



Sacramento Regional Transit District Agenda

BOARD MEETING
4:00 P.M., MONDAY, JUNE 10, 2024
SACRAMENTO REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com
(29th St. Light Rail Station Bus 38, 67, 68)

ROLL CALL — Directors Brewer, Budge, Daniels, Hume, Jennings, Kaplan, Kozlowski, Maple, Serna, Singh-Allen, Vang and Chair Kennedy

Alternates: Directors Chalamcherla, Sander, Schaefer, Suen

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of May 13, 2024
- 2.2 Resolution 2024-06-052: Annual Update to Investment Policy (J. Johnson)
- 2.3 Resolution 2024-06-053: Approving the Sixth Amendment to the Personal Services Contract with Denise Standridge (J. Johnson)
- 2.4 Resolution 2024-06-054: Approve Third Amendment to the Contract for General Construction Management Support Services – 2019 with 4LEAF, Inc. (H. Ikwut-Ukwa)
- 2.5 Approving the Issuance of an Annual Student (TK-12) Pass to Students Without a Full Fare Subsidy and Delegating Authority to the General Manager/CEO to Negotiate and Execute Student Transit Pass Agreements for the RydeFreeRT Program (J. Johnson)
 - A) Resolution 2024-06-055: Approving the Issuance of an Annual Student (TK-12) Pass to Students Without a Full Fare Subsidy; and
 - B) Resolution 2024-06-056: Delegating Authority to the General Manager/CEO to Negotiate and Execute Student Transit Pass Agreements for the RydeFreeRT Program
- 2.6 Resolution 2024-06-058: Approving (1) A Sole Source Procurement and (2) the Ninth Amendment to Contract for Mobile and Online Fare Application with Siemens Mobility, Inc. as Successor in Interest to Bytemark, Inc. (J. Johnson)

- 2.7 Resolution 2024-06-059: Adopting a Revised Title VI Service Equity Analysis and Service Changes for 2024 (L. Ham)
- 2.8 Resolution 2024-06-062: Approving an Exception to the California Building Code Standards for Directional Tile at Light Rail Vehicle Door Openings Under Government Code Section 4451(f) (H. Ikwut-Ukwa)
- 2.9 Ratifying the General Manager/CEO's Execution of the Third Amendment, Approving a Sole Source Procurement and Approving the Fourth Amendment to Contract for The Transit Watch Mobile Application with ELERTS Corporation (D. Selenis)
 - A) Resolution 2024-06-063: Ratifying the General Manager/CEO's Execution of the Third Amendment to the Contract for Transit Watch Mobile Application with ELERTS Corporation; and
 - B) Resolution 2024-06-064: Approving a Sole Source Procurement and the Fourth Amendment to Contract for Transit Watch Mobile Application with ELERTS Corporation
- 2.10 Resolution 2024-06-065: FY24-25 Insurance Renewals (J. Johnson)
- 2.11 Resolution 2024-06-066: Approving (1) The Addendum to the Sacramento Valley Station Area Improvements Project Initial Study/Mitigated Negative Declaration and (2) Revised Mitigation Monitoring and Reporting Plan (L. Ham)
- 2.12 Resolution 2024-06-067: Conditionally Delegating Authority to the General Manager/CEO to Award and Execute the Contract for Final Design Services for Sacramento Valley Light Rail Station Relocation with Psomas (H. Ikwut-Ukwa)
- 2.13 Resolution 2024-06-068: Approving the Sale of 3 Surplus Urban Transportation Development Corporation Light Rail Vehicles to the U.S. Department of Homeland Security, Transportation Security Administration (C. Alba)
- 2.14 Resolution 2024-06-069: Delegating Authority to the General Manager/CEO to Award Contract for Health and Welfare Benefit Consulting Services to Keenan & Associates (D. Topaz)
- 2.15 Resolution 2024-06-070: Conditionally Awarding the Contract for Construction of the Dos Rios Light Rail Station Project to DMZ Builders (H. Ikwut-Ukwa)
- 2.16 Resolution 2024-06-057: Delegating Authority to the General Manager/CEO to Submit and Execute a Federal Fiscal Year 2024 Transit Security Grant Program Grants (L. Ham)
- 2.17 Resolution 2024-06-071: Approving a Sole Source Procurement and the Third Amendment to the Contract for On-Call Compressed Natural Gas Equipment Repair and Parts Services with Clean Energy (L. Hinz)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

5.1 Public Hearing and Adoption of the Fiscal Year (FY) 2025 Operating and Capital Budgets (J. Johnson)

A. Accept Public Comments; and

B. Resolution 2024-06-060: Adopt the FY 2025 Operating and Capital Budgets

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

7. NEW BUSINESS

7.1 Resolution 2024-06-061: Approval of the FY 2024 Annual Performance Evaluation for the General Manager, CEO, Henry Li (S. Valenton)

8. GENERAL MANAGER'S REPORT

8.1 General Manager's Report

a. Major Project Updates

b. SacRT Meeting Calendar

c. Customer Service Response to Feedback and Comments (L. Hinz)

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

9.1 Sacramento-Placerville Transportation Corridor Joint Powers Authority Meeting Summary – May 13, 2024 (Budge)

9.2 San Joaquin Joint Powers Authority Meeting Summary – May 17, 2024 (Hume)

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

*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. At each open meeting, members of the public will be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on the table at the back of the auditorium.

Public comment may be given on any agenda item as it is called and will be limited by the Chair to 3 minutes or less per speaker. Speakers using a translator will be provided twice the allotted time, to account for the time needed to translate speaker's comment. When it appears there are several members of the public wishing to address the Board on a specific item, at the outset of the item the Chair of the Board will announce the maximum amount of time that will be allowed for public comment on that item.

Written public comment submitted to boardcomments@sacrt.com up to 250 words and received by 1:00 p.m. on the day of the meeting will be provided to the Board and will become part of public record upon submission to the Board.

Matters under the jurisdiction of the Board and not on the posted agenda may be addressed under the Item "Public addresses the Board on matters not on the agenda." Up to 30 minutes will be allotted for this purpose. The Board limits public comment on matters not on the agenda to 3 minutes per person and not more than 15 minutes for a particular subject. If public comment has reached the 30 minute time limit, and not all public comment has been received, public comment will resume after other business has been conducted as set forth on the agenda. The Board will not act upon or discuss an item that is not listed on the agenda except as provided under Section 3.1.3.6.

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

This meeting of the Sacramento Regional Transit District will be cablecast on Metro Cable 14, the local government affairs channel on the Comcast and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at metro14live.sacounty.gov. The meeting will replay Sunday, June 16th at 11:30 AM and Monday, June 17th at 2:00 PM on Channel 14. This meeting can also be viewed at youtube.com/metrocable14.

Any person(s) requiring accessible formats of the agenda or assisted listening devices/sign language interpreters should contact the Clerk of the Board at 916-556-0456 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, and are available for public inspection at its Administrative Offices.

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMAY OF MAY 13, 2024

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
MAY 13, 2024**

ROLL CALL: Roll Call was taken at 4:01 p.m. PRESENT: Directors Brewer, Budge, Daniels, Hume, Jennings, Serna, Singh-Allen and Chair Kennedy. Absent: Director Kozlowski. Director Kaplan arrived at 4:04, Director Vang arrived at 4:08 p.m. and Director Maple arrived at 4:24 p.m.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of April 8, 2024
- 2.2 Receive and File: Quarterly Treasurer's Report (J. Johnson)
- 2.3 Police Services Personal Contract Employees (L. Hinz)
 - a) Resolution 2024-05-037: Approving the Third Amendment to the Amended and Restated Personal Services Contract with Mark Sakauye; and
 - b) Resolution 2024-05-038: Approving the Third Amendment to the Personal Services Contract with Stephen Lau; and
 - c) Resolution 2024-05-039: Approving the First Amendment to the Personal Services Contract with Douglas Voska; and
 - d) Resolution 2024-05-040: Approving the First Amendment to the Personal Services Contract with Rosario Arteaga Esquivel; and
 - e) Resolution 2024-05-041: Approving the First Amendment to the Personal Services Contract with Evan Kanenaga
- 2.4 Resolution 2024-05-042: Approving the License Agreement with National Academic Youth Corps to Install Art Chairs at Florin Light Rail Station as Part of the Florin Road Community Beautification Project (C. Flores)
- 2.5 Resolution 2024-05-043: Approving Alchemist CDC to use Meadowview Parking Lot for Farmers Market (C. Flores)
- 2.6 Contract for Rail Modernization 15-Minute Service to Folsom with Aldridge Electric, Inc.: (1) Report Regarding Amendment No. 2 to Contract Change Order No. 9; and (2) Delegating Authority to the General Manager/CEO to Issue Amendment Nos. 3 and 4 to Contract Change Order No. 9 (H. Ikwut-Ukwa)

