Facility (parcel)	Jail (facility)	Bus Terminal (facility)	College/University (facility)
Social Rehabilitation Facility (parcel)	City Fleet Maintenance (parcel)	Dewatering Station (parcel)		Police Stations (parcel)	Light Rail Stop (facility)	Convention Center (facility)
Navigation Centers (parcel)	City Corporate Yards (parcel)	Storage Facility (parcel)		Fiber and Communication Network (facility)	Train Station (facility)	Community Centers (facility)
	Community Centers (facility)	Sump Station (parcel)		Evacuation Shelters (facility)	Light Rail Tracks	
		Treatment Plant (parcel)			Rail Lines	
		Turnout (parcel)			Bridges (facility)	
		Drainage Canals (parcel)				
		Levees (parcel)				
		Potable Wells (parcel)				
		Rivers/Creeks				
		SMUD Power Infrastructure (Facilities)				
		PG&E Gasline Infrastructure				
External County Data						
Internal City Data						
Other External Data						

Critical Infrastructure List and Justifications	10/15/2020
Air Release Station	Air release valves are appurtenances located on water transmission mains throughout the City. A portion of the piping of an air release valve is above ground. There are over 650 air release valves located throughout Sacramento within City right-of-way. These facilities are located within City ROW or easements.
Booster Station	One potable water booster pump station exists within the City of Sacramento at 4299 Astoria Street. It maintains the pressure in a historically lower pressure area of the city. 4299 Astoria Street
Dewatering station	Relief wells are installed to prevent levee failures. The relief wells provide a controlled discharge point for under-seepage during high river levels. Without relief wells, the under seepage may cause weakness in the levee and failure of the levee. Relief wells act like valves to relieve the water pressure that may otherwise undermine the levee. The wells are in located within levee's which are within City R/W. Some wells may be in other agencies R/W therefore DOU will have an operation and maintenance agreement with those agencies.
Government Operations	This includes key locations where governance is conducted, and support to the community is administered from. This oft includes administration buildings where plans, procedures, and fees may be processed; additionally, this can include locations that host community services, such as: sheltering, childcare, youth programs, etc. These facilities can be on a parcel or part of another critical facility
Storage Facility	The City currently has 16 water storage facilities: 11 distributed storage tanks located throughout the City, and five clear wells located at the water treatment plants (three at the SRWTP and two at the FWTP). One additional storage facility is under construction and will be in service in 2021. The storage facilities, or reservoirs, store water and pump water into the transmission main system for distribution into neighborhoods, mostly during periods of high demands. The storage facilities, or reservoirs, are facilities and are located at 14 different sites.
Sump Station	Wastewater and drainage is collected in underground pipes and flows to a collection point at a lower elevation which is a sump station. At the sump station wastewater is pumped to a force main pipe that conveys wastewater to a treatment plant for treatment. At the drainage sump, the water is pumped to a force main pipe that conveys the water to creeks and rivers. These facilities are essential to prevent flooding during rain events and to reduce sewer outflows. Sump are facilities and are located on city owned parcels
Treatment Plant	The City treats surface water diverted from the Sacramento and American Rivers through the Sacramento River Water Treatment Plant and the E.A. Fairbairn Water Treatment Plant. These two water treatment plants provides 80% of the annual potable water supply for the City of Sacramento and wholesale customers. The WTPs are facilities and are located at 301 Water Street and 7501 College Town Drive.
Turnout	The City maintains seven metered wholesale/wheeling connections to other adjacent agencies and 21 additional emergency interties. The turnouts are located throughout Sacramento within City right-of-way. The turnouts/interties are used for emergency water supply. These facilities are located within City ROW or easements.
Drainage Canals	Drainage canals and channels are critical conveyance elements that deliver rainfall runoff from urban areas to receiving waterways. Channels can have multiple pump stations pumping flows into them. It's critical to maintain channel side slope integrity to prevent erosive action. Failure in channels/canals can lead to significant flooding for large areas of the city. these facilities are located over long stretches and pass through multiple neighborhoods
Levees	Levees protect the Sacramento area from flooding due to high river or creek/stream levels caused by rainfall events that produce high volumes of runoff. Without the ability to maintain these facilities the flood risk to Sacramento residents is increased. Most levees around Sacramento have flood control easements along rivers/creeks/streams. Levees are not typically on a single parcel or within the right-of-way
Potable Wells	The City currently is permitted to operate 28 groundwater wells. Twenty-six (26) are located in the northern portion of the City, north of the American River and two are located south of the American River. Two additional wells are currently under construction south of the American River. Groundwater wells provides 20% of the annual potable water supply for the City of Sacramento and wholesale customers. Potable wells are facilities and are located at 28 city owned parcels throughout Sacramento.
Rivers/Creeks	Rivers and Creeks are important elements of the City's drainage system as they pass storm flows from distant areas through our city as well as collect drainage from city neighborhoods. The City is protected from high flows in rivers and streams by the levee systems that border these water courses. Maintaining levees per guidelines is mandated by regulating State and Federal agencies. Access for monitoring during high flows is critical. Failure of this asset can lead to catastrophic flooding in our City. Rivers and Creeks traverse through or are adjacent to much of our City.
SMUD Power Infrastructure	SMUD provides electrical service to DOU Water, Wastewater, and Drainage facilities. Loss of SMUD service may result in potential flooding, sanitary sewer overflows, and no water production and treatment. These facilities are typically on a parcel associated with a critical facility
PG&E Gas line infrastructure	PG&E provides gas service to DOU Water, Wastewater, and Drainage facilities. Loss of PG&E service may result in potential flooding, sanitary sewer overflows, and no water production and treatment. These facilities are typically on a parcel associated with a critical facility

Fire Stations	Fire Stations provide critical services for fire and emergency medical responses in our city and community. If there is a disruption of service, due to the fire department's inability to access or leave from the location, or damage to the station, the city and community would suffer due to delays in emergency response.	These facilities are typically on a parcel associated with a critical facility
Police Stations and Facilities	Police Stations and Facilities are critical to the safety of the community as they house dispatch communication, peace officers, their vehicles, and equipment. If those facilities are damaged or prevented from being used, it would negative impact the Police Departments ability to provide community services, thereby threatening the safety of our City.	These facilities are typically on a parcel associated with a critical facility
Gathering Areas	Gathering areas across the City often consolidate the largest number of persons in a confined area, which have historically been ideal targets for extremist and terror attacks. Gathering areas are also often ideal locations to conduct mass care and shelter for evacuees given the range of onsite support to host large groups of people.	Typically just the facility is critical and the parcel consists of parking lots and/or additional business enterprise.

Arden Creek

PUBLIC SAFETY ZONE

80

RT

80

Dwight D. Eisenhower Hwy

80

RT

HAGGIN OAKS GOLF COMPLEX

DRAFT





STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Olga Sanchez-Ochoa, General Counsel
SUBJ: ADOPT A RESOLUTION AMENDING TITLE XV, PROHIBITION OF SPECIFIED ACTS COMMITTED IN OR ON RT VEHICLES OR FACILITIES, OF THE SACRT ADMINISTRATIVE CODE, TO PROVIDE NOTICE OF CONDUCT PROHIBITED UNDER PUBLIC UTILITIES CODE SECTION 99710

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If the Board adopts this amendment to Title XV of the SacRT Administrative Code, camping on or within 25' of critical infrastructure, as defined in Chapter 8.140 of the Sacramento City Code, would be a prohibited act within SacRT property and facilities and violations will be enforceable under California Public Utilities Code Section 99170.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

On March 28, 2016, the SacRT Board of Directors adopted the current version of Title XV of SacRT's Administrative Code. It was subsequently amended May 17, 2017 and May 14, 2018. Title XV codifies, as an Administrative Code, conduct that is criminally prohibited within SacRT vehicles and facilities.

Title XV includes certain criminal conduct that is explicitly prohibited by state statute (for instance, Penal Code Section 640(c) related to fare evasion) without the need for further SacRT Board action (those items are contained in Title XV primarily for informational purposes), as well as certain conduct that requires further action by the Board of Directors to define and implement, including conduct that may be prohibited through Board action under Penal Code Sections 640(b) or 640(e) and Public Utilities Code Sections 99170 and 102122.

Public Utilities Code Section 99170 provides the necessary authority for SacRT to issue criminal citations for certain violations of transit laws on trains and buses, including interfering with, entering into, or climbing on or in, the property, facilities, or vehicles owned or operated by the transit district without permission or approval and violating prohibitions adopted to ensure the safety and security of transit passengers, or the safe and secure operation of the transit system so long as reasonable notice is provided to the public of activities prohibited under Public Utilities Code Section 99170.

On February 25, 2020, the City of Sacramento City Council adopted Ordinance No. 2020-009, adding Chapter 8.140 of the City Code for the protection of critical infrastructure and wildfire risk areas in the interest of public safety. Pursuant to Section 8.140.020, the City Code defines critical infrastructure to include, among other things, structures, bridges, train tracks, electrical wires, natural gas pipes and public utilities. The City Code prohibits camping on or within 25' of critical infrastructure due to the severe risk that damage, incapacity, disruption, or destruction of critical infrastructure arising from the activities of unauthorized campers could have on the public health, safety and welfare. The determination of what constitutes critical infrastructure was vested in the City Manager, subject to Council approval. On July 20, 2021, the Sacramento City Council adopted the City Manager's list of critical infrastructure that is protected under the City Code. Key to ensuring the continued safe operation of SacRT's transit system is that the City Manager's List included a number of SacRT facilities including light rail stations, light rail tracks, and bridges.

While Section 15.8 of Title XV already contains prohibitions (adopted under Public Utilities Code Section 102122) related to entering portions of a SacRT facility not open to the public and entering and remaining at a light rail station for purposes other than those specifically authorized under Title XV, and Penal Code Section 369i criminalize entry onto transit-related property without permission, these provisions do not sufficiently address SacRT's critical infrastructure and the dangers created by camping of individuals within those critical infrastructure areas. To ensure that SacRT can meaningfully assure the safety and security of its operations consistent with the prohibitions contained in Chapter 8.140, SacRT must provide notice to the public under Public Utilities Code Section 99170 that it has determined that camping within a critical infrastructure area, as defined by Chapter 8.140, constitutes an impermissible entrance and creates undue interference with SacRT's safe operation of its system. Staff is requesting that the Board adopt an amendment to Title XV to provide the required notice of prohibited conduct. Notices may also be posted at the affected sites as a secondary measure of providing the required notice.

The Resolution would also incidentally fix an error in Title XV that was created through the adoption of Ordinance 18-06-01, which inadvertently placed new rules governing the carrying of heavy bicycles under Section 15.8 of Title XV instead of Section 15.5 (since rules governing the carrying of bicycles were adopted by the Board under Public Utilities Code Section 99170 and not Section 102122).

RESOLUTION NO. 2022-05-056

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

May 9, 2022

AMENDING TITLE XV, PROHIBITION OF SPECIFIED ACTS COMMITTED IN OR ON RT VEHICLES OR FACILITIES, OF THE SACRT ADMINISTRATIVE CODE, TO PROVIDE NOTICE OF CONDUCT PROHIBITED UNDER PUBLIC UTILITIES CODE SECTION 99170

WHEREAS, on February 25, 2020, the Sacramento City Council adopted Ordinance No. 2020-0009, which added Chapter 8.140 to the City Code for the protection of critical infrastructure and wildfire risk areas in the interest of public safety.

WHEREAS, on July 20, 2021, the Sacramento City Council adopted the City Manager's Designation of Specified Locations as Critical Infrastructure for Purposes of Chapter 8.140 of the City Code, which included SacRT facilities such as light rail stations and light rail tracks.

WHEREAS, SacRT has experienced an increasing number of incidents caused by activities of unauthorized campers who have placed their encampments along its light rail right of way and other areas defined by the City as "critical infrastructure" that have created a significant risk to the safety of its transit system, employees and patrons and has resulted in the interruption of service, destruction of property and injury.

WHEREAS, SacRT desires to incorporate City's Critical Infrastructure Ordinance into Title XV of its Administrative Code, which identifies certain prohibited conduct, to provide clear notice as required under Public Utilities Code Section 99170 of the prohibition against camping within or adjacent to SacRT's critical infrastructure to further regulate unauthorized access to its critical infrastructure.

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

Section 1:

Subsection 15.5, "Conduct Prohibited Under Public Utilities Code Section 99170" of Title XV of SacRT's Administrative Code, "Prohibition of Specified Acts Committed in or on RT Vehicles or Facilities" is hereby amended to add a new subarticle I and to read in its entirety as follows:

§15.5 CONDUCT PROHIBITED UNDER PUBLIC UTILITIES CODE SECTION 99170

Any act prohibited under *Public Utilities Code* Section 99170, provided that RT provides reasonable notice to the public of the activities prohibited by this Section and the penalties for violations of those prohibitions, including the following:

- A. Operate, interfere with, enter into, or climb on or in, the property, facilities, or vehicles owned or operated by the transit district without the permission or approval of the transit district.
- B. Interfere with the operator or operation of a transit vehicle, or impede the safe boarding or alighting of passengers.
- C. Extend any portion of the body through a window opening of a transit vehicle in a manner that may cause harm or injury.
- D. Throw an object from a transit vehicle
- E. Commit an act or engage in a behavior that may, with reasonable foreseeability, cause harm or injury to any person or property.
- F. Violate a notice, prohibition, instruction, or direction on a sign that is intended to provide for the safety and security of transit passengers, or the safe and secure operation of the transit system. RT has determined that the following conduct interferes with the safety and security of transit passengers and the safe and secure operation of the transit system and is prohibited:
 - 1. Boarding a Vehicle with an EPAMD, except in the following circumstances: (1) if the person is disabled and uses the EPAMD as a mobility device and, in such event, the EPAMD must be stored only at the wheelchair area or tiedown location in the Vehicle; or (2) a non-disabled person may board a Rail Car with an EPAMD if the person uses the steps to board the Rail Car and stows the EPAMD in the space reserved for Bicycles.
 - 2. Occupying seats designated for seniors and the disabled, unless the person meets the definition of a senior or disabled person as set forth in the RT Fare Structure.
 - 3. Transporting animals unless: (a) the animal is a guide, service, or signal animal that has been specifically trained to assist persons with disabilities and is on a leash or under the control of the person transporting it; or (b) the animal is in a completely enclosed and secured cage or carrying case that is small enough to fit on the person's lap and the animal does not otherwise endanger or annoy other persons.
 - 4. Engaging in conduct that results in the occupation of more than one seat at a time when there is a heavy passenger load on the Vehicle.