- a) Resolution 2024-05-044: Delegating Authority to the General Manager/CEO to Issue Amendment Nos. 2 and 4 to Contract Change Order No. 9 to the Contract for Rail Modernization 15-Minute Service, to Folsom with Aldridge Electric, Inc.
- 2.7 Resolution 2024-05-045: Authorizing the Execution of the Low Carbon Transit Operations Program Project(s), and Certifications and Assurances, and Submittal of Project Nominations and Allocation Requests to Caltrans for Fiscal Year 2023-24 Low Carbon Transit Operations Program (L. Ham)
- 2.8 Resolution 2024-05-046: Approving the Second Amendment to the License Agreement with the Regents of the University of California for Fiber Operation and Maintenance at Stockton Boulevard Within SacRT Property (C. Flores)
- 2.9 Resolution 2024-05-047: Approving a License Agreement for Flixbus Stop at University/65th Street Station/Q Street/67th Street for Intercity Service and Delegating Authority to the General Manager/CEO to Approve Future License Agreement Amendments (C. Flores)
- 2.10 Resolution 2024-05-048: Approve an Agreement with the County of Sacramento for Discount Purchase and Sale for Prepaid Fare Media (J. Johnson)
- 2.11 Approving the First Amendment to Student Transit Pass Agreement – 2023 with Los Rios Community College District and Amending the Fare Structure (Resolution No. 10-09-0174, as Previously Amended) to Redefine the Term “Group Pass” (J. Johnson)
 - a) Resolution 2024-05-049: Approving the First Amendment to Student Transit Pass Agreement – 2023 with Los Rios Community College District; and
 - b) Resolution 2024-05-050: Amending the Fare Structure (Resolution No. 10-09-0174, as Previously Named) to Redefine the Term “Group Pass”
- 2.12 Resolution 2024-05-051: Conditionally Approving the Project Agreement with Arden Armory Affordable LP and Conditionally Delegating Authority to the General Manager/CEO to Execute Easements and Property-Related Agreements Subject to FTA Concurrence (C Flores)

ACTION: APPROVED. Director Brewer moved; Director Budge seconded approval of the consent calendar as written. Motion was carried by voice vote. Ayes: Directors Brewer, Budge, Daniels, Hume, Jennings, Kaplan, Serna, Singh-Allen and Chair Kennedy; Noes: None; Abstain: None; Absent: Directors Kozlowski, Maple and Vang

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

- 5.1 Public Hearing: Preliminary FY 2025 Operating and Capital Budgets (J. Johnson)
- A. Accept Public Comment on the Sacramento Regional Transit District Preliminary FY 2025 Operating and Capital Budget; and
 - B. Motion: To Continue the Public Hearing to June 10, 2024

Shelly Valenton provided a presentation on the FY 2025 Budget.

Director Comment: Kaplan

Staff Comment: Shelly Valenton, Henry Li

Director Comment: Chair Kennedy

Staff Comment: Shelly Valenton, Henry Li

Public Comment:

Coco Coccozzella, STAR, asked about projects listed on the Capital Budget and asked a question about the amount budgeted for disruption manager software.

Staff Comment: Casey Courtright

Public Comment:

Jeffery Tardaguila asked for totals of project changes from last year to this year.

Staff Comment: Shelly Valenton

Director Jennings moved; Director Serna seconded approval to continue the Public Hearing to the June 10, 2024 SacRT Board Meeting. Motion was carried by voice vote. Ayes: Directors Brewer, Budge, Daniels, Hume, Jennings, Kaplan, Serna, Singh-Allen, Vang and Chair Kennedy. Noes: None; Abstain: None; Absent: Directors Kozlowski and Maple.

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public Comment:

Jeffery Tardaguila commented on the Watt I-80 elevator, shuttles and broken bulletin boards, fare boxes and connect cards.

Director Comment: Serna

Helen O’Connell commented on youth pass funding, access to benches for those with disabilities and 13th Street station shuttles.

Director Comment: Chair Kennedy

7. NEW BUSINESS

7.1 Information: Employee Satisfaction Survey Results (S. Valenton)

Shelly Valenton provided a brief overview of the item and introduced Conchita Robinson who provided a presentation on the Employee Satisfaction Survey Results.

Director Comment: Singh-Allen

Staff Comment: Shelly Valenton

Director Comment: Jennings

8. GENERAL MANAGER’S REPORT

8.1 General Manager’s Report

- a. Major Project Updates
- b. SacRT Meeting Calendar
- c. Customer Service Response to Feedback and Comments (L. Hinz)

Mr. Li provided a brief report.

Director Comment: Budge

Public Comment:

Jeffery Tardaguila commented on operator safety and security, the Watt I-80 Elevators, the status of the project in Folsom and concern of an issue with the space for wheelchairs on new buses.

General Manager Henry Li responded.

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

9.1 Capitol Corridor Joint Power Authority Meeting Summary – May 1, 2024
(Daniels, Maple)

Director Comment: Maple, Daniels

Director Comment: Maple, Daniels

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

The Board recessed to Closed Session at 5:09 p.m.

PRESENT: Directors Brewer, Budge, Daniels, Hume, Kaplan, Jennings, Maple, Serna, Singh-Allen, Vang and Chair Kennedy.

ABSENT: Director Kozlowski

13. CLOSED SESSION

13.1 Public Employee Performance Evaluation
Pursuant to Gov. Code Section 54957

1) Title: General Manager/CEO

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

There was no Closed Session Report.

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 5:50 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: ANNUAL UPDATE TO INVESTMENT POLICY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolution will update SacRT's investment policy to better reflect SacRT's investment objectives, California Government Code, and industry best practices.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

SacRT's Investment Policy establishes standards and guidelines for the direction, management, and oversight of the District's investable cash and funds and identifies the investment objectives, tolerance for risk, constraints on the investment portfolio, and the manner in which the investments will be managed and monitored. Investment Policy Section VI requires annual review of SacRT's Investment Policy to ensure its consistency with the overall objectives of preservation of principal, liquidity, and return. The policy is also reviewed for relevance to current law, financial and economic trends, and the needs of SacRT.

On October 22, 2012, the SacRT Board adopted Resolution No. 12-10-0162 approving the Investment Policy and delegating authority to make all investment decisions to SacRT's Investment Officer consistent with Article 1 and 2 of Chapter 4 of Part 1 of Division 2 of Title 5 of the California Government Code (§§53600-53997) and the Investment Policy.

On September 7, 2023, SacRT entered into an agreement with Chandler Asset Management, Inc. for investment management and advisory services. The scope included contractor review and recommending updates to the SacRT's Investment Policy.

SacRT staff worked with the Investment Team at Chandler Asset Management, Inc. to update the Investment Policy and identified opportunities for the improvement of, and to

better align, the policy with SacRT's investment objectives, California Government Code, and industry best practices.

Revisions to the policy this year include updating the authorized investment asset classes allowed by California Government Code and expanding descriptive language of those currently listed, updating and designating maximum maturities, expanding the description of prohibited investments, adding investment portfolio concentration limits, and creating a section to address and expand on mitigating factors for credit and market risk. Additionally, descriptions and references were updated to align with current California Government Code.

Pursuant to Cal. Gov't Code sec. 53646(a)(2), any change to the investment policy must be considered and approved by the legislative body of the local public agency at a public meeting. Therefore, SacRT staff hereby present a revised Investment Policy for the Board's consideration and approval.

Staff recommends the SacRT Board adopt a Resolution approving SacRT's updated Investment Policy (Exhibit A). A redline version (Attachment 1) is also provided for reference.

~~SACRAMENTO REGIONAL TRANSIT DISTRICT~~



SACRAMENTO
REGIONAL TRANSIT

INVESTMENT POLICY

~~October 22, 2012~~

June 10, 2024

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SACRAMENTO REGIONAL TRANSIT DISTRICT INVESTMENT POLICY

I. POLICY

The purpose of the Sacramento Regional Transit District's (RT's SacRT's) Investment Policy is to establish cash management and investment guidelines for the Investment Officer, who is responsible for the stewardship of RT's investment fund. RT's SacRT's investments shall be invested in accordance with the provisions of Article 1 and 2 of Chapter 4 of Part 1 of Division 2 of Title 5 of the California Government Code (§§53600-53997) unless otherwise noted; all section references are to the California Government Code. This policy is written to incorporate industry best practices and recommendations from sources such as the Government Finance Officers Association (GFOA), California Municipal Treasurers Association (CMTA), California Debt and Investment Advisory Commission (CDIAC) and the Association of Public Treasurers of the United States and Canada (APTUSC).

II. STATEMENT OBJECTIVES

The objectives of the Investment Policy include safety of principal, liquidity and meeting the cash flow needs of RT SacRT, and return on investment.

- A. Safety of Principal – Investments will be undertaken in a manner which first seeks to ensure the preservation of capital in the portfolio. Each investment transaction will be entered into seeking quality in issuer and in underlying security or collateral. Market risk will be reduced by diversifying the portfolio, by limiting the average maturity of the portfolio, by limiting the maximum maturity of any one security and by performing cash flow analyses to avoid the need to sell securities prior to maturity.
- B. Liquidity – Investments will be made with maturity dates compatible with cash flow requirements to permit conversion to cash without a significant loss in value.
- C. Return on Investment – The investment portfolio will be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with the investment risk constraints, and the cash flow characteristics of the portfolio.

III. SCOPE

This investment policy applies to RT's SacRT's invested funds as defined by Government Code Section 53601. The policy applies to those funds which are not required for RT's SacRT's immediate necessities as defined in Section 53601. Excluded from this investment policy are guidelines for the investments of proceeds related to debt financing, defeased lease transactions, 457 Plan funds, and Other Post Employment Benefit and Pension Funds.

IV. PRUDENT INVESTOR STANDARD

Persons authorized to make investment decisions on behalf of RT SacRT under this policy are trustees subject to the prudent investor standard set out under Section 53600.3. When

investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing ~~RT's SacRT's~~ funds, the Board and those to whom investment authority has been delegated shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of ~~RT SacRT~~, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of ~~RT SacRT~~.

V. DELEGATION OF AUTHORITY

Authority to manage SacRT's investment program is derived from California Government Code, Sections ~~41006 and~~ 53600 et seq.

- A. Governing Body – The Board of Directors will retain ultimate fiduciary responsibility for the portfolio. The Board of Directors will receive ~~an annual report~~ quarterly reports, designate investment officers, and annually review the investment policy making any changes necessary by adoption.
- B. Investment ~~Officers~~ Officer – Authority to manage the investment portfolio is granted to the Chief Financial Officer hereinafter referred to as Investment Officer as designated by the Board of Directors.

Responsibility for the operation of the investment portfolio is delegated to the ~~Chief Financial~~ Investment Officer who shall act in accordance with established written procedures and internal controls for the operation of the investment program consistent with this Investment Policy.

All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer or designee may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

- C. Investment Adviser – ~~RT SacRT~~ may engage the services of one or more external investment managers to assist in the management of ~~RT's SacRT's~~ investment portfolio in a manner consistent with ~~RT's SacRT's~~ objectives. Such external managers may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy. Such managers must be registered under the Investment Advisors Act of 1940.

D. SacRT's overall investment program must ~~shall~~ shall be designed and managed with a degree of professionalism that is worthy of the public trust. SacRT recognizes that in a diversified portfolio, occasional measured losses may be inevitable and must be considered with the context of the overall portfolio's return and the cash flow requirements of SacRT.

VI. ANNUAL INVESTMENT POLICY AND ~~ANNUAL REPORT~~ QUARTERLY REPORTS ON INVESTMENTS

The Investment Officer shall be responsible for the preparation of the annual statement of investment policy ~~and the annual report on investments~~ as permitted under Section 53646. The annual statement of investment policy and the quarterly report on investments shall be presented to the Board of Directors for review and approval. The quarterly report shall include a complete description of the portfolio, the type of investments, the issuers,

maturity dates, par values and the current market value of each component of the portfolio, including funds managed for ~~RT~~SacRT by third party contracted managers.

Pursuant to Section 53646(e), if all funds are placed in Local Agency Investment Fund (LAIF), FDIC-insured accounts and/or a county investment pool, the foregoing report elements may be ~~placed~~replaced by copies of the latest statements from such institutions. The report must also include a certification that: (1) All investment actions executed since the last report have been made in full compliance with the Investment Policy; and (2) ~~RT~~SacRT will meet its expenditure obligations for the next six months as required by Section 53646(b)(2) and (3), respectively. The Investment Officer shall maintain a complete and timely record of all investment transactions.

Management shall establish an annual process of independent review by the external auditor to assure compliance with internal controls. Such an audit will include tests deemed appropriate by the auditor.

VII. REVIEW OF INVESTMENT PORTFOLIO

The Investment Officer shall~~must~~~~shall~~ periodically, but no less than quarterly, review the portfolio to identify investments that do not comply with this investment policy and establish protocols for reporting major and critical incidences of noncompliance to the Board of Directors.

VIII. PERFORMANCE EVALUATION

The investment portfolio shall~~must~~ shall be designed to attain a market-average rate of return throughout budgetary and economic cycles, taking into account SacRT's risk constraints, the cash flow characteristics of the portfolio, and state and local laws, ordinances or resolutions that restrict investments.

The Investment Officer shall~~must~~ shall monitor and evaluate the portfolio's performance relative to the chosen market benchmark(s), which will be included in the Investment Officer's quarterly report. The Investment Officer must shall select an appropriate, readily available index to use as a market benchmark.

IX. MAXIMUM MATURITY

To the extent possible, investments must~~shall~~ shall be matched with anticipated cash flow requirements and known future liabilities.

SacRT will not invest in securities maturing more than five (5) years from the date of trade settlement, unless the Board has by resolution granted authority to make such an investment.

~~VII.X~~AUTHORIZED INVESTMENTS

~~Authorized investments shall be those authorized under Article 1 and Article 2 of Chapter 4 of the California Government Code. Pursuant to Section 16429.1, authorized investments shall include investments in the State Local Agency Investment Fund (LAIF). The table below illustrates the investments authorized by the California Government Code. The table also identifies certain provisions of the California Government Code that address interest rate risk, credit risk, and concentration of credit risk. Interest rate risk is the risk that the value of fixed income securities will decline because of rising interest rates, on the~~

table below, interest rate risk corresponds to the maximum maturity. Credit risk relates to the potential that bond issuers will fail to make interest or principal payments. Credit risk is related to the minimum rating section on the table below. Finally, concentration of credit risk is the risk associated with a lack of diversification within an entities investments. To address this risk there are limits on the maximum percentage of the portfolio and maximum investments in one issuer an entity can hold at a given time. Note that in some cases the table below is more restrictive than the state requirements when deemed prudent by RT.

Authorized Investment Type	Maximum Maturity	Minimum Rating	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
Local agency bonds	5 years	N/A	None	None
U.S. Treasury obligations	5 years	N/A	None	None
U.S. Agency securities	5 years	N/A	None	None
Bankers' acceptances	180 days	N/A	40%	30%
Commercial paper	270 days	A1/P1	25%	10%
Negotiable certificates of deposit	5 years	N/A	30%	None
Reverse repurchase agreements	92 days	N/A	20% of base value	None
Medium-term notes	5 years	A	30%	None
Mutual funds investing in eligible securities	N/A	AAA	20%	10%
Mortgage pass-through securities	5 years	AA	20%	None
Local Agency Investment Fund	N/A	N/A	None	None
JPA pools (other investment pools)	N/A	N/A	None	None

IMPORTANT NOTE: If the credit rating of a security is subsequently downgraded below the minimum rating level for a new investment of that security, the Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

VIII. — PROHIBITED INVESTMENTS AND DIVESTMENT

SacRT's investments are governed by the California Government Code, Sections 53600 *et seq.* Within the investments permitted by the Code, SacRT seeks to further restrict eligible investments to the guidelines listed below. In the event a discrepancy is found between this policy and the Code, the more restrictive parameters will take precedence. Percentage holding limits listed in this section apply at the time the security is purchased.