5. Riding in a Vehicle with Stroller/Utility Cart unless, prior to boarding, the children or goods are removed and the Stroller/Utility Cart is folded and/or stored so that it does not block the aisle or the areas reserved for persons in wheelchairs or who use mobility aids.
 6. Entering into or being upon any Facility or Vehicle with any bottle, can or other receptacle containing any Alcoholic Beverage that has been opened, or a seal broken, or the contents of which have been partially removed; or consuming any Alcoholic Beverage.
 7. Boarding a Vehicle, or remaining on board a Vehicle, while in possession of a Prohibited Carry-On Bag.
 8. Violating any notice, prohibition, instruction, or direction on any sign at a Facility or on a Vehicle that is intended to provide for the safety and security of RT passengers or for the safe and secure operation of RT's transit system.
- G. Knowingly giving false information to a SacRT employee, or contracted security officer, engaged in the enforcement of a district ordinance or a state law or otherwise obstruct the issuance of a citation for the violation of a district ordinance or a state law.
- H. Violate any of the conditions established by a transit district ordinance under which a passenger may board a transit vehicle with a Bicycle and where that Bicycle may be stowed on the transit vehicle. This ordinance establishes that no person may do any of the following:
1. Carry more than one Bicycle at the same time onto the Vehicle;
 2. Stow more than one Bicycle inside a Vehicle;
 3. Carry a Bicycle onto a Bus that has an exterior Bicycle carrier mounted on it;
 4. Board the front Rail Car (based upon the Rail Car's direction of travel at the time of boarding), if that person:
 - a) boards with a Bicycle at other than the rearmost door of that Rail Car;
 - b) stows a Bicycle at other than the rearmost location inside that Rail Car;
 - c) boards with or stows a Bicycle when two or more Bicycles are already stowed in that Rail Car at the time of boarding;
 5. Board any Rail Car coupled behind the front Rail Car (based upon the Rail Car's direction of travel at the time of boarding), if that person:

- a) boards with or stows a Bicycle at other than the rearmost or front most location of that Rail Car; or
 - b) boards with or stows a Bicycle at any door where two or more Bicycles are already stowed at the time of boarding; or
6. Carry a Bicycle onto a Replica Streetcar or a Historic Streetcar.
 7. Sections H.3, H.4, and H.5, above, do not apply to the last Vehicle operated along each route each day.
 8. Place a Bicycle weighing more than 55 pounds on an exterior Bicycle carrier on a Bus.
 9. Carry a Bicycle weighing more than 55 pounds onto a Rail Car.”
- I. Camping within areas that are critical infrastructure or within 25’ of critical infrastructure as those terms are defined in Chapter 8.140 of the Sacramento City Code and by resolution of the City Council. As Chapter 8.140 and the definition of critical infrastructure may be amended from time to time by City Council, those amendments are hereby incorporated by reference into this Title XV.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: May 9, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Jamie Adelman, Acting VP, Finance/CFO

SUBJ: ACCEPT PUBLIC COMMENT ON THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FY 2022-2023 OPERATING AND CAPITAL BUDGET AND CONTINUE THE PUBLIC HEARING TO JUNE 13, 2022.

RECOMMENDATION

Motion to Approve.

RESULT OF RECOMMENDED ACTION

Approval will continue the public hearing to the June 13, 2022 Board meeting where the final FY 2022-2023 Operating and Capital Budget will be presented for adoption.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Staff is proud to submit a balanced preliminary budget for Fiscal Year 2022-2023 amid continued impacts of COVID-19 on revenues and expenditures. Despite these challenges, SacRT's budget has modest growth to account for minor service expansions in the ever-popular Smart Ride service and slight increases in key positions with no layoffs or furloughs. This is possible through a combination of strong fiscal discipline and management of expenditures, continued strength in the Sacramento region's sales tax collections, and the strong federal support for the transit industry.

The only changes between the preliminary budget submitted on April 11th and the document submitted for the May 9th meeting is the addition of three Engineering Assistants to the operating budget. These positions have been identified as critical to the success of several key capital projects in process or planned for the next 3 to 5 years. The FY 22-23 operating budget cost for these positions totals approximately \$174K and is included in the figures noted in this report.

On March 27, 2020, President Trump signed the 2020 Cares Act, which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M which was expended in FY's 20-21 and 21-22. An additional \$3.9M

of CARES Act money made available through the Elk Grove annexation is allocated to FY 2022-2023. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which \$29.4M is allocated to FY 2022-2023. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law by President Biden and provides over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding is over \$103M, of which \$27.3M is allocated for FY 2022-2023. These federal allocations will fully offset any projected revenue losses for FY 2022-2023, while allowing SacRT to continue to provide the highest level of service to the community. Budget highlights are provided within this staff report.

Assumptions Built into the FY 2023 Budget

The Operating Budgeting process is a significant undertaking that requires input from various operational staff members, consideration of economic conditions, goals and objectives by the Board, all balanced by the need to keep costs within estimated revenue projections. The assumptions used in this budget were built on a variety of sources.

These assumptions are as follows:

- Service levels have been budgeted without reductions, allowing for minor service modifications, such as improved headways on existing routes
- The budget will support SacRT strategic priorities such as our customers first approach to services and business optimization
- CARES Act, CRRSAA and ARP federal funding is being used to offset the loss of fares and other revenues due to continued impacts of COVID-19
- All merit increases will be received by employees per Collective Bargaining Agreements (CBA)
- There will be no fare rate adjustments

Summary of FY 2023 Operating Budget

Tables 1A and 1B provide summaries of the preceding three years actual results, the current year budget, and the FY 2023 proposed budgeted amounts. Revenues and expenditures each increased in total by \$12.8M or 5.8% compared to the amended FY 2022 budget. State & Local sales tax based revenues are increasing \$22.1M or 17.4% as the local economy is projected to remain strong, while SacRT's dependency on Federal funds is projected to decrease by \$10.3M or 14.2%. Salaries & Benefits are increasing \$8.5M or 5.5%, which is attributed to both salary and benefits increases of 5% across all Collective Bargaining Agreements, and the addition of 21 new positions that directly support operations and upcoming significant capital projects.

Table 1A - Revenues (Thousands)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2022 to FY 2023	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,001	\$ 12,547	\$ 13,147	\$ 600	4.8%
Contract Services	3,731	7,125	6,634	650	650	-	0.0%
State & Local	104,031	114,880	113,657	127,093	149,184	22,091	17.4%
Federal	35,750	35,080	57,704	72,332	62,048	(10,284)	-14.2%
Other	8,551	16,417	7,340	5,540	5,890	350	6.3%
Total	\$ 177,492	\$ 194,501	\$ 197,336	\$ 218,162	\$ 230,919	\$ 12,757	5.8%
Operating Surplus/(Deficit)	3,297	\$ 12,793	5,943	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Table 1B - Expenses (Thousands)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2022 to FY 2023	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Salaries & Benefits	\$ 116,540	\$ 128,291	\$ 141,910	\$ 152,505	\$ 160,968	\$ 8,463	5.5%
Professional Services	22,776	22,137	14,162	21,394	22,033	639	3.0%
Materials & Supplies	10,844	11,490	13,504	14,804	14,568	(236)	-1.6%
Utilities	6,761	6,821	7,272	8,018	8,081	63	0.8%
Insurance & Liability	14,011	9,931	12,336	17,036	19,793	2,757	16.2%
Other	3,262	3,038	2,209	4,405	5,476	1,071	24.3%
Operating Expenses	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Capital Budget

Unlike the Operating Budget, the Capital Budget consists of projects that often take multiple years to complete, and in some cases take multiple years to fully fund. Funds approved for a project that are not spent in the previous fiscal year are typically carried over to the following fiscal year. Similarly, when the Board approves the budget for a large multi-year project in one fiscal year's budget, the project continues to have Board-approved budget authority rolled over from year to year, less any funds that have been spent on the project. These carry forward figures were not included in the FY 2023 Preliminary Capital Budget due to the uncertainty of these amounts at this point in the fiscal year. The estimated amounts to be carried over from FY 2022 will be reported to the Board as part of the five-year Capital Improvement Plan later this year. Table 2 below provides a summary of the projects and/or funding being added to the Capital Budget for FY 2023. The total Capital Budget and program consists of 147 current projects for FY 2023 and is estimated to exceed \$1.6 billion.

Table 2 - Summary of FY 2023 Capital Budget

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Guideway									
R359	LR Modern. 15 Mn. Service to Folsom (Side Track)	\$66,508,677	\$10,841,295	\$67,300,000	\$56,458,705		\$20,300,000	\$1,000,000	\$35,158,705
S030	Downtown/Riverfront Streetcar Project	\$188,668,127	\$13,096,286	\$200,000,000	\$186,903,714	\$50,000,000	\$30,000,000	\$25,000,000	\$81,903,714
		\$255,176,804	\$23,937,581	\$267,300,000	\$243,362,419	\$50,000,000	\$50,300,000	\$26,000,000	\$117,062,419
Passenger Stations									
B150	Watt I-80 Transit Center Improvements	\$10,703,328	\$572,905	\$10,915,071	\$9,837,875	\$1,644,000	\$7,936,459		\$257,416
R135	Horn Light Rail Station	\$5,299,547	\$588,472	\$5,840,604	\$5,252,132	\$500,000			\$4,752,132
R327	Sacramento Valley Station Loop Design/Construct.	\$134,092,368	\$246,000	\$134,120,000	\$133,846,368	\$3,755,000		\$808,000	\$129,283,368
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$2,500,000	\$23,416,642	\$15,078,243			\$1,323,400	\$13,754,843
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$20,287,257	\$47,193,396	\$26,906,139	\$5,000,000		\$1,000,000	\$20,906,139
R381	Blue Line Light Rail Station Low Floor Conversion	\$38,047,132	\$0	\$39,056,604	\$39,056,604		\$4,003,278		\$35,053,326
		\$258,752,413	\$24,194,634	\$260,542,317	\$229,977,361	\$10,899,000	\$11,939,737	\$3,131,400	\$204,007,224
Maintenance Buildings									
B165	Electric Bus Charging Infrastructure	\$9,245,601	\$2,212,103	\$9,380,000	\$4,787,897				\$4,787,897
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$70,725,000				\$70,725,000
R362	Light Rail Wheel Truing Machine Procurement	\$3,583,557	\$1,177,762	\$4,415,438	\$3,054,119				\$3,054,119
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$34,800	\$34,800	\$0				\$0
		\$83,588,958	\$3,424,665	\$84,555,238	\$78,567,016	\$0	\$0	\$0	\$78,567,016

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Revenue Vehicles									
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$21,629,000				\$21,629,000
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,875,570	\$3,250,136	\$9,926,957	\$6,676,821				\$6,676,821
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$25,442,066	\$63,500,000	\$38,057,934	\$18,821,459		\$9,178,541	\$10,057,934
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$1,525,000	\$1,265,000		\$260,000	\$0
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000		\$171,000	\$171,000				\$171,000
R100	Replacement Light Rail Vehicles (35)	\$141,536,851		\$141,468,494	\$141,468,494				\$141,468,494
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$106,230,277	\$24,000,000		\$6,000,000	\$76,230,277
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$38,222,830	\$46,200,000	\$7,977,170	\$7,977,170			\$0
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$48,000,000	\$15,726,300	\$23,394,078	\$2,360,000	\$6,519,622
		\$438,667,698	\$66,915,032	\$438,650,728	\$371,735,696	\$67,789,929	\$23,394,078	\$17,798,541	\$262,753,148
Service Vehicles									
N001	Police Vehicle Replacement	\$2,420,000	\$940,000	\$2,420,000	\$0				\$1,480,000
		\$2,420,000	\$940,000	\$2,420,000	\$0	\$0	\$0	\$0	\$1,480,000
Communication/IT Systems									
T072	Train Station Signage Technology Refresh	\$4,633,713	\$0	\$4,633,713	\$4,633,713				\$4,633,713
T073	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$11,930,289				\$11,930,289
		\$16,564,002	\$0	\$16,564,002	\$16,564,002	\$0	\$0	\$0	\$16,564,002
Other									
M004	OPERATING Revenue Bond, Series 2021A Payment	\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261		\$1,295,261		\$0
		\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261	\$0	\$1,295,261	\$0	\$0
	Table Totals	\$1,058,238,819	\$142,347,001	\$1,094,262,635	\$941,501,755	\$128,688,929	\$86,929,076	\$46,929,941	\$680,433,809

Outlook for FY 2023

The COVID-19 pandemic continues to have some negative impacts on several of SacRT's revenue sources; however, with mandated restrictions lifted throughout the state, these impacts are forecast to lessen in the coming year. The revenues presented in the budget reflect these expectations. SacRT's fare-based revenues are forecast to remain low through Fiscal Year 2022-2023, however sales tax based (State & Local) revenues have rebounded and are forecast to increase significantly during that same period. Overall, SacRT's dependency on Federal funds is projected to decrease for the second consecutive year.

The General Manager/CEO is presenting a balanced budget for FY 2022-2023 that maintains service levels and includes new service expansions, while addressing the pressing need to fund SacRT's operating reserve and continue our reduced reliance on the line of credit. We will continue to relentlessly pursue efficiency improvements, business optimizations, and revenue opportunities in the upcoming year.



Sacramento Regional Transit District

**Abridged Budget
Fiscal Year 2022-2023**

May 9, 2022

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Board of Directors

Steve Miller, Chair
City of Citrus Heights

Patrick Kennedy, Vice Chair
County of Sacramento

Linda Budge
City of Rancho Cordova

Jeff Harris
City of Sacramento

Kerri Howell
City of Folsom

Pat Hume
City of Elk Grove

Rick Jennings II
City of Sacramento

Katie Valenzuela
City of Sacramento

Don Nottoli
County of Sacramento

Jay Schenirer
City of Sacramento

Phil Serna
County of Sacramento

Board of Directors Alternates

Stephanie Nguyen
City of Elk Grove

Mike Kozlowski
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Executive Management Team

Henry Li
General Manager/CEO

Jamie Adelman
Acting VP, Finance/CFO

Carmen Alba
VP, Bus Operations

Laura Ham
VP, Planning and Engineering

Lisa Hinz
VP, Safety, Security and Customer Satisfaction

Shelly Valenton
VP, Integrated Services and Strategic Initiatives/Chief of Staff

Devra Selenis
VP, Communications and Partnerships

Edna Stanley
VP, Light Rail Operations

Office of Management & Budget Team

Jason Johnson
Interim Director, Office of Management & Budget

Erik Reitz
Sr. Grants Manager

Nadia Mokhov
Senior Financial Analyst

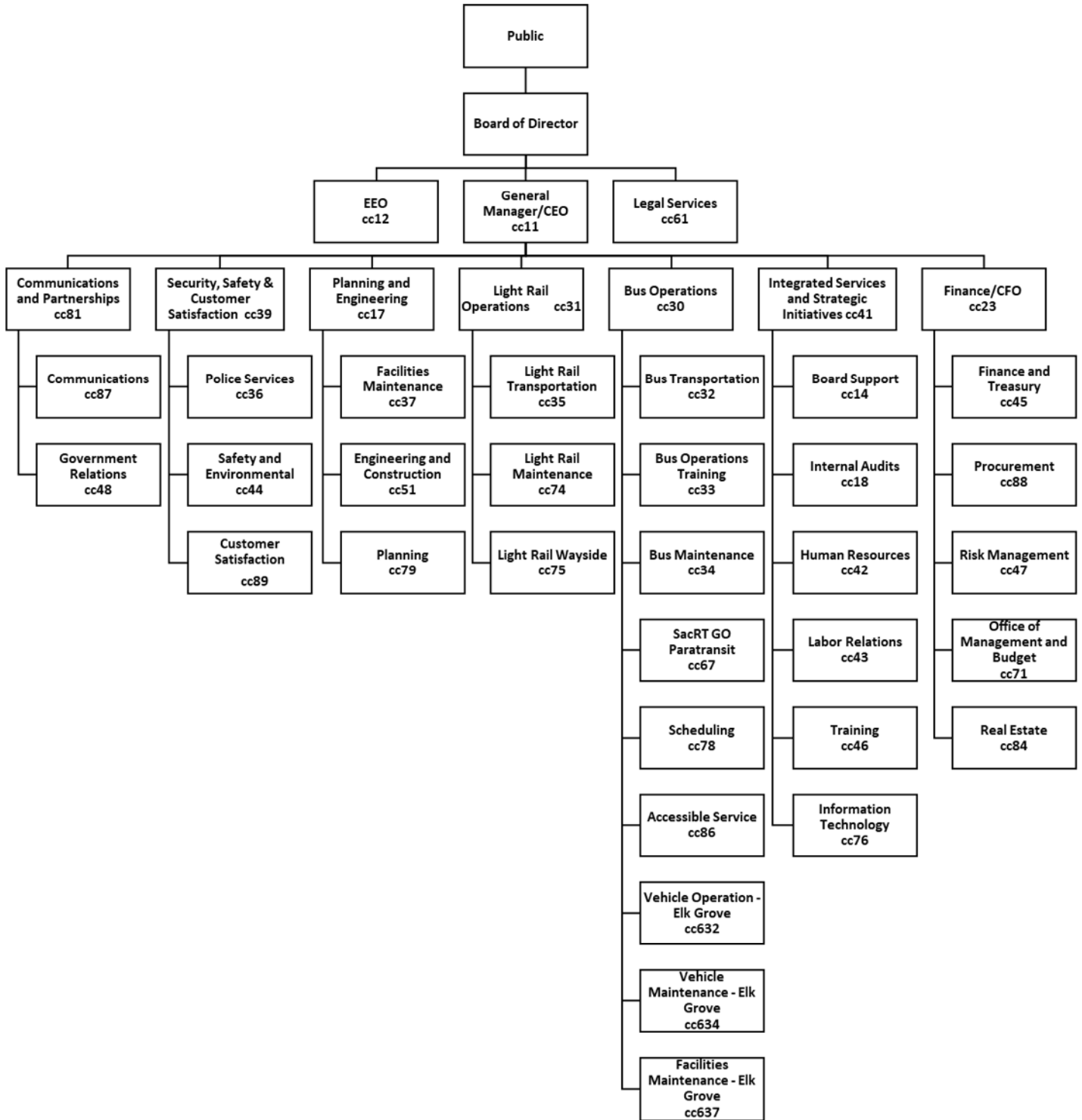
Carol Cherry
Senior Grants Analyst

Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Organizational Structure

(Cost Center Based)



District Overview

District Profile

Facts

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 367 square miles in Sacramento County
---	--

Bus Service	
Power	CNG, Diesel, Gasoline, Electric
Routes	81
Schedule	4:59 am to 11:15 pm daily
Stops	3,100+
Vehicles	186 - 40' CNG Buses 180 – Electric, Gasoline shuttles and Diesel small buses, SacRT maintains 56 buses servicing Elk Grove
Annual Ridership	5,103,404

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	4,547,001

Paratransit	
ADA Passenger Trips Provided	226,941
ADA Vehicle Revenue Miles	1,878,973
Vehicles	101

Passenger Amenities/ Customer Service	
Transfer Centers	32
Park & Ride	22
Annual Customer Service Calls	118,961
Customer Info Line	(916) 321-2877
Website	www.sacrt.com

History	
Apr 1, 1973	Began operations by acquiring the assets of 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 1998	Completed the first light rail extension to Mather Field/Mills Station along the Gold Line 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 downtown Sacramento to Sacramento Amtrak station
Jun 2012	Opened the Green Line, connecting downtown Sacramento to the River District
September 2015	Extended light rail from Meadowview to Cosumnes River College
February 2018	Started Microtransit/SmaRT Ride services
January 2019	Annexed Citrus Heights and Folsom services
July 2019	Started Elk Grove services under contract
June 2020	Started SacRT GO paratransit service
July 2021	Annexed Elk Grove services

Strategic Plan

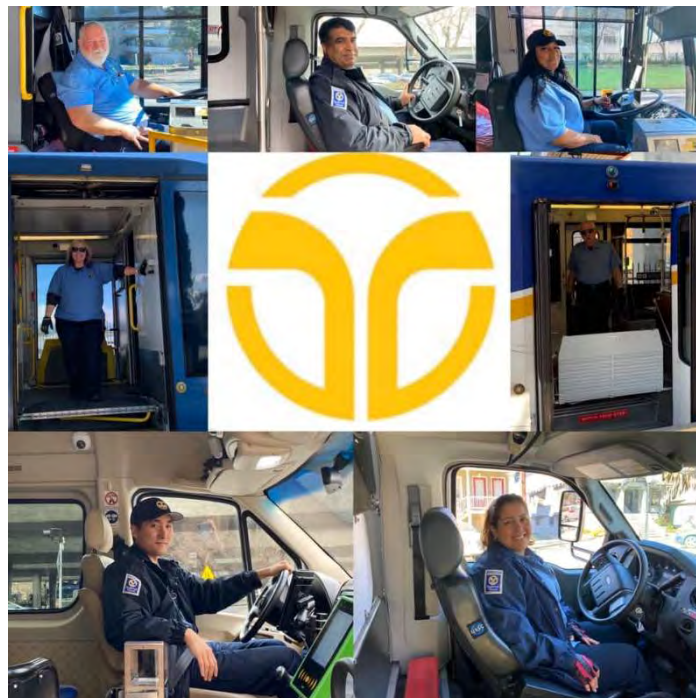
Adopted by the Board of Directors in October 2020, Sacramento Regional Transit's (SacRT) Strategic Plan details SacRT's strategic initiatives, key performance indicators, and identifies tactics that teams and individuals within the agency will work on to achieve strategic goals over the 2021-25 fiscal years.

Following a months-long collaborative internal planning process with staff and board members, SacRT's five-year Strategic Plan will serve as the guiding vision for post-pandemic strategic success. SacRT strives to balance the delivery of high-quality customer experience with value to taxpayers, and this strategic plan offers a platform from which the agency will take aim at these high-level aspirations.

This strategic plan is crafted for personnel at all levels of the organization and its contents convey objectives for the fiscal year and how SacRT will work to achieve them. The plan enables SacRT to shape activities to support identified strategic priorities and to help narrow focus on areas of service and operations that most closely align with stated goals. Departments annually develop work plan tactics that encompass projects and programs SacRT teams will strive to complete over the coming year.

The strategic plan introduced a comprehensive performance scorecard that SacRT management and division leaders monitor and report on to track projects and programs of strategic importance. The performance scorecard is comprised of metrics that are significant to the quest for service excellence and value to taxpayers and which tie directly to the four strategic priority areas: Operational Excellence, Community Value, Employee Engagement, and Customer Satisfaction. With the scorecard all members of the workforce can see how their efforts support the success of the entire agency.

The SacRT Strategic Plan's Mission Statement, Vision Statement, Organizational Values, and Goals are listed on the following pages. The plan is best seen as an evolving process, not a rigid or fixed document. This plan will change as the needs of the region change and will reflect the transportation requirements of our riders.



Strategic Plan (continued)

Mission Statement

Moving you where you want to go, when you want to go.

Vision Statement

A leader in providing mobility options for our community.

Organizational Values

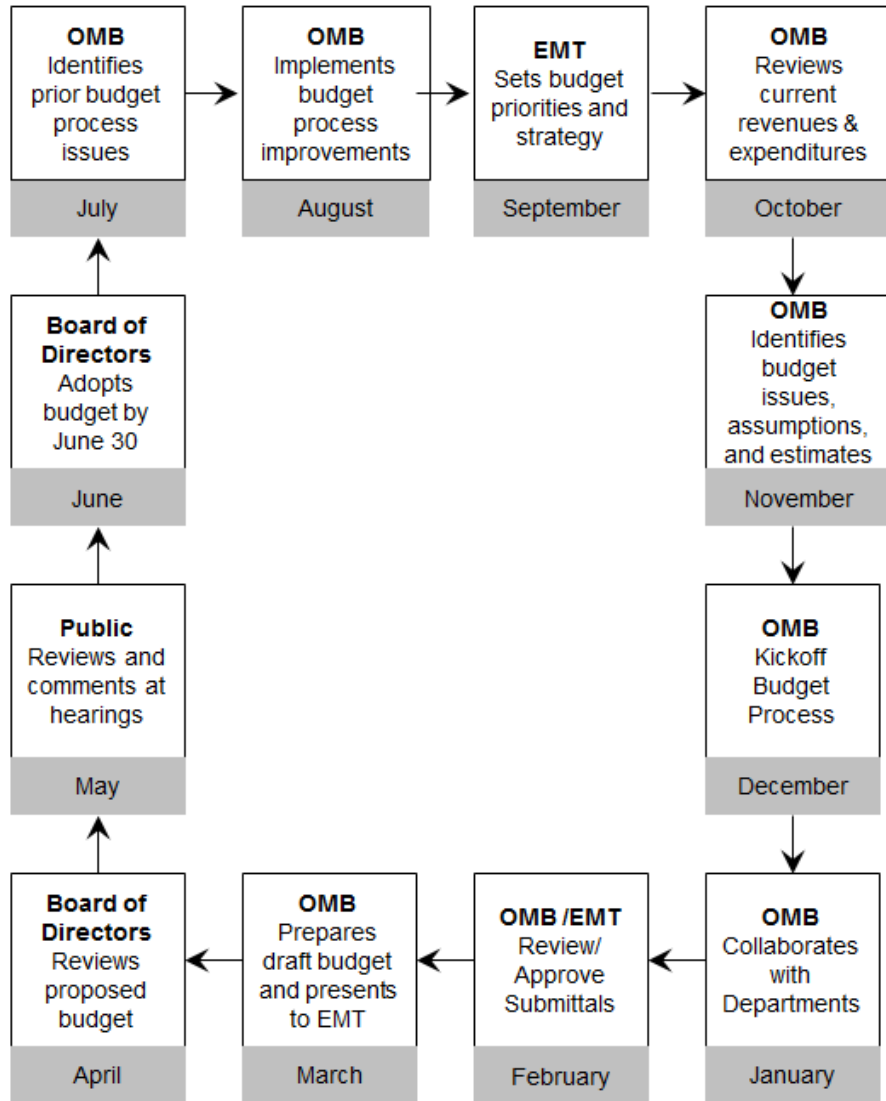
Six core principles guide individuals, teams, and the entire SacRT organization:

- **Collaboration** - I work with a collaborative spirit to help my colleagues and our customers to succeed.
- **Diversity** - I recognize and honor diversity and social justice, and seek out and listen for voices different than mine.
- **Innovation** - I challenge the easy and inspire myself and others to look for innovative solutions.
- **Respect** - I communicate clearly, respectfully, and honorably -- in a way that would make my family proud -- to my colleagues and our customers.
- **Trust** - I trust my teammates and empower them to make decisions that improve the quality of life for their colleagues, our customers, and the community that supports us.
- **Excellence** - I work to deliver excellence to our customers through clean, safe, reliable, and convenient service.