Any investment currently held at the time the policy is adopted which does not meet the new policy guidelines can be held until maturity and shall be exempt from the current policy. At the time of the investment's maturity or liquidation, such funds may ~~shall~~ be reinvested only as provided in the current policy.

An appropriate risk level must ~~shall~~ be maintained by primarily purchasing securities that are of high quality, liquid, and marketable. The portfolio must ~~shall~~ be diversified by security type and institution to avoid incurring unreasonable and avoidable risks regarding specific security types or individual issuers.

<u>INVESTMENT TYPE</u>	<u>MAXIMUM MATURITY</u>	<u>MAXIMUM SPECIFIED % OF PORTFOLIO</u>	<u>MINIMUM QUALITY (Rating) REQUIREMENTS</u>	<u>MAXIMUM INVESTMENT IN ONE ISSUER</u>
Local Agency Bonds	5 years	30%*	None	5%*

U.S. Treasury Obligations	5 years	None	None	None
State Obligations— CA And Others	5 years	30%*	None	5%*
CA Local Agency Obligations	5 years	30%*	None	5%*
U.S Agency Obligations	5 years	None	None	30%*
Bankers' Acceptances	180 days	40%	None	5%*
Commercial Paper—Non-Pooled Funds (under \$100,000,000 of investments)	270 days or less	25% of the agency's money	Highest letter and number rating by an NRSRO	5%*
Commercial Paper—Non-Pooled Funds (min. \$100,000,000 of investments)	270 days or less	40% of the agency's money	Highest letter and number rating by an NRSRO	5%*
Negotiable Certificates of Deposit	5 years	30%	None	5%*
Non-negotiable Certificates of Deposit	5 years	20%*	None	None
Placement Service Deposits	5 years	30%*	None	None
Placement Service Certificates of Deposit	5 years	30%*	None	None
Repurchase Agreements	1 year	None	None	None
Reverse Repurchase Agreements and Securities Lending Agreements	92 days	20% of the base value of the portfolio	None	None
Medium-Term Notes	5 years or less	30%	"A" rating category or its equivalent or better	5%*
Mutual Funds And Money Market Mutual Funds	N/A	20%	Multiple	10%
Collateralized Bank Deposits	5 years	None	None	None
Mortgage Pass-Through and Asset-Backed Securities	5 years or less	20%	"AA" rating category or its equivalent or better	5%*
Joint Powers Authority Pool	N/A	20%*	Multiple	None
Local Agency Investment Fund (LAIF)	N/A	None	None	None
Voluntary Investment Program Fund	N/A	None	None	None
Supranational Obligations	5 years or less	30%	"AA" rating category or its equivalent or better	10%*
Public Bank Obligations	5 years	None	None	None

**SacRT's investment policy is more conservative than is required by the California Government Code, Sections 53600 et seq. for these investment types.*

Description of Securities (Note – Securities may fall under multiple investment types.)

1. Municipal Securities include obligations of SacRT, the State of California, and any local agency within the State of California, provided that:

- The securities are rated in a rating category of “A” or its equivalent or better by at least one nationally recognized statistical rating organization (“NRSRO”).

2. Municipal Securities (Registered treasury notes or bonds) of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California, provided that:

- The securities are rated in a rating category of “A” or its equivalent or better by at least one nationally recognized statistical rating organization (“NRSRO”).

3. Federal Agencies or United States Government-Sponsored Enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. There are no limits on the dollar amount or percentage that SacRT may invest in Federal Agency or Government-Sponsored Enterprises (GSEs), provided that:

- The maximum percentage of agency callable securities in the portfolio will be 20%.

4. Banker’s Acceptances, provided that:

- They are issued by institutions which have short-term debt obligations rated “A-1” or its equivalent or better by at least one NRSRO; or long-term debt obligations which are rated in a rating category of “A” or its equivalent or better by at least one NRSRO.

5. Commercial Paper, provided that the securities are issued by an entity that meets all of the following conditions in either paragraph (a) or (b) and other requirements specified below:

a. Securities issued by corporations:

- (i) A corporation organized and operating in the United States with assets more than \$500 million.
- (ii) The securities are rated “A-1” or its equivalent or better by at least one NRSRO.
- ~~(i)~~ (iii) If the issuer has other debt obligations, they must be rated in a rating category of “A” or its equivalent or better by at least one NRSRO.

b. Securities issued by other entities:

- (i) The issuer is organized within the United States as a special purpose corporation, trust, or limited liability company.
- (ii) The securities must have program-wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond.

(iii) The securities are rated "A-1" or its equivalent or better by at least one NRSRO.

6. Negotiable Certificates of Deposit (NCDs), issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank, provided that:

- The amount of the NCD insured up to the FDIC limit does not require any credit ratings.
- Any amount above the FDIC insured limit must be issued by institutions which have short-term debt obligations rated "A-1" or its equivalent or better by at least one NRSRO; or long-term obligations rated in a rating category of "A" or its equivalent or better by at least one NRSRO.
- No more than 30% of the total portfolio may be invested in NCDs (combined with CDARS).

7. Federally Insured Time Deposits (Non-Negotiable Certificates of Deposit) in state or federally chartered banks, savings and loans, or credit unions, provided that:

- The amount per institution is limited to the maximum covered under federal insurance.

8. Collateralized Time Deposits (Non-Negotiable Certificates of Deposit) in state or federally chartered banks, savings and loans, or credit unions in excess of insured amounts which are fully collateralized with securities in accordance with California law.

9. Collateralized Bank Deposits SacRT's deposits with financial institutions will be collateralized with pledged securities per California Government Code, Section 53651. There are no limits on the dollar amount or percentage that SacRT may invest in collateralized bank deposits.

10. Repurchase Agreements collateralized with securities authorized under California Government Code, maintained at a level of at least 102% of the market value of the Repurchase Agreement. There are no limits on the dollar amount or percentage that SacRT may invest, provided that:

- Securities used as collateral for Repurchase Agreements will be delivered to an acceptable third-party custodian.
- Repurchase Agreements are subject to a Master Repurchase Agreement between SacRT and the provider of the repurchase agreement. The Master Repurchase Agreement will be substantially in the form developed by the Securities Industry and Financial Markets Association (SIFMA).

11. State of California Local Agency Investment Fund (LAIF), provided that:

- LAIF's investments in instruments prohibited by or not specified in SacRT's policy do not exclude the investment in LAIF itself from SacRT's list of allowable investments, provided LAIF's reports allow the Investment Officer to adequately judge the risk inherent in LAIF's portfolio.

12. Joint Powers Authority (JPA) Investment Pools provided that:

- They have retained an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).

13. Corporate Medium Term Notes (MTNs), provided that:

- The issuer is a corporation organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

14. Asset-Backed, Mortgage-Backed, Mortgage Pass-Through Securities, and Collateralized Mortgage Obligations from issuers not defined in sections 3 and 4 of the Authorized Investments section of this policy, provided that:

- The securities are rated in a rating category of "AA" or its equivalent or better by a NRSRO.

15. Mutual Funds and Money Market Mutual Funds that are registered with the Securities and Exchange Commission under the Investment Company Act of 1940, provided that:

a. Mutual Funds that invest in the securities and obligations as authorized under California Government Code, Section 53601 (a) to (k) and (m) to (q) inclusive and that meet either of the following criteria:

- (i) Attained the highest ranking or the highest letter and numerical rating provided by not less than two (2) NRSROs; or
- (ii) Have retained an investment adviser registered or exempt from registration with the Securities and Exchange Commission with not less than five years' experience investing in the securities and obligations authorized by California Government Code, Section 53601 and with assets under management in excess of \$500 million.

b. Money Market Mutual Funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 and issued by diversified management companies and meet either of the following criteria:

- (i) Have attained the highest ranking or the highest letter and numerical rating provided by not less than two (2) NRSROs; or
- (ii) Have retained an investment adviser registered or exempt from registration with the Securities and Exchange Commission with not less than five years' experience managing money market mutual funds with assets under management in excess of \$500 million.

16. Supranationals, provided that:

- Issues are US dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

XI. PROHIBITED INVESTMENT VEHICLES AND PRACTICES

- State law notwithstanding, any investments not specifically described herein.
- Futures and options.
- In accordance with Government Code, Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips.
- Investment in any security that could result in a zero interest accrual if held to maturity. Under a provision sunseting on January 1, 2026, securities backed by the U.S. Government that could result in a zero or negative-interest accrual if held to maturity are permitted.
- Trading securities for the sole purpose of speculating on the future direction of interest rates.
- Purchasing or selling securities on margin.
- The use of reverse repurchase agreements, securities lending or any other form of borrowing or leverage.
- The purchase of foreign currency denominated securities.
- Agencies that are not Qualified Institutional Buyers (QIB) as defined by the Securities and Exchange Commission are prohibited from purchasing Private Placement Securities. The SEC defines a QIB as having at least \$100,000,000 in securities owned and invested.
- The purchase of a security with a forward settlement date exceeding 45 days from the time of the investment.

XII. INVESTMENT POOLS/MUTUAL FUNDS

SacRT shall conduct a thorough investigation of any pool or mutual fund prior to making an investment, and reviewed periodically thereafter. The Investment Officer shall develop a questionnaire which will provide the information and answer the general questions below:

- A description of eligible investment securities, and a written statement of investment policy and objectives.
- A description of interest calculations and how it is distributed, and how gains and losses are treated.
- A description of how the securities are safeguarded (including the settlement processes), and how often the securities are priced and the program audited.
- A description of who may invest in the program, how often, and what size deposit and withdrawal are allowed.
- A schedule for receiving statements and portfolio listings.
- Are reserves, retained earnings, etc. utilized by the pool/fund?
- A fee schedule, and when and how it is assessed.
- Is the pool/fund eligible for bond proceeds and/or will it accept such proceeds?

XIII. COLLATERALIZATION

Certificates Of Deposit (CDS). SacRT shall require any commercial bank or savings and loan association to deposit eligible securities with an agency of a depository approved by the State Banking Department to secure any uninsured portion of a Non-Negotiable Certificate of Deposit. The value of eligible securities as defined pursuant to California Government Code, Section 53651, pledged against a Certificate of Deposit shall be equal to 150% of the face value of the CD if the securities are classified as mortgages and 110% of the face value of the CD for all other classes of security.

Collateralization Of Bank Deposits. This is the process by which a bank or financial institution pledges securities, or other deposits for the purpose of securing repayment of deposited funds. SacRT shall require any bank or financial institution to comply with the collateralization criteria defined in California Government Code, Section 53651.

Repurchase Agreements. SacRT requires that Repurchase Agreements be collateralized only by securities authorized in accordance with California Government Code:

- The securities which collateralize the repurchase agreement shall be priced at Market Value, including any Accrued Interest plus a margin. The Market Value of the securities that underlie a repurchase agreement shall be valued at 102% or greater of the funds borrowed against those securities.
- Financial institutions shall mark the value of the collateral to market at least monthly and increase or decrease the collateral to satisfy the ratio requirement described above.
- SacRT shall receive monthly statements of collateral.

~~The Investment Officer shall not make any investment prohibited under Article 1 or 2 of Chapter 4 of the California Government Code (See e.g. Section 53601.6 and 53631.5). Investments authorized when made, but no longer permitted by applicable law, may be divested from the RT investment portfolio in accordance with the investment statement, investment objectives, and prudent investor standard.~~

IX.XIV. AUTHORIZED FINANCIAL INSTITUTIONS, DEPOSITORIES AND BROKER/DEALERS

~~The~~To the extent practicable, the Investment Officer shall endeavor to complete investment transactions using a competitive bid process whenever possible. SacRT's Investment Officer will ~~maintain a list of~~determine which financial institutions, ~~selected on the basis of credit worthiness, financial strength, experience and adequate capitalization that~~ are authorized to provide investment services. ~~In addition,~~ to SacRT. It shall be SacRT's policy to purchase securities only from authorized institutions and firms.

~~The Investment Officer must~~shall ~~maintain procedures for establishing a list will also be maintained of approved security of authorized broker/dealers selected by credit worthiness who are authorized to provide investment and financial advisory services in the State of California. No public deposit shall be made except in a qualified public depository as established by state laws and financial institutions which are approved for investment purposes that are selected through a process of due diligence as determined by SacRT. Due inquiry shall determine whether such authorized brokers/dealers, and the individuals covering SacRT are reputable and trustworthy, knowledgeable, and experienced in Public Agency investing and able to meet all of their financial obligations. These institutions may include "primary" dealers or regional dealers that qualify under Securities and Exchange Commission (SEC) Rule 15c3-1 (uniform net capital rule).~~

~~For brokers/dealers of government securities and other investments, the Investment Officer shall select only brokers/dealers who are licensed and in good standing with the California Department of Securities, the Securities and Exchange Commission, the National Association of Securities or other applicable self-regulatory organizations.~~

~~Before engaging in investment transactions with~~ In accordance with Section 53601.5, institutions eligible to transact investment business with SacRT include:

- ~~Institutions licensed by the state as a broker/dealer, the Investment Officer shall have received from said firm a signed Certification Form. This form shall attest that the individual responsible for RT's account with that firm has reviewed the policy and intends to present investment recommendations and transactions to RT that are appropriate under the terms and conditions of the Investment Policy.~~
- Institutions that are members of a federally regulated securities exchange.
- Primary government dealers as designated by the Federal Reserve Bank and non-primary government dealers.
- Nationally or state-chartered banks.
- The Federal Reserve Bank.
- Direct issuers of securities eligible for purchase.

~~Selection of financial institutions and broker/dealers authorized to engage in transactions with RT shall~~ will be at the sole discretion of RT. RT will utilize SacRT, except where SacRT utilizes an external investment adviser in which case SacRT may rely on the adviser for selection.

All financial institutions which desire to become qualified bidders for investment transactions (and which are not dealing only with the investment adviser) must supply the Investment Officer with audited financials and a statement certifying that the institution has reviewed the California Government Code, Section 53600 et seq. and SacRT's investment policy. The Investment Officer will conduct an annual review of the financial condition and registrations of such qualified bidders.

Public deposits will be made only in qualified public depositories as established by State law. Deposits will be insured by the Federal Deposit Insurance Corporation, or, to the extent the amount exceeds the insured maximum, will be collateralized in accordance with State law.

The selection of brokers/dealers used by an external investment adviser retained by SacRT will be at the sole discretion of the adviser. Where possible, transactions with broker-dealers will ~~shall~~ be selected on a competitive ~~bidding process to determine the~~ basis and their bid or offering prices shall be recorded. If there is no other readily available competitive offering, ~~best possible financial institution or broker/dealer to serve the needs of the District~~ efforts will be made to document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities at the same original issue price.

~~X.~~ XV. **SAFEKEEPING AND CUSTODY**

~~All trades of marketable securities~~ All investment transactions will be executed (cleared and settled) on a delivery vs. payment (DVP) basis to ensure that securities are deposited in ~~RT's~~ SacRT's safekeeping institution prior ~~et~~ to the release of funds.

~~Securities will be held by an independent third party safekeeping institution selected by RT. All securities will be evidenced by safekeeping receipts in RT's name. The safekeeping institution shall annually provide a copy of its most recent report on internal controls — Service Organizations Control Reports (formerly SAS 70) prepared in~~

~~accordance with the Statement on Standards for Attestation Engagements (SSAE) No. 16 (effective June 15, 2011).~~

To protect against potential losses due to failure of individual securities dealers, and to enhance access to securities, interest payments and maturity proceeds, all cash and securities in SacRT's portfolio must ~~shall~~ be held in safekeeping in SacRT's name by a third-party custodian, acting as agent for SacRT under the terms of a custody agreement executed by the bank and SacRT. All investment transactions will require a safekeeping receipt or acknowledgment generated from the trade. A monthly report will be received by SacRT from the custodian listing all securities held in safekeeping with current market data and other information.