Budget Process

SacRT uses the annual budget to help measure and account for taxpayer dollars. The budget, as adopted by the Board of Directors, authorizes SacRT to spend funds. It details how SacRT allocates tax resources to expenditures, and serves as a benchmark for evaluating accomplishments and assessing fiscal responsibility.



Voting System

SacRT is governed by an eleven-member Board of Directors. Six entities (5 cities and 1 county) make appointments to SacRT’s Board. Eleven directors are appointed by “member entities” and represent jurisdictions annexed into SacRT’s district.

On September 23, 2021, Governor Gavin Newsom signed AB 1196 (Cooley), which changed the voting structure for SacRT’s governing Board of Directors. AB 1196 took effect January 1, 2022, and changed the voting structure from a weighted voting structure to a one member one vote structure. Consequently, as of January 1, 2022, Sacramento County will have three total votes, the City of Sacramento will have four total votes, and the cities of Citrus Heights, Folsom, Rancho Cordova and Elk Grove will each have one vote on all matters before the Board as summarized in the table below.

Votes by Jurisdiction

Jurisdiction	Status	Votes – FY 2023 Budget
County of Sacramento	Annex	3
City of Sacramento	Annex	4
City of Rancho Cordova	Annex	1
City of Citrus Heights	Annex	1
City of Elk Grove	Annex	1
City of Folsom	Annex	1
Total		11

SacRT Major Goals and Objectives

Strategic Initiatives

The Strategic Plan provides the management team and stakeholders with strategic priorities, projects, and programs to be implemented in the short term to achieve longer-term outcomes. The march to organizational success rests in great part on the completion of tactics which align directly with at least one of the four strategic priorities:

Operational Excellence - SacRT is dedicated to providing innovative mobility solutions and developing and implementing programs that provide best in class service that puts customers first. As public transportation services continue to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring clean, safe, reliable, and convenient service for our customers.

These team tactics illustrate how annual goals will be attained for aspects of operations that are most critical to the delivery of high-quality transportation service:

- **Budgeting Modernization** - Add value to the organization through process modernization and efficiency. Analyze and apply best practices in existing and future capital projects, equipment purchases, and major studies in conjunction with construction and completion schedules, and in consort with financing plans.
- **Accounting, Payroll, Retirement Services** - Create efficiencies between payroll, retirement services and human resources by reviewing internal processes, evaluating current procedure efficiency, identifying opportunities for improving, creating a roadmap for changes, and implementing changes to modernize and create more efficient procedures agencywide. Leverage our systems to deliver a better employee self-service experience for payroll related requests, access to information, updating personal information, and reducing or remove paper processes.
- **Procurement Procedure Efficiency** - Continuing to educate our internal customers by explaining the procurement process, continuing to require use of procurement support form for project managers to capture project information, provide training to system users, provide proactive support for procurements, and engage in internal discussions with departments to improve procedural efficiencies in active and future procurements.
- **Revenue and Analytics** - To provide timely and accurate reporting for District Fare Revenues and Ridership information to support other departments in making key decisions regarding fares and service levels. Provide support for innovative fare project and partnerships and provide oversight of the Connect Card Regional Service Center for SacRT and the participating partner agencies.
- **Risk Management Information System (RMIS)** - RMIS will improve operational excellence, customer satisfaction, and employee engagement by providing a more accurate and comprehensive database platform for reporting, identifying, managing, and preventing adverse loss.
- **Internal Audit** - Provide an independent evaluation and consultation activity to improve SacRT's operational efficiency, comply with laws and regulations, and accurately report financial operations.
- **IT Security Modernization** - Ensure a secure information technology infrastructure and the use of information technology resources that supports the mission of SacRT and promotes the following goals: To ensure the integrity, reliability availability, and performance of IT resources; and to ensure that IT resources are used for their intended purposes.
- **Bus Maintenance Modernization** - Pursue a variety of projects to improve our current bus maintenance systems including background information systems and physical equipment. These improvements will decrease labor demands, create procedural efficiencies, provide real-time data and analytics, and provide more oversight and controls of resources.

SacRT Major Goals and Objectives (continued)

- **Light Rail Efficiency** - Process will focus on workforce development and training to ensure safe trips and operator proficiency, reduction of light rail revenue trip cancelations and overtime labor costs by increasing regular daily operator availability in the following manner: Development of a more efficient process to ensure the following: reduction in customer complaints; reduction in preventable accidents; maintenance of maximum level light rail operator staffing; reduction in absenteeism; and optimal performance in management of extra-board assignments to include a reduction in the use of day off operators.
- **Increase Availability of Light Rail Vehicle Fleet** - To continue supplying operations and customers with clean, reliable light rail vehicles that are ready for service. Ensure that preventative maintenance targets and spare ratios are met to support required vehicle availability for consistent daily pullout.
- **Capital Improvements and State of Good Repair** - Ensuring efficient project delivery by working collaboratively with other departments in order to see projects successfully through environmental clearance, design and construction to completion. Coordinating schedule and budget compliance with partner departments on critical projects to upgrade, replace and implement new infrastructure across the district.
- **Proactive Maintenance Planning and Implementation of CMMS** - Develop a plan for preventative maintenance using a new computerized maintenance management system (CMMS) system to minimize equipment failure, extend the life of critical assets, create system efficiencies, and reduce unplanned costs and unscheduled downtime.
- **Integrated Risk Identification System Implementation and Training** - Implement integrated risk management (IRM) practices and processes supported by a risk-aware culture and Integrated Risk Identification System (IRIS), that improves decision making and performance through an integrated view of how well SacRT manages its unique set of risks.
- **Grant Application and Request** - Committed to identifying and securing additional funding to support critical strategic projects throughout the agency. Coordinate closely with project management teams to ensure successful funding and support completion of projects in a timely and efficient manner.

Community Value - SacRT is committed to expanding regional partnerships and providing excellent public transit service to promote SacRT as our region's premier public transit agency. SacRT will continue to promote programs and incentive options that will encourage more people to try transit, build our ridership, demonstrate our value and economic impact as a community partner, and educate the public about the benefits of transit and how local funding is important to create a world class public transit system.

These team tactics illustrate how annual goals will be attained for delivering value to the entire community:

1. **Communications Plan and Marketing Campaign** - Increase engagement with our customers and community through a variety of virtual and in person public outreach and informational events. Promote increasing ridership in a post pandemic setting and ensure that our riders feel safe and confident when they return to our system.
2. **Governmental and Community Relations** - To raise the profile and awareness of the agency throughout the community. To identify new funding opportunities or policies that will be supportive of public transit in our region. To look for partnerships that bring in more community and ridership benefit.
3. **Property Access, Management and Acquisitions** - Monitor and track use of SacRT property to evaluate economic, health, safety, quality of life, education, and environmental impacts of projects, in addition to transit ridership generation. Acquire additional property for system and agency expansion or find ways to better utilize existing property with the goal of increasing ridership. Show that we are leading toward better economic and community benefits through real estate projects that contribute toward improving community value and support in the region, but do not negatively impact transit ridership. Activate our property to increase transit ridership as well as be a valued part of the communities we serve. Identify ways to generate revenue from property that would contribute to transit improvements.

SacRT Major Goals and Objectives (continued)

4. **Community Bus Service Implementation** - Continue to provide an innovative public transit solution in the Sacramento region for essential travel, especially in our disadvantaged communities, to access food, healthcare and frontline jobs during the pandemic. Support continued growth in ridership by providing convenient, efficient, and easy to use service. SmarT Ride is a lifeline for residents to safely travel around their community to access essential services.
5. **Innovative Planning Projects** - To establish district wide planning initiatives with a clear vision of goals to guide future planning and investments in the system. Successfully lead the district's large planning initiatives for better access and mobility options and develop robust plans that will serve as blueprints for how SacRT will spend anticipated revenues in the coming decades.
6. **Police Services Engagement with Homeless Population** - Collaborate, coordinate, and partner with service providers in the region to break down silos, build strong relationships, and improve outcomes for our unhoused population. Provide improvements in the lives and mobility of unhoused riders and community members by increasing awareness of and access to resources including shelter, mental health and substance abuse support. Address community concerns and system safety risks by reducing chronic issues and safety hazards across the system, especially focused along light rail tracks and right of ways.

Employee Engagement - SacRT is dedicated to providing a positive and collaborative workplace that enables us to build a strong workforce of highly satisfied and performing individuals. We recognize that the work our employees do every day, in every single position, has a potentially significant impact on the quality of life in the Sacramento region. Our employees are foundational to our success, and we are committed to hiring the best people and supporting them throughout their careers at SacRT.

These team tactics illustrate how annual goals will be attained for organizational performance as it pertains to engaging members of the workforce:

1. **Employee Retention** - Implement changes to Exit Interview Survey to increase employee participation to help identify ways to create and foster an environment that encourages current employees to remain with SacRT. Identify areas of recruitment process that cause delays in hiring new employees to fill vacancies and implement changes to process to eliminate the risk of losing good candidates to other employers. Metrics focus on improving process efficiency which ultimately impacts SacRT's overall success in line with the Strategic Plan.
2. **Labor Engagement and Education** - Provide employees a supportive and inclusive opportunity for engagement on performance management, best practices in responding to performance concerns, attendance problems, misconduct issues or workplace conflicts. Ensure requests and questions are handled quickly and consistently to support employees and maintain high a level of engagement. Provide employees with the resources and tools they need to stay engaged at work and focused on the overall success of the agency.
3. **Strategic Planning and Performance Projects** - Development of robust outcome-based strategic project management plan, reporting progress, and training resources. Projects will focus on improving process efficiency, supporting everyone in the agency to see how their work connects to SacRT's overall success, and maintain a focus on achieving results in line with the Strategic Plan.

SacRT Major Goals and Objectives (continued)

Customer Satisfaction - Ensuring that SacRT customers have access to high quality mobility options that they actively and increasingly use is a priority for SacRT. We want to ensure that our system provides customers with mobility options that get them where they want to go, when they want to go there.

These team tactics illustrate how annual goals will be attained for assessing delivery of high-quality transportation services to customers:

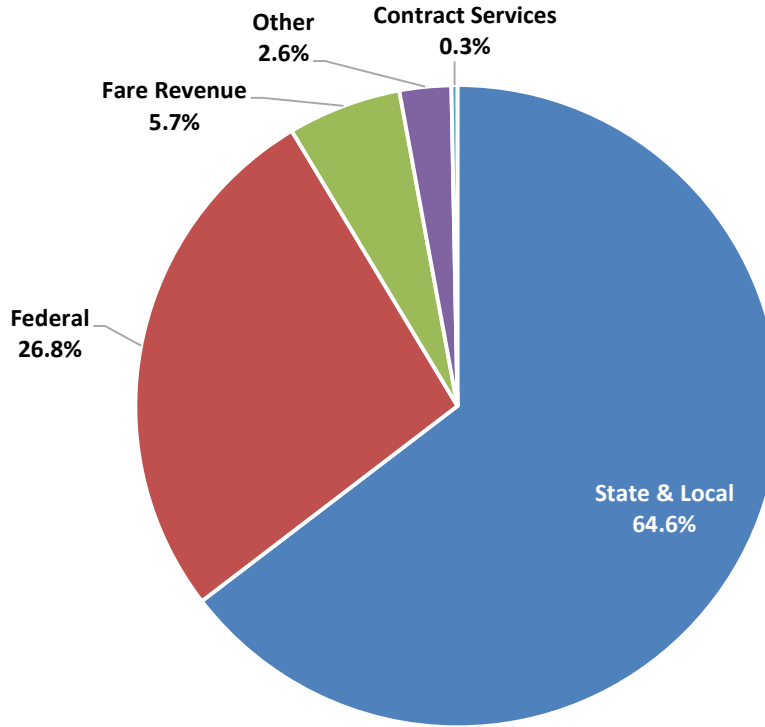
- **Customer Service Process Modernization** - To continue to provide excellent customer service to SacRT employees and customers. Provide training and empower customer satisfaction employees to understand new procedures and technologies that are being implemented across the system. Quickly and efficiently responding to customer inquiries in a effective and efficient manner.
- **Security Support and Fare Inspection** - To provide robust customer service and promote safety and security across our system. Focused on developing team members and empowering them to better serve the community and support strategic initiatives across the system. Staff provide continuous and consistent customer service to all passengers and are the first to respond to resolve security issues, support RTPS sworn officers' investigations, and provide real time notification to customers via the public address system and Alert SacRT mobile app.
- **Prioritizing Bus Safety and Customer Satisfaction** - Provide efficient and reliable service to ensure our customers feel safe and comfortable returning to our system. Create a workplace that provides the highest level of safety and strategically works to eliminate and reduce incidents across our system. Ensure the safety of passengers and operators is central to our long-term planning and goals.
- **SacRT GO Paratransit Service** - Actively engage with riders and employees as SacRT's paratransit service operation expands more broadly in the region. SacRT's focus is on working with our partners in the disability, elderly and transit communities to develop and operate an ADA paratransit service model that complements our accessible transit system and meets the mobility needs of all members of our community.