The only exceptions to the foregoing must ~~shall~~ ~~shall~~ be depository accounts and securities purchases made with: (i) local government investment pools; (ii) joint powers authority (JPA) investment pools, (iii) time certificates of deposit, and (iv) mutual funds and money market mutual funds, since these securities are not deliverable.

~~XI.~~XVI. **INTERNAL CONTROLS**

Management is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of ~~RT~~SacRT are protected from loss, theft, or misuse. Specifics for the internal controls are documented in various process specific memos that shall be reviewed and updated periodically, as needed, by the Investment ~~Officers~~Officer.

The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived and the valuation of costs and benefits requires estimates and judgments by management. The internal controls shall address the following points at a minimum:

- ~~Control of collusion~~
- ~~Custodial safekeeping~~
- ~~Clear delegation of authority to subordinate staff members~~
- ~~Written confirmation of transactions for investment and wire transfers~~
- ~~Dual authorization of wire transfers and ACH payments~~
- ~~Staff training and~~
- ~~Review, maintenance, and monitoring of security procedures both manual and automated~~

Periodically, as deemed appropriate by SacRT and/or the Board of Directors, an independent analysis by an external auditor must ~~shall~~ be conducted to review internal controls, account activity and compliance with policies and procedures.

XII.XVII. RISK MANAGEMENT AND DIVERSIFICATION

~~RT will diversify the investments by security type and institution. It is the policy of RT to diversify its investment portfolio. Assets shall be diversified to eliminate the risk of loss resulting from over concentration of assets in a specific maturity, a specific issuer or a specific class of securities. Diversification strategies shall be determined and revised periodically. In establishing specific diversification strategies, the following general policies and constraints shall apply:~~

- A. ~~Portfolio maturities shall be matched versus liabilities to avoid undue concentration in a specific maturity sector.~~
- B. ~~Maturities selected shall provide for stability of income and liquidity.~~
- C. ~~Disbursement and payroll dates shall be covered through LAIF, marketable U.S. Treasury bills or other cash equivalent instruments such as money market mutual funds.~~

Mitigating Credit Risk in the Portfolio

Credit risk is the risk that a security or a portfolio will lose some or all its value due to a real or perceived change in the ability of the issuer to repay its debt. SacRT will mitigate credit risk by adopting the following strategies:

- The diversification requirements included in the “Authorized Investments” section of this policy are designed to mitigate credit risk in the portfolio.
- No more than 5% of the total portfolio may be deposited with or invested in securities issued by any single issuer unless otherwise specified in this policy.
- SacRT may elect to sell a security prior to its maturity and record a capital gain or loss ~~in order~~ to manage the quality, liquidity or yield of the portfolio in response to market conditions or SacRT’s risk preferences.

- If a security owned by SacRT is downgraded to a level below the requirements of this policy, making the security ineligible for additional purchases, the following steps will be taken:
 - Any actions taken related to the downgrade by the investment manager will be communicated to the Investment Officer in a timely manner.
 - If a decision is made to retain the security, the credit situation will be monitored and reported to the Board.

Mitigating Market Risk in the Portfolio

Market risk is the risk that the portfolio value will fluctuate due to changes in the general level of interest rates. SacRT recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. SacRT will mitigate market risk by providing adequate liquidity for short-term cash needs, and by making longer-term investments only with funds that are not needed for current cash flow purposes.

SacRT further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. SacRT, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

- SacRT will maintain a minimum of six months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements.
- The maximum stated final maturity of individual securities in the portfolio will be five (5) years, except as otherwise stated in this policy.

XIII.XVIII. ETHICS AND CONFLICTS OF INTEREST

The Investment Officer shall comply with ~~RT's~~ SacRT's adopted Conflict of Interest Code and Code of Ethics.- The Investment Officer shall not engage in any activity that would conflict with the proper execution of this investment policy that would create the appearance of such a conflict, or that would impair the Investment Officer's ability to make impartial investment decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business. In the event any provision of this policy is in conflict with any of the statutes referred to herein or any other state or federal statute, the provision of such statutes will govern.

GLOSSARY OF INVESTMENT TERMS

Agencies. Shorthand market terminology for any obligation issued by a *government-sponsored entity (GSE)*, or a *federally related institution*. Most obligations of GSEs are not guaranteed by the full faith and credit of the US government. Examples are:

FFCB. The Federal Farm Credit Bank System provides credit and liquidity in the agricultural industry. FFCB issues discount notes and bonds.

FHLB. The Federal Home Loan Bank provides credit and liquidity in the housing market. FHLB issues discount notes and bonds.

FHLMC. Like FHLB, the Federal Home Loan Mortgage Corporation provides credit and liquidity in the housing market. FHLMC, also called "FreddieMac" issues discount notes, bonds and mortgage pass-through securities.

FNMA. Like FHLB and FreddieMac, the Federal National Mortgage Association was established to provide credit and liquidity in the housing market. FNMA, also known as "FannieMae," issues discount notes, bonds and mortgage pass-through securities.

GNMA. The Government National Mortgage Association, known as "GinnieMae," issues mortgage pass-through securities, which are guaranteed by the full faith and credit of the US Government.

PEFCO. The Private Export Funding Corporation assists exporters. Obligations of PEFCO are not guaranteed by the full faith and credit of the US government.

TVA. The Tennessee Valley Authority provides flood control and power and promotes development in portions of the Tennessee, Ohio, and Mississippi River valleys. TVA currently issues discount notes and bonds.

Asset Backed Securities. Securities supported by pools of installment loans or leases or by pools of revolving lines of credit.

Average Life. In mortgage-related investments, including CMOs, the average time to expected receipt of principal payments, weighted by the amount of principal expected.

Banker's Acceptance. A money market instrument created to facilitate international trade transactions. It is highly liquid and safe because the risk of the trade transaction is transferred to the bank which "accepts" the obligation to pay the investor.

Benchmark. A comparison security or portfolio. A performance benchmark is a partial market index, which reflects the mix of securities allowed under a specific investment policy.

Broker. A broker brings buyers and sellers together for a transaction for which the broker receives a commission. A broker does not sell securities from their own position.

Callable. A callable security gives the issuer the option to call it from the investor prior to its maturity. The main cause of a call is a decline in interest rates. If interest rates decline, the issuer will likely call its current securities and reissue them at a lower rate of interest.

Certificate of Deposit (CD). A time deposit with a specific maturity evidenced by a certificate.

Certificate of Deposit Account Registry SYSTEM (CDARS). A private placement service that allows local agencies to purchase more than \$250,000 in CDs from a single financial institution (must be a participating institution of CDARS) while still maintaining FDIC insurance coverage. CDARS is currently the only entity providing this service. CDARS facilitates the trading of deposits between the California institution and other participating institutions in amounts that are less than \$250,000 each, so that FDIC coverage is maintained.

Collateral. Securities or cash pledged by a borrower to secure repayment of a loan or repurchase agreement. Also, securities pledged by a financial institution to secure deposits of public monies.

Collateralized Bank Deposit. A bank deposit that is collateralized at least 100% (principal plus interest to maturity). The deposit is collateralized using assets set aside by the issuer such as Treasury securities or other qualified collateral to secure the deposit in excess of the limit covered by the Federal Deposit Insurance Corporation.

Collateralized Mortgage Obligations (CMO). Classes of bonds that redistribute the cash flows of mortgage securities (and whole loans) to create securities that have different levels of prepayment risk, as compared to the underlying mortgage securities.

Collateralized Time Deposit. Time deposits that are collateralized at least 100% (principal plus interest to maturity). These instruments are collateralized using assets set aside by the issuer such as Treasury securities or other qualified collateral to secure the deposit in excess of the limit covered by the Federal Deposit Insurance Corporation.

Commercial Paper. The short-term unsecured debt of corporations.

Coupon. The rate of return at which interest is paid on a bond.

Credit Risk. The risk that principal and/or interest on an investment will not be paid in a timely manner due to changes in the condition of the issuer.

Dealer. A dealer acts as a principal in security transactions, selling securities from and buying securities for their own position.

Debenture. A bond secured only by the general credit of the issuer.

Delivery vs. Payment (DVP). A securities industry procedure whereby payment for a security must be made at the time the security is delivered to the purchaser's agent.