Operating Budget Summary

Revenues

FY 2023 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023 \$ Change	FY 2022 to FY 2023 % Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,001	\$ 12,547	\$ 13,147	\$ 600	4.8%
Contract Services	3,731	7,125	6,634	650	650	-	0.0%
State & Local	104,031	114,880	113,657	127,093	149,184	22,091	17.4%
Federal	35,750	35,080	57,704	72,332	62,048	(10,284)	-14.2%
Other	8,551	16,417	7,340	5,540	5,890	350	6.3%
Total	\$ 177,492	\$ 194,501	\$ 197,336	\$ 218,162	\$ 230,919	\$ 12,757	5.8%
Operating Surplus/(Deficit)	3,297	\$ 12,793	5,943	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Revenues (continued)

COVID-19 Impacts

The values in the Revenues table on page 15, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting an increase in fare revenues for FY 2022-2023 which will be increased approximately \$600K compared to FY 2021-2022. State & Local revenues continue to surge and are forecast to be \$22.1M above FY 2021-2022. To address the impacts of COVID-19 on the public transit industry, on March 27, 2020 the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$31.1M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which the full amount is allocated to FY 2021-2022. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law and provides over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding is over \$103M, of which \$27.1M is allocated for FY 2022-2023. These federal allocations will fully offset any projected revenue losses for FY 2022-2023.

Fare Revenue

This category includes the revenues from carrying passengers. This is money paid by the transit riders to use transit services, but also includes special transit fares from Los Rios Community College District (Los Rios) and California State University, Sacramento (CSUS) Student pass programs.

The FY 2023 Preliminary Budget proposes \$13.1 million in Fare Revenue, an increase of \$0.6 million (4.8%) from the FY 2022 Amended Budget of \$12.5 million.

- This reflects an increase in Fare Revenue based upon an anticipated increase in ridership.

Contracted Services

This category includes the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection shuttle services.

The FY 2023 Preliminary Budget proposes \$0.6 million in Contracted Services revenue, which is the same level as the FY 2022 Amended Budget of \$0.6 million.

- This reflects \$0.45 million for Rancho Cordova contract.
- This also reflects \$0.15 million for UC Davis Causeway Connection service.

Revenues (continued)

State & Local

This category includes formula-based allocations to SacRT from state and local government sales taxes. SacRT receives funding from the California Transportation Development Act Local Transportation Fund (TDA-LTF), the Transportation Development Act State Transit Assistance Program (TDA-STA), Sacramento County Measure A and State Cap and Trade Program revenue.

The FY 2023 Preliminary Budget proposes \$149.2 million in state and local funding revenue, an increase of \$22.1 million (17.4%) from the FY 2022 Amended Budget of \$127.1 million.

- This reflects a \$5.8 million or 10.8% increase in sales tax estimates for Measure A over the FY 2022 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$5.6 million in Measure A for Paratransit SacRT Go service.
- This budget includes a reduction of \$3.9 million in Neighborhood Shuttle Measure A for SmarT Ride service.
- This budget reflects a \$18.9 million or 31.3% increase in TDA-LTF over the FY 2022 Amended Budget.
- This also includes a \$0.2 million reduction in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a State Cap and Trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions.

Federal

This category includes formula-based allocations to SacRT from the federal government. Each year Congress authorizes the appropriation, and the FTA allocates the dollars to the region. SacRT can use the funds for operating, planning, and capital, subject to specific regulations.

The FY 2023 Preliminary Budget proposes \$62.0 million in federal funding, a reduction of \$10.3 million (14.2%) from the FY 2022 Amended Budget of \$72.3 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2022.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital.
- This budget includes \$3.9 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$33.7 million from FY 2022. This amount includes Elk Grove's portion of available CARES Act funding.
- This budget includes \$29.4 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a reduction of \$3.4 million from FY 2022.
- This budget includes \$27.3 million in the America Rescue Plan of 2021 (ARP funding), which is economic stimulus package to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This is a new revenue source in FY 2023.
- This budget includes \$0.2 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

Revenues (continued)**Other**

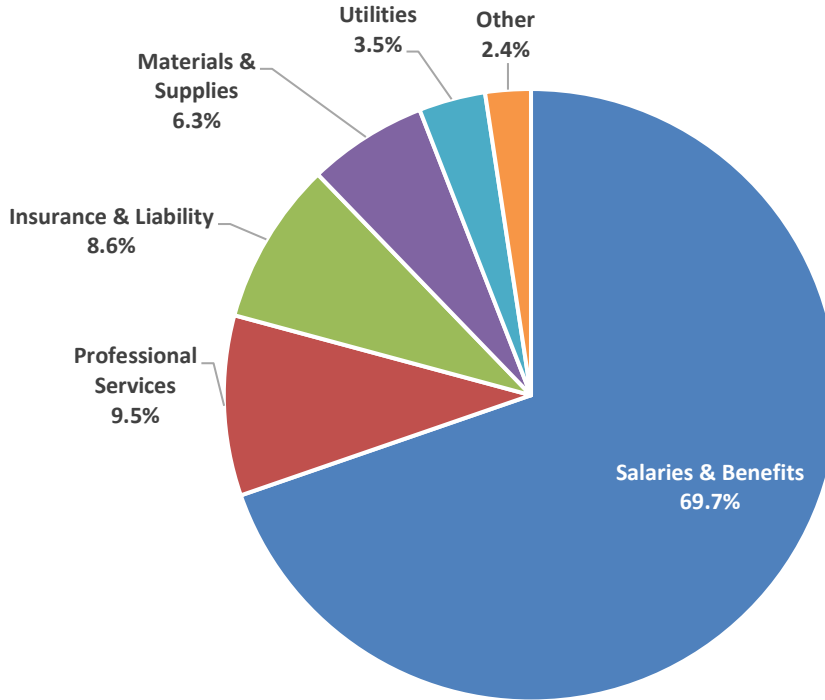
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2023 Preliminary Budget includes \$5.9 million in other revenue, which is an increase of \$0.4 million (6.3%) from the FY 2022 Amended Budget of \$5.5 million.

- This includes \$0.6 million in ECOS settlement revenue for Folsom late-night service.
- This includes \$1.5 million for the sale of Low Carbon Credits through the State Cap and Trade program, which is the same level as the FY 2022 Amended Budget.
- This includes \$0.2 million in Investment income.
- This reflects \$0.8 million in Advertising revenue.
- This reflects \$1.8 million in Miscellaneous Income.

Expenses

FY 2023 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023	
						\$ Change	% Change
Salaries & Benefits	\$ 116,540	\$ 128,291	\$ 141,910	\$ 152,505	\$ 160,968	\$ 8,463	5.5%
Professional Services	22,776	22,137	14,162	21,394	22,033	639	3.0%
Materials & Supplies	10,844	11,490	13,504	14,804	14,568	(236)	-1.6%
Utilities	6,761	6,821	7,272	8,018	8,081	63	0.8%
Insurance & Liability	14,011	9,931	12,336	17,036	19,793	2,757	16.2%
Other	3,262	3,038	2,209	4,405	5,476	1,071	24.3%
Operating Expenses	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Expenses (continued)

Salaries & Benefits

This category includes payroll and benefits for all positions authorized by the Board of Directors. It accounts for wages, overtime, pension, dental, medical, FICA, vision, and all other SacRT-paid employee benefits.

The FY 2023 Preliminary Budget proposes \$161.0 million for salaries and benefits, an increase of \$8.5 million (5.5%) from the FY 2022 Amended Budget of \$152.5 million.

- The Fiscal Year 2023 Preliminary Budget includes 1,468 funded positions, which is an increase of 18 funded positions from the Fiscal Year 2022 Amended Budget of 1,450 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$5.1 million (6.0%) from the FY 2022 Amended Budget of \$85.2 million. This reflects various District position salary.
- Fringe Benefit costs increased by \$3.5 million (5.0%) from the FY 2022 Amended Budget of \$69.0 million. This reflects an increase of \$0.4 million in FICA costs, \$1.2 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.6 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings increased by \$0.07 million (4.3%) from the FY 2022 Amended Budget of \$1.7 million. This represents labor charged to capital projects and other initiatives such as the Connect Card Consortium which results in a reduction in costs.

Professional Services

This category includes transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

The FY 2023 Preliminary Budget proposes \$22.0 million for Professional Services, an increase of \$0.6 million (3.0%) from the FY 2022 Amended Budget of \$21.4 million.

- This budget includes \$8.5 million in security services cost.
- This budget includes \$3.6 million in outside services cost.
- This also includes \$1.0 million in software/cloud services cost.
- This includes \$0.4 million in Paratransit maintenance cost.
- This budget includes \$0.7 million in Contract maintenance.
- This reflects a \$1.0 million increase in Purchased Transportation cost due to a new contract for supplemental ADA service.
- This reflects the FY 2023 portion of multi-year contracts for professional services.

Materials & Supplies

This category includes fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

The FY 2023 Preliminary Budget proposes \$14.6 million for materials and supplies, a reduction of \$0.2 million (-1.6%) from the FY 2022 Amended Budget of \$14.8 million.

Expenses (continued)

- This budget includes an increase of \$0.2 million in gasoline cost to reflect higher cost of gasoline.
- This budget reflects a \$0.2 million increase in CNG cost to reflect higher cost of CNG fuel.
- This also includes a reduction of \$0.3 million in light rail parts due to the current spending trend and start of using new light rail vehicles.
- This budget reflects a \$0.2 million reduction in Equipment items due to a one-time cost incurred in FY 2022.

Utilities

This category includes electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

The FY 2023 Preliminary Budget proposes \$8.1 million for Utilities, an increase of \$0.1 million (0.8%) from the FY 2022 Amended Budget of \$8.0 million.

- This budget reflects an increase of \$0.1 million in telephone cost due to higher cell phone usage.

Insurance & Liability

This category includes premiums, claims, and attorney fees related to personal liability insurance, property damage insurance, workers' compensation claims, and commercial insurance for amounts in excess of self-insured amounts.

The FY 2023 Preliminary Budget proposes \$19.8 million for Insurance & Liability, an increase of approximately \$2.8 million (16.2%) from the FY 2022 Amended Budget of \$17.0 million.

- This budget reflects a reduction of \$0.9 million in the projected claim reserves for Property and Liability for FY 2023.
- This also reflects an increase of \$0.7 million in the projected claim reserves for Workers' Compensation for FY 2023.
- The budget includes an increase of \$1.9 million in excess liability insurance cost due to challenging market conditions to get the required insurance limits.
- The budget also includes an increase of \$0.7 million in property insurance premium due to increased number of revenue vehicles in service.
- This also reflects increases in FY 2023 estimated insurance premium costs due to a tighter and more competitive insurance market.

Other

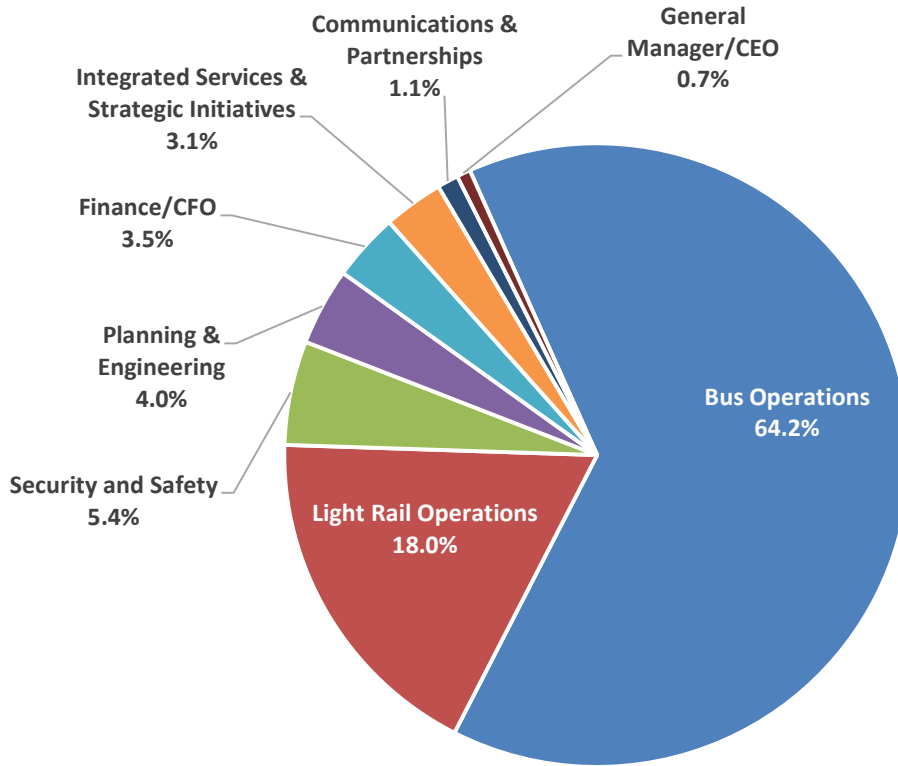
This category includes, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2023 Preliminary Budget proposes \$5.5 million for other expenditures, an increase of \$1.1 million (24.3%) from the FY 2022 Amended Budget of \$4.4 million.