Derivative. Any security that has principal and/or interest payments which are subject to uncertainty (but not for reasons of default or credit risk) as to timing and/or amount, or any security which represents a component of another security which has been separated from other components ("Stripped" coupons and principal). A derivative is also defined as a financial instrument the value of which is totally or partially derived from the value of another instrument, interest rate, or index.

Discount. The difference between the par value of a bond and the cost of the bond, when the cost is below par. Some short-term securities, such as T-bills and banker's acceptances, are known as discount securities. They sell at a discount from par and return the par value to the investor at maturity without additional interest. Other securities, which have fixed coupons, trade at a discount when the coupon rate is lower than the current market rate for securities of that maturity and/or quality.

Diversification. Dividing investment funds among a variety of investments to avoid excessive exposure to any one source of risk.

Duration. The weighted average time to maturity of a bond where the weights are the present values of the future cash flows. Duration measures the price sensitivity of a security to changes interest rates.

Federal Deposit Insurance Corporation (FDIC). The Federal Deposit Insurance Corporation (FDIC) is an independent federal agency insuring deposits in U.S. banks and thrifts in the event of bank failures. The FDIC was created in 1933 to maintain public confidence and encourage stability in the financial system through the promotion of sound banking practices.

Federally Insured Time Deposit. A time deposit is an interest-bearing bank deposit account that has a specified date of maturity, such as a certificate of deposit (CD). These deposits are limited to funds insured in accordance with FDIC insurance deposit limits.

Leverage. Borrowing funds in order to invest in securities that have the potential to pay earnings at a rate higher than the cost of borrowing.

Liquidity. The speed and ease with which an asset can be converted to cash.

Local Agency Investment Fund (LAIF). A voluntary investment fund open to government entities and certain non-profit organizations in California that is managed by the State Treasurer's Office.

Local Government Investment Pool. Investment pools that range from the State Treasurer's Office Local Agency Investment Fund (LAIF) to county pools, to Joint Powers Authorities (JPAs). These funds are not subject to the same SEC rules applicable to money market mutual funds.

Make Whole Call. A type of call provision on a bond that allows the issuer to pay off the remaining debt early. Unlike a call option, with a make whole call provision, the issuer makes a lump sum payment that equals the net present value (NPV) of future coupon payments that will not be paid because of the call. With this type of call, an investor is compensated, or "made whole."

Margin. The difference between the market value of a security and the loan a broker makes using that security as collateral.

Market Risk. The risk that the value of securities will fluctuate with changes in overall market conditions or interest rates.

Market Value. The price at which a security can be traded.

Maturity. The final date upon which the principal of a security becomes due and payable.

Medium Term Notes. Unsecured, investment-grade senior debt securities of major corporations which are sold in relatively small amounts on either a continuous or an intermittent basis. MTNs are highly flexible debt instruments that can be structured to respond to market opportunities or to investor preferences.

Modified Duration. The percent change in price for a 100-basis point change in yields. Modified duration is the best single measure of a portfolio's or security's exposure to market risk.

Money Market. The market in which short-term debt instruments (T-bills, discount notes, commercial paper, and banker's acceptances) are issued and traded.

Money Market Mutual Fund. A mutual fund that invests exclusively in short-term securities. Examples of investments in money market funds are certificates of deposit and U.S. Treasury securities. Money market funds attempt to keep their net asset values at \$1 per share.

Mortgage Pass-Through Securities. A securitized participation in the interest and principal cash flows from a specified pool of mortgages. Principal and interest payments made on the mortgages are passed through to the holder of the security.

Municipal Securities. Securities issued by state and local agencies to finance capital and operating expenses.

Mutual Fund. An entity which pools the funds of investors and invests those funds in a set of securities which is specifically defined in the fund's prospectus. Mutual funds can be invested in various types of domestic and/or international stocks, bonds, and money market instruments, as set forth in the individual fund's prospectus. For most large, institutional investors, the costs associated with investing in mutual funds are higher than the investor can obtain through an individually managed portfolio.

Nationally Recognized Statistical Rating Organization (NRSRO).

A credit rating agency that the Securities and Exchange Commission in the United States uses for regulatory purposes. Credit rating agencies provide assessments of an investment's risk. The issuers of investments, especially debt securities, pay credit rating agencies to provide them with ratings. The three most prominent NRSROs are Fitch, S&P, and Moody's.

Negotiable Certificate of Deposit (CD). A short-term debt instrument that pays interest and is issued by a bank, savings or federal association, state or federal credit union, or state-licensed branch of a foreign bank. Negotiable CDs are traded in a secondary market.

Primary Dealer. A financial institution (1) that is a trading counterparty with the Federal Reserve in its execution of market operations to carry out U.S. monetary policy, and (2) that participates for statistical reporting purposes in compiling data on activity in the U.S. Government securities market.

Prudent Person (Prudent Investor) Rule. A standard of responsibility which applies to fiduciaries. In California, the rule is stated as “Investments shall be managed with the care, skill, prudence and diligence, under the circumstances then prevailing, that a prudent person, acting in a like capacity and familiar with such matters, would use in the conduct of an enterprise of like character and with like aims to accomplish similar purposes.”

Repurchase Agreement. Short-term purchases of securities with a simultaneous agreement to sell the securities back at a higher price. From the seller’s point of view, the same transaction is a reverse repurchase agreement.

Safekeeping. A service to bank customers whereby securities are held by the bank in the customer’s name.

Securities and Exchange Commission (SEC). The U.S. Securities and Exchange Commission (SEC) is an independent federal government agency responsible for protecting investors, maintaining fair and orderly functioning of securities markets and facilitating capital formation. It was created by Congress in 1934 as the first federal regulator of securities markets. The SEC promotes full public disclosure, protects investors against fraudulent and manipulative practices in the market, and monitors corporate takeover actions in the United States.

Securities and Exchange Commission (SEC) Rule 15c3-1. An SEC rule setting capital requirements for brokers and dealers. Under Rule 15c3-1, a broker or dealer must have sufficient liquidity in order to cover the most pressing obligations. This is defined as having a certain amount of liquidity as a percentage of the broker/dealer’s total obligations. If the percentage falls below a certain point, the broker or dealer may not be allowed to take on new clients and may have restrictions placed on dealings with the current client.

Structured Note. Notes issued by Government Sponsored Enterprises (FHLB, FNMA, SLMA, etc.) and Corporations, which have imbedded options (e.g., call features, step-up coupons, floating rate coupons, derivative-based returns) into their debt structure. Their market performance is impacted by the fluctuation of interest rates, the volatility of the imbedded options and shifts in the shape of the yield curve.

Supranational. A Supranational is a multi-national organization whereby member states transcend national boundaries or interests to share in the decision making to promote economic development in the member countries.

Total Rate of Return. A measure of a portfolio’s performance over time. It is the internal rate of return, which equates the beginning value of the portfolio with the ending value; it includes interest earnings, realized and unrealized gains, and losses in the portfolio.

U.S. Treasury Obligations. Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. Treasuries are considered to have no credit risk and are the benchmark for interest rates on all other securities in the US and overseas. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury Bills. All securities issued with initial maturities of one year or less are issued as discounted instruments and are called Treasury bills. The Treasury currently issues three- and six-month T-bills at regular weekly auctions. It also issues “cash management” bills as needed to smooth out cash flows.

Treasury Notes. All securities issued with initial maturities of two to ten years are called Treasury notes and pay interest semi-annually.

Treasury Bonds. All securities issued with initial maturities greater than ten years are called Treasury bonds. Like Treasury notes, they pay interest semi-annually.

Yield to Maturity. The annualized internal rate of return on an investment which equates the expected cash flows from the investment to its cost.