- This budget reflects a reduction of \$0.1 million in interest expense due to reduced line of credit usage.
- This budget reflects an increase of \$0.7 million in property leases due to Q Street administrative building and R Street Facilities building lease costs.
- This budget reflects an increase of \$0.2 million in Contingency account.

Positions

FY 2023 Positions by Division



Division	FY 2019 Funded	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2022 to FY 2023
General Manager/CEO	26	19	16	9	10	1
Planning & Engineering	28	22	57	58	59	1
Bus Operations	937	1063	1196	939	945	6
Light Rail Operations	0	0	0	261	266	5
Integrated Services & Strategic Initiatives	0	55	33	41	45	4
Engineering & Facilities	48	0	0	0	0	0
Finance/CFO	48	45	47	51	51	0
Communications & Partnerships	30	0	0	9	16	7
Security, Safety and Customer Satisfaction	73	53	74	82	79	-3
Total	1,190	1,257	1,423	1,450	1,471	21

Positions (continued)

From FY 2022 to FY 2023, SacRT had a net increase of 18 funded positions. The changes reflected in the FY 2023 Preliminary Budget are as follows:

General Manager/CEO Division had a net increase of 1 funded position. The position change is as follows:

- Transferred 1 Senior Administrative Assistant from Planning and Engineering Division.
- Reclass 1 Attorney I to Attorney II.
- Reclass 1 Administrative Assistant I to Program Analyst.

Planning and Engineering Division had a net increase of 1 funded position. The position change is as follows:

- Transferred 1 Senior Administrative Assistant to General Manager/CEO Division.
- Unfunded 1 Senior Administrative Assistant.
- Transferred 1 Manager, Quality Assurance & TAM to Finance/CFO Division.
- Added 1 Senior Civil Engineer.
- Added 3 Assistant Engineers.

Bus Operations Division had a net increase of 6 funded positions. The position changes are as follows:

- Added 5 Bus Operators.
- Added 1 Transportation Superintendent - Bus.
- Reclass 2 Maintenance Supervisor – Paratransit to 1 Maintenance Supervisor – Bus and 1 Materials Management Superintendent.
- Reclass 1 Paratransit Operator/Trainer to 1 Paratransit Dispatcher.
- Reclass 4 CBS-Folsom and Folsom Operators to 4 CBS Operators.

Light Rail Operations Division had a net increase of 5 funded positions. The position changes are as follows:

- Added 2 Operations Training Specialist in Light Rail Operations and Light Rail Wayside.
- Funded 1 Transportation Supervisor and 2 Lineworker Technician.
- Reclass 2 Rail Laborer to 2 Senior Rail Maintenance Worker.

Integrated Services and Strategic Initiatives Division had a net increase of 4 positions. The position changes are as follows:

- Added 1 HR Analyst I and 1 HR Analyst II.
- Reclass Senior Manager, Human Resources and Director, Human Resources.
- Reclass Administrative Assistant II to Administrative Technician.
- Funded 1 Labor Relations Analyst I.
- Added 1 IT Technician II.

Finance/Chief Financial Officer (CFO) Division had a net zero changes. The position changes are as follows:

- Added 1 Administrative Assistant II and 1 Senior Grants Analyst.
- Transferred 1 Manager, Quality Assurance & TAM from Planning and Engineering Division.
- Eliminated 3 Route Checkers.
- Reclass Real Estate Analyst II to Senior Real Estate Analyst.
- Reclass Route Checker Supervisor to Senior Administrative Assistant.
- Reclass Senior Administrative Assistant to Program Analyst.
- Reclass Payroll Supervisor to Manager, Payroll.
- Reclass Manager, Grants to Senior Manager, Grants.
- Reclass Senior Manager, Procurement to Director, Procurement.

Positions (continued)

Communications and Partnerships Division had a net increase of 7 positions. The position changes are as follows:

- Added 6 Community Outreach Specialist.
- Added 1 Digital Media Production Specialist.
- Reclass 1 Administrative Assistant II to Administrative Technician.

Security, Safety and Customer Satisfaction Division had a net decrease of 3 funded positions:

- Converted 3 SOC Security Leads back to PSCs.



Now Hiring

COME WORK WITH US AT SACRT

Sacramento  Regional Transit

The advertisement features a yellow background with the text "Now Hiring" in a large, blue, cursive font. Below it, "COME WORK WITH US AT SACRT" is written in a smaller, blue, sans-serif font. Four polaroid-style photographs are arranged in a row: a woman in a blue uniform and face mask, a person in a wheelchair on a bus, a woman in a blue uniform working at a computer, and a person in a blue uniform and cap working at a desk. The Sacramento Regional Transit logo is at the bottom.

Capital Improvement Plan

Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2023 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2022 through 2026, and beyond to 2052.

The amounts contained in the FY 2023 Preliminary Capital Budget represent partially funded and unfunded projects and anticipated and secured funding sources for FY 2023. Awarded and programmed funding are shown as Federal, State and/or Local Funds. Non-Awarded competitive grant funding is shown as To-Be-Determined (TBD).

The FY 2023 Capital Budget includes projects focused on the following priority programs:

Guideway

- R359 LR Modern. 15 Min. Service to Folsom (Sidetrack
- S030 Downtown/Riverfront Streetcar Project –

Passenger Stations

- B150 Watt/I-80 On-Site Transit Center Improvements
- R135 Horn Light Rail Station
- R327 Sacramento Valley Station Loop Design and Construction
- R375 Dos Rios Light Rail Station Construction
- R380 Gold Line Light Rail Station Low Floor Vehicle Conversion
- R381 Blue Line Light Rail Station Low Floor Vehicle Conversion –

Maintenance Building

- B165 Electric Bus Charging Infrastructure
- F035 South Area Bus Maintenance Facility
- R362 Light Rail Wheel Truing Machine Procurement
- R384 LRV Maintenance Shop Upgrades (Engineering)

Revenue Vehicles

- B100 Replacement 16 CNG Buses (FY 22- FY 26)
- B164 Airport Service Expansion ZEB Buses (10-40")
- B173 40-ft CNG Bus Replacement (91 Orion Buses)
- P014 SmaRT Ride Vehicle Replacement
- P015 SmaRT Ride Expansion Vehicle
- R100 Replacement New Low-Floor LRVs
- R125 CAF Fleet Mid-Life Component Overhaul
- R376 Replacement New Low-Floor LRVs NTP 2 (8)
- R377 Replacement New Low-Floor LRV's NTP 3 (8)

Communications and IT Systems

- T072 Train Station Signage Technology Refresh
- T073 Train Technology Refresh

Project Overview continued

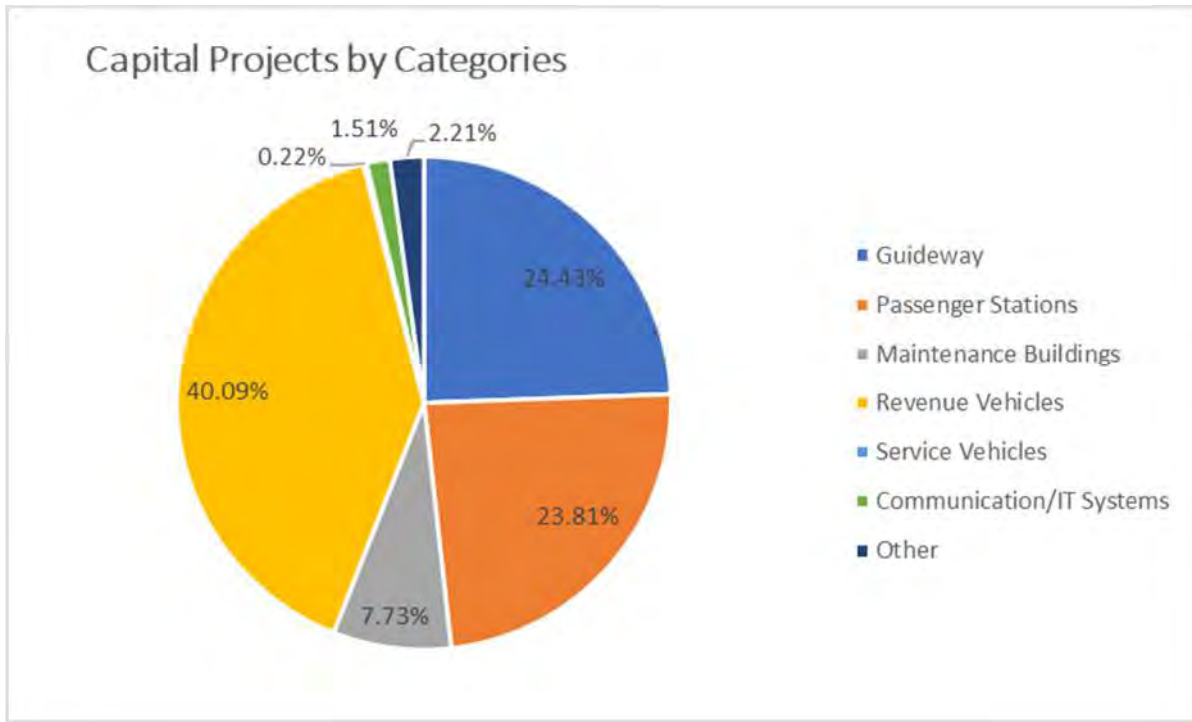
Service Vehicles

N001 Non-Revenue Police Vehicle Replacement

Other

M004 Operating Revenue Bond Series 2021A Payment

Capital Budget by Category



Project Category	# of Projects	Total Project Budgets	%
Guideway	2	\$267,300,000	24.43%
Passenger Stations	6	\$260,542,317	23.81%
Maintenance Buildings	4	\$84,555,238	7.73%
Revenue Vehicles	9	\$438,650,728	40.09%
Service Vehicles	1	\$2,420,000	0.22%
Communication/IT Systems	2	\$16,564,002	1.51%
Other	1	\$24,230,350	2.21%
	25	\$1,094,262,635	

FY 2023 Capital Budget Revenues and Expenditures

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Guideway									
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$66,508,677	\$10,841,295	\$67,300,000	\$56,458,705		\$20,300,000	\$1,000,000	\$35,158,705
S030	Downtown/Riverfront Streetcar Project	\$188,668,127	\$13,096,286	\$200,000,000	\$186,903,714	\$50,000,000	\$30,000,000	\$25,000,000	\$81,903,714
		\$255,176,804	\$23,937,581	\$267,300,000	\$243,362,419	\$50,000,000	\$50,300,000	\$26,000,000	\$117,062,419
Passenger Stations									
B150	Watt I-80 Transit Center Improvements	\$10,703,328	\$572,905	\$10,915,071	\$9,837,875	\$1,644,000	\$7,936,459		\$257,416
R135	Horn Light Rail Station	\$5,299,547	\$588,472	\$5,840,604	\$5,252,132	\$500,000			\$4,752,132
R327	Sacramento Valley Station Loop Design/Construct.	\$134,092,368	\$246,000	\$134,120,000	\$133,846,368	\$3,755,000		\$808,000	\$129,283,368
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$2,500,000	\$23,416,642	\$15,078,243			\$1,323,400	\$13,754,843
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$20,287,257	\$47,193,396	\$26,906,139	\$5,000,000		\$1,000,000	\$20,906,139
R381	Blue Line Light Rail Station Low Floor Conversion	\$38,047,132	\$0	\$39,056,604	\$39,056,604		\$4,003,278		\$35,053,326
		\$258,752,413	\$24,194,634	\$260,542,317	\$229,977,361	\$10,899,000	\$11,939,737	\$3,131,400	\$204,007,224
Maintenance Buildings									
B165	Electric Bus Charging Infrastructure	\$9,245,601	\$2,212,103	\$9,380,000	\$4,787,897				\$4,787,897
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$70,725,000				\$70,725,000
R362	Light Rail Wheel Truing Machine Procurement	\$3,583,557	\$1,177,762	\$4,415,438	\$3,054,119				\$3,054,119
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$34,800	\$34,800	\$0				\$0
		\$83,588,958	\$3,424,665	\$84,555,238	\$78,567,016	\$0	\$0	\$0	\$78,567,016

FY 2023 Capital Budget Revenues and Expenditures (continued)

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Revenue Vehicles									
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$21,629,000				\$21,629,000
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,875,570	\$3,250,136	\$9,926,957	\$6,676,821				\$6,676,821
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$25,442,066	\$63,500,000	\$38,057,934	\$18,821,459		\$9,178,541	\$10,057,934
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$1,525,000	\$1,265,000		\$260,000	\$0
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000		\$171,000	\$171,000				\$171,000
R100	Replacement Light Rail Vehicles (35)	\$141,536,851		\$141,468,494	\$141,468,494				\$141,468,494
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$106,230,277	\$24,000,000		\$6,000,000	\$76,230,277
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$38,222,830	\$46,200,000	\$7,977,170	\$7,977,170			\$0
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$48,000,000	\$15,726,300	\$23,394,078	\$2,360,000	\$6,519,622
		\$438,667,698	\$66,915,032	\$438,650,728	\$371,735,696	\$67,789,929	\$23,394,078	\$17,798,541	\$262,753,148
Service Vehicles									
N001	Police Vehicle Replacement	\$2,420,000	\$940,000	\$2,420,000	\$0				\$1,480,000
		\$2,420,000	\$940,000	\$2,420,000	\$0	\$0	\$0	\$0	\$1,480,000
Communication/IT Systems									
T072	Train Station Signage Technology Refresh	\$4,633,713	\$0	\$4,633,713	\$4,633,713				\$4,633,713
T073	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$11,930,289				\$11,930,289
		\$16,564,002	\$0	\$16,564,002	\$16,564,002	\$0	\$0	\$0	\$16,564,002

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Other									
M004	OPERATING Revenue Bond, Series 2021A Payment	\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261		\$1,295,261		
		\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261	\$0	\$1,295,261	\$0	\$0
	Table Totals	\$1,058,238,819	\$142,347,001	\$1,094,262,635	\$941,501,755	\$128,688,929	\$86,929,076	\$46,929,941	\$680,433,809

Capital Project Funding Addition Descriptions

Guideway

R359 LR Modern. 15 Min. Service to Folsom (Sidetrack) – Complete track and signal work on the segment of the Gold Line between Sunrise and Historic Folsom Light Rail Stations to enable 15-minute service from downtown Sacramento to Folsom.

S030 Downtown/Riverfront Streetcar Project – Planning, environmental, engineering and construction of a new streetcar line to connect the cities of West Sacramento and Sacramento and their shared riverfront.

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements – Construct and improve bicycle, pedestrian, and bus access from the Watt Ave Station Plaza to the Watt/I-80 Light Rail Station.

R135 Horn Light Rail Station – Engineering and construction of a new station in Rancho Cordova at Horn Road. New station includes passenger platforms and passenger amenities.

R327 Sacramento Valley Station Loop Design and Construction – Design and construct 1.55 mile of double tracking of the existing light service on H St. and 7th St and the realignment of the SacRT Sacramento Valley Light Rail Station.

R375 Dos Rios Light Rail Station Construction - Construct a new light rail station in the conjunction with the new Mirasole Village housing Development located in the Rivers District just North of downtown Sacramento and east of the Rail Yard Project.

R380 Gold Line Light Rail Station Low Floor Vehicle Conversion – Construct new raised platforms at light rail stations on the Gold Line in order to facilitate the use of low-floor light rail vehicles.

R381 Blue Line Light Rail Station Low Floor Vehicle Conversion – Construct new raised platforms at light rail stations on the Blue Line in order to facilitate the use of low-floor light rail vehicles.

Maintenance Building

B165 Electric Bus Charging Infrastructure – Purchase construct and install charging infrastructure to charge up to 22 battery electric vehicles at BMF1.

F035 South Area Bus Maintenance Facility – Planning, environmental, engineering, purchase and construction of a new Bus Maintenance Facility in South Sacramento County.

R362 Light Rail Wheel Truing Machine Procurement – Purchase two Light Rail Wheel Truing Machines one to install at Metro Light Rail Maintenance Facility and one portable machine.

R384 LRV Maintenance Shop Upgrades (Engineering) – Engineering for the Light Rail Maintenance Shop upgrades needed to maintain the new Siemens S700.

Capital Project Funding Addition Descriptions (continued)

Revenue Vehicles

B100 Replacement 16 CNG Buses (FY 22- FY 26) – Purchase sixteen (16) buses to replace sixteen (16) CNG buses that have reached the end of their useful life.

B164 Airport Service Expansion ZEB Buses (10-40') – Purchase ten (10) 40' Zero Emission Vehicles and 10 associated standard chargers for a new, frequent bus service between downtown Sacramento and Sacramento International Airport.

B173 40-ft CNG Bus Replacement (91 Orion Buses) – Purchase ninety-one (91) CNG 40' replacement transit buses, these new buses will replace vehicles that have exceeded their useful life.

P014 SmarT Ride Vehicle Replacement – Purchase ten (10) new SmarT ride vehicles to replace ten (10) vehicles that have reached the end of their useful life's.

P015 SmarT Ride Expansion Vehicle – Purchase one (1) new SmarT Ride vehicle to expand the SacRT SmarT Ride Service.

R100 Replacement New Low-Floor LRVs – Purchase eighteen (18) new replacement Low-Floor Light Rail Vehicles to replace vehicles that have exceeded their useful life.

R125 CAF Fleet Mid-Life Component Overhaul – Overhaul of major subsystems and components on the CAF light rail vehicles (40 Vehicles).

R376 Replacement New Low-Floor LRVs NTP 2 (8) – Purchase eight (8) new Siemens S700 Low-Floor Light Rail Vehicles to replace eight (8) High-Floor Light Rail Vehicles that have reached the end of their useful life's. New Vehicles will be operated on the Gold Line.

R377 Replacement New Low-Floor LRV's NTP 3 (8) - Purchase eight (8) new Siemens S700 Low-Floor Light Rail Vehicles to replace eight (8) High-Floor Light Rail Vehicles that have reached the end of their useful life's. New Vehicles will be operated on the Blue Line.

Communications and IT Systems

T072 Train Station Signage Technology Refresh - Replace the Digital Messaging Signs (DMS) equipment on throughout the SacRT rail system. It will replace the existing DMS with modern LCD style signage as well as implement digital content management systems making it easier to communicate with the new signs as well as integrate with the Public Address system at the stations.

T073 Train Technology Refresh – Upgrade equipment onboard trains (Siemens, UTDC, CAF) to create a unified communications infrastructure. This will help the agency achieve and maintain ADA compliant communications by announcing and displaying upcoming train types at stations (low/high floor) along with destination and provide a mechanism to direct passengers with disabilities to the correct boarding area.

Service Vehicles

N001 Non-Revenue Police Vehicle Replacement – Purchase twenty-three (23) new police vehicles including all needed electronics.

Other

M004 Operating Revenue Bond Series 2012 Payment – Provide funding for payments for 2021A Bonds.

SacRT FY 2023 Budget Briefing

FY 2023 Budget Assumptions

- 🚌 **Services are budgeted without reductions**
- 🚌 **The budget will support SacRT strategic priorities**
 - 🚌 **Customers first**
 - 🚌 **Business optimization**
- 🚌 **CARES Act, CRRSAA and ARP funding used to offset local revenue losses**
- 🚌 **No reductions to staffing levels**
 - 🚌 **Merit increases received per CBA's**
- 🚌 **No fare rate adjustments**

FY 2023 Operating and Capital Budgets

-  **Operating Budget - \$230.9M**
 - **77% Operations 23% Admin Support**



- **Capital Budget Additions – \$262.5M**

Highlighted Projects – FY 2023

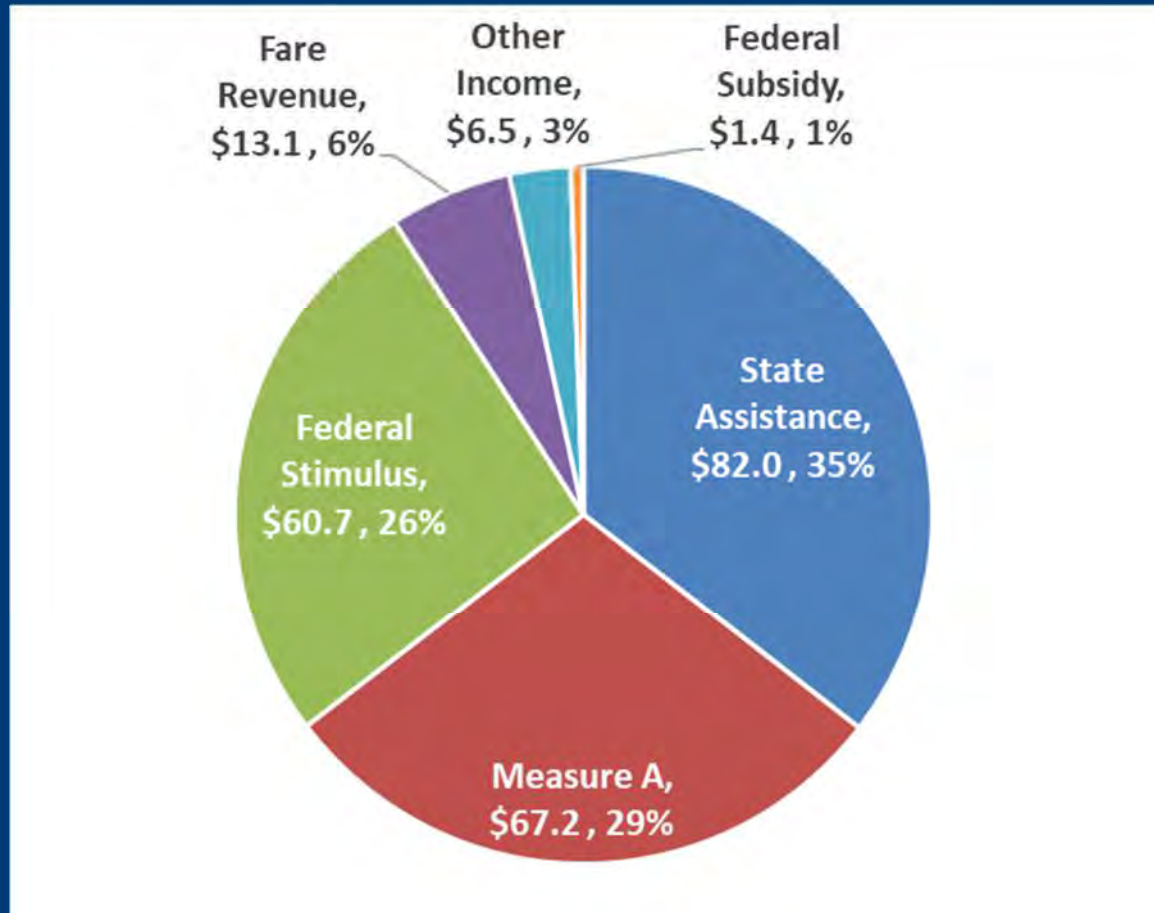


- **Replacement New Low-Floor LRVs**
- **Downtown/Riverfront Streetcar Project**
- **15 Minute Service to Folsom (Side Track)**



Where the Dollars Come From (\$ Millions)

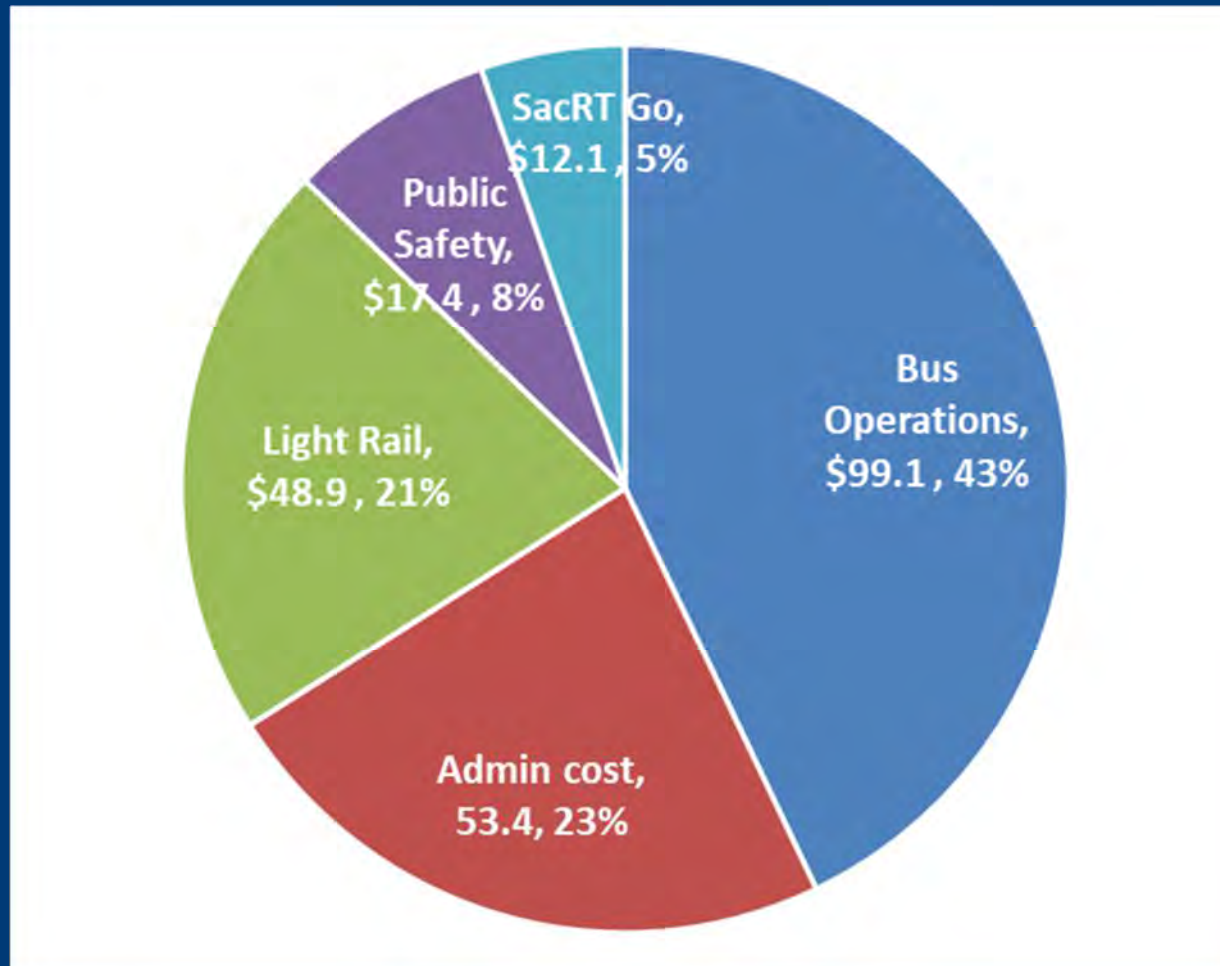
(Total FY 23 Operating Revenue is \$230.9M)



Federal Stimulus Funding includes \$3.9M CARES Act, \$29.4M CRRSAA, and \$27.3M ARP.

Service Delivery Breakdown (\$ Millions)

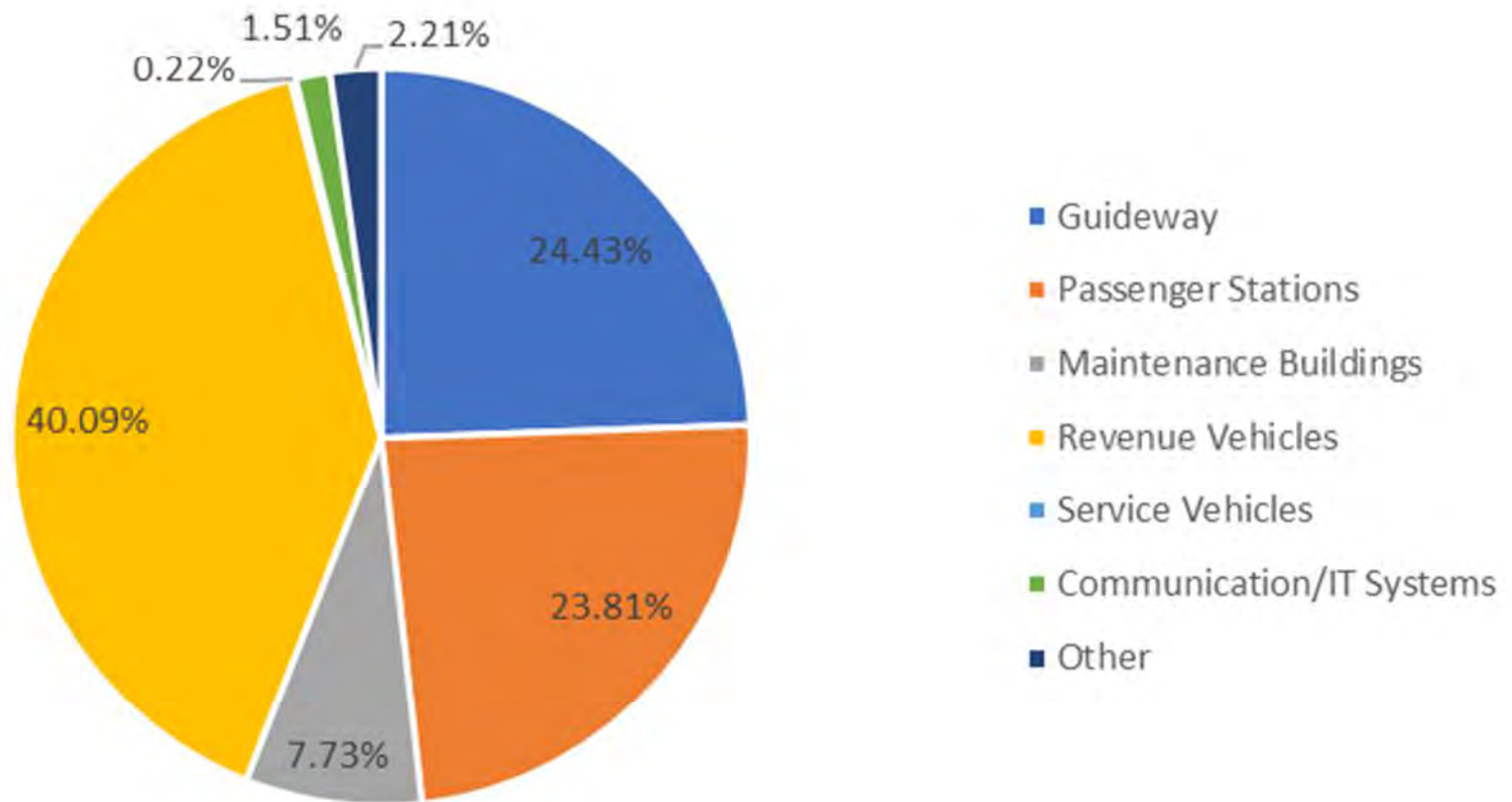
(Total FY 23 Operating Expenditure is \$230.9M)



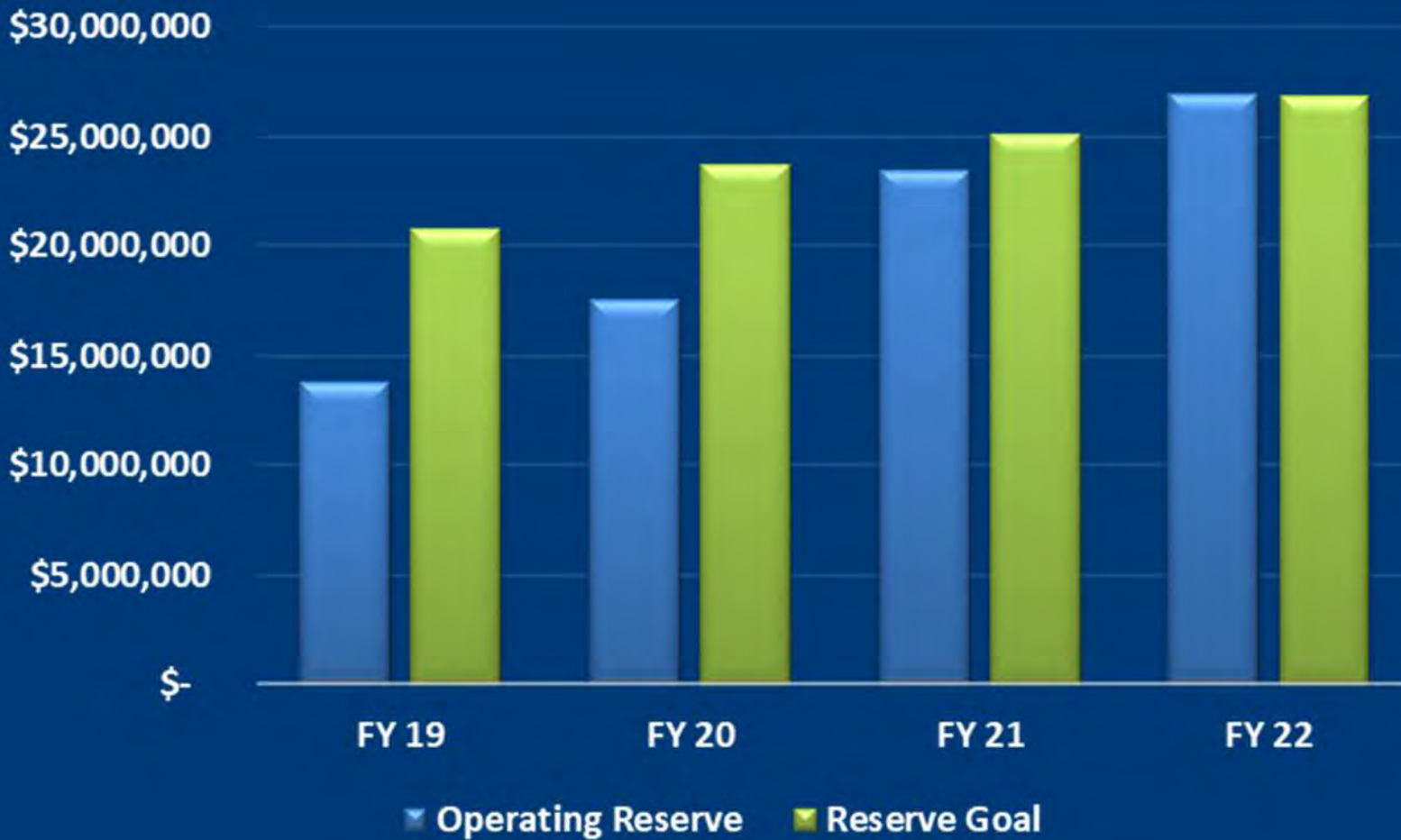
FY 2023 Capital Budget (\$ Millions)

(Total FY 23 Capital Budget Additions are \$262.5M)

Capital Projects by Categories



Cash Reserves



Note - reserve requirements do not reflect the impact of SacRT's current Line of Credit



Financial Outlook



 **Urgent funding need - State of Good Repair**

 **COVID-19 continues to impact ridership**

 **Line of Credit significantly reduced**

 **Last used in September 2020**

 **Grant Funding**

 **Increasing at the State/Local level**

 **Increasing at the Federal level**

 **(Not including stimulus funding)**

FY 2023 Budget Schedule

April 11, 2022

Release of the Preliminary FY 2023 Operating and Capital budgets, 60-day public review begins

May 9, 2022

Public Hearing receiving public comment

June 13, 2022

FY 2023 Operating and Capital Budget hearing for adoption by the Board of Directors

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

Major Project Updates

Oral Report

Capital Corridor JPA Meeting Summary – April 20, 2022 (Miller, Harris)

Written Report

SacRT Meeting Calendar

Regional Transit Board
Meeting May 23, 2022
SacRT Auditorium / Webconference
5:30 P.M

Quarterly Retirement Board Meeting
June 8, 2022
SacRT Auditorium / Webconference
9:00 A.M

Mobility Advisory Council Meeting
June 2, 2022
SacRT Auditorium / Webconference
2:30 P.M

STAFF REPORT

DATE: May 9, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Michael Cormiaie Director, Light Rail Maintenance
SUBJ: CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING
SUMMARY OF APRIL 20, 2022

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board members present: Steve Miller, Jeff Harris.

AGENDA

- I. Call to Order: 10:02
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action - passed*
 1. Approve Minutes of the February 16, 2022 Meeting
 2. Approve Minutes of the March 23, 2022 Special Meeting
 3. Funding Authorization for Legal Action Related to Oakland Howard Terminal Project. *Action - passed*
Public Comment: Mike Barnbaum, comment. Jennifer, comment. Sperring – details on the specific legal action.
 4. Authorize Adoption of an Updated Transit and Intercity Rail Capital Program (TIRCP) Master Agreement with Caltrans
 5. Authorize Funding Exchange Agreement with Metropolitan Transportation Commission (MTC) for SR84 Ardenwood Intermodal Bus Facility Project Approval & Environmental Document (PA&ED) Phase
 6. Authorize Contract with California Strategies for California Integrated Travel Project (Cal-ITP) Public Relations/Legislative Engagement
 7. Authorize Contract with FirstNet for Cal-ITP Communications Service Support California Passenger Information Display System (CalPIDS) Support & Installation. Public Comment: Doug, comment.
 8. Director Comment: Monterior – agrees with PIDS sign confusion.

- a. Joint Powers Agreement with Rail Partner Agencies to Jointly Procure Services for the Operation and Maintenance of Existing Legacy California PIDS.
- b. FY22 Amtrak Operating Agreement Amendment One – Installation of CalPIDS Cabinets at Capitol Corridor Stations.

V. Action and Discussion Items

- 1. Authorize Contract Amend with HNTB for the PA&ED Phase *Action-Passed* of SR 84 Ardenwood Intermodal Bus Facility as related to South Bay Connect.
- 2. Capitol Corridor’s Cal-ITP Minimum Viable Product (MVP) Launch Update *Info*
Director Comments: Spering, *Comment, why change from Clipper.* McPartland, *comment universal application.* Ryburn, *enthusiasm to new card system, when.* Li, *timeline questions and supportive.*
Public Comment: Mike Barnbaum: *question regarding Clipper, SacRT systems Connect Card.* Doug Kerr: *comment on all the card he has.*
 Advance the Link21 Program through Stage Gate 1 *Action-Passed*
Director Comments: McPartland, *full support.* Spering, *equity advancement.* Raburn, *version correction, other comments, Southern crossing – San Mateo.*
Public Comments: *None*
- 3. Capital Projects Update *Info*
 - a. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program to Support Link21
- 4. Legislation and Funding Update – State and Federal *Info*
- 5. Managing Director’s Report *Info*
Director Comment: *Jade, questions on the transfers to SF.*
Public Comments: *None*
- 6. CCJPA Project and Program Updates *Info*
 - a. Marketing and Communications Activities
 - b. South Bay Connect
 - c. Sacramento to Roseville Third Track
 - d. Davis Crossover and Signal Replacement
 - e. Stege Crossover and Signal Upgrade
 - f. Agnew Siding

VI. Board Director Reports

Director Comment: *Raburn, comments, application.*

VII. Public Comment

Public Comment: Mike Barnbaum: *comments on frequency increases.* A. Miller: *DTC triggered horns.*

VIII. Adjournment. Next Meeting Date: 10:00 a.m., June 15, 2022 – Location VTA