RESOLUTION NO. 2024-06-052

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

June 10, 2024

ANNUAL UPDATE TO INVESTMENT POLICY

WHEREAS, in 1996 the Board of Directors adopted an Investment Policy in compliance with Cal. Gov't Code sec. 53600 et seq.; and

WHEREAS, on October 22, 2012, the Board last considered and approved a revised Investment Policy for SacRT's surplus funds; and

WHEREAS, SacRT's Investment Policy requires modification to incorporate statutory updates and industry best practices; and

WHEREAS, pursuant to Cal. Gov't Code sec. 53646(a)(2) the Board must approve any changes to Sacramento Regional Transit District's Investment Policy; and

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

THAT, the Sacramento Regional Transit District's investment policy attached hereto as Exhibit "A", is hereby confirmed for the 2024-2025 fiscal year and any prior Investment Policy document is hereby superseded by the revised Investment Policy.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Exhibit A



SACRAMENTO REGIONAL TRANSIT

INVESTMENT POLICY

June 10, 2024

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SACRAMENTO REGIONAL TRANSIT DISTRICT INVESTMENT POLICY

I. POLICY

The purpose of the Sacramento Regional Transit District's (SacRT's) Investment Policy is to establish cash management and investment guidelines for the Investment Officer, who is responsible for the stewardship of SacRT's investments. SacRT's investments shall be invested in accordance with the provisions of Article 1 and 2 of Chapter 4 of Part 1 of Division 2 of Title 5 of the California Government Code (§§53600-53997) unless otherwise noted: all section references are to the California Government Code. This policy is written to incorporate industry best practices and recommendations from sources such as the Government Finance Officers Association (GFOA), California Municipal Treasurers Association (CMTA), California Debt and Investment Advisory Commission (CDIAC) and the Association of Public Treasurers of the United States and Canada (APTUSC).

II. STATEMENT OBJECTIVES

The objectives of the Investment Policy include safety of principal, liquidity and meeting the cash flow needs of SacRT, and return on investment.

- A. Safety of Principal – Investments will be undertaken in a manner which first seeks to ensure the preservation of capital in the portfolio. Each investment transaction will be entered into seeking quality in issuer and in underlying security or collateral. Market risk will be reduced by diversifying the portfolio, by limiting the average maturity of the portfolio, by limiting the maximum maturity of any one security and by performing cash flow analyses to avoid the need to sell securities prior to maturity.
- B. Liquidity – Investments will be made with maturity dates compatible with cash flow requirements to permit conversion to cash without a significant loss in value.
- C. Return on Investment – The investment portfolio will be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with the investment risk constraints, and the cash flow characteristics of the portfolio.

III. SCOPE

This investment policy applies to SacRT's invested funds as defined by Government Code Section 53601. The policy applies to those funds which are not required for SacRT's immediate necessities as defined in Section 53601. Excluded from this investment policy are guidelines for the investments of proceeds related to debt financing, defeased lease transactions, 457 Plan funds, and Other Post Employment Benefit and Pension Funds.

IV. PRUDENT INVESTOR STANDARD

Persons authorized to make investment decisions on behalf of SacRT under this policy are trustees subject to the prudent investor standard set out under Section 53600.3. When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing

SacRT's funds, the Board and those to whom investment authority has been delegated shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of SacRT, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of SacRT.

V. DELEGATION OF AUTHORITY

Authority to manage SacRT's investment program is derived from California Government Code, Sections 53600 *et seq.*

- A. Governing Body – The Board of Directors will retain ultimate fiduciary responsibility for the portfolio. The Board of Directors will receive quarterly reports, designate investment officers, and annually review the investment policy making any changes necessary by adoption.
- B. Investment Officer – Authority to manage the investment portfolio is granted to the Chief Financial Officer hereinafter referred to as Investment Officer as designated by the Board of Directors.

Responsibility for the operation of the investment portfolio is delegated to the Investment Officer who shall act in accordance with established written procedures and internal controls for the operation of the investment program consistent with this Investment Policy.

All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer or designee may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

- C. Investment Adviser – SacRT may engage the services of one or more external investment managers to assist in the management of SacRT's investment portfolio in a manner consistent with SacRT's objectives. Such external managers may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy. Such managers must be registered under the Investment Advisors Act of 1940.
- D. SacRT's overall investment program shall be designed and managed with a degree of professionalism that is worthy of the public trust. SacRT recognizes that in a diversified portfolio, occasional measured losses may be inevitable and must be considered with the context of the overall portfolio's return and the cash flow requirements of SacRT.

VI. ANNUAL INVESTMENT POLICY AND QUARTERLY REPORTS ON INVESTMENTS

The Investment Officer shall be responsible for the preparation of the annual statement of investment policy as permitted under Section 53646. The annual statement of investment policy and the quarterly report on investments shall be presented to the Board of Directors for review and approval. The quarterly report shall include a complete description of the portfolio, the type of investments, the issuers, maturity dates, par values and the current market value of each component of the portfolio, including funds managed for SacRT by third party contracted managers.

Pursuant to Section 53646(e), if all funds are placed in Local Agency Investment Fund (LAIF), FDIC-insured accounts and/or a county investment pool, the foregoing report elements may be replaced by copies of the latest statements from such institutions. The report must also include a certification that: (1) All investment actions executed since the last report have been made in full compliance with the Investment Policy; and (2) SacRT will meet its expenditure obligations for the next six months as required by Section 53646(b)(2) and (3), respectively. The Investment Officer shall maintain a complete and timely record of all investment transactions.

Management shall establish an annual process of independent review by the external auditor to assure compliance with internal controls. Such an audit will include tests deemed appropriate by the auditor.

VII. REVIEW OF INVESTMENT PORTFOLIO

The Investment Officer must periodically, but no less than quarterly, review the portfolio to identify investments that do not comply with this investment policy and establish protocols for reporting major and critical incidences of noncompliance to the Board of Directors.

VIII. PERFORMANCE EVALUATION

The investment portfolio must be designed to attain a market-average rate of return throughout budgetary and economic cycles, taking into account SacRT's risk constraints, the cash flow characteristics of the portfolio, and state and local laws, ordinances or resolutions that restrict investments.

The Investment Officer must monitor and evaluate the portfolio's performance relative to the chosen market benchmark(s), which will be included in the Investment Officer's quarterly report. The Investment Officer shall select an appropriate, readily available index to use as a market benchmark.

IX. MAXIMUM MATURITY

To the extent possible, investments must be matched with anticipated cash flow requirements and known future liabilities.

SacRT will not invest in securities maturing more than five (5) years from the date of trade settlement, unless the Board has by resolution granted authority to make such an investment.

X. AUTHORIZED INVESTMENTS

SacRT's investments are governed by the California Government Code, Sections 53600 *et seq.* Within the investments permitted by the Code, SacRT seeks to further restrict eligible investments to the guidelines listed below. In the event a discrepancy is found between this policy and the Code, the more restrictive parameters will take precedence. Percentage holding limits listed in this section apply at the time the security is purchased.

Any investment currently held at the time the policy is adopted which does not meet the new policy guidelines can be held until maturity and shall be exempt from the current

policy. At the time of the investment's maturity or liquidation, such funds shall be reinvested only as provided in the current policy.

An appropriate risk level shall be maintained by primarily purchasing securities that are of high quality, liquid, and marketable. The portfolio shall be diversified by security type and institution to avoid incurring unreasonable and avoidable risks regarding specific security types or individual issuers.

INVESTMENT TYPE	MAXIMUM MATURITY	MAXIMUM SPECIFIED % OF PORTFOLIO	MINIMUM QUALITY (Rating) REQUIREMENTS	MAXIMUM INVESTMENT IN ONE ISSUER
Local Agency Bonds	5 years	30%*	None	5%*
U.S. Treasury Obligations	5 years	None	None	None
State Obligations— CA And Others	5 years	30%*	None	5%*
CA Local Agency Obligations	5 years	30%*	None	5%*
U.S Agency Obligations	5 years	None	None	30%*
Bankers' Acceptances	180 days	40%	None	5%*
Commercial Paper—Non-Pooled Funds (under \$100,000,000 of investments)	270 days or less	25% of the agency's money	Highest letter and number rating by an NRSRO	5%*
Commercial Paper—Non-Pooled Funds (min. \$100,000,000 of investments)	270 days or less	40% of the agency's money	Highest letter and number rating by an NRSRO	5%*
Negotiable Certificates of Deposit	5 years	30%	None	5%*
Non-negotiable Certificates of Deposit	5 years	20%*	None	None
Placement Service Deposits	5 years	30%*	None	None
Placement Service Certificates of Deposit	5 years	30%*	None	None
Repurchase Agreements	1 year	None	None	None
Reverse Repurchase Agreements and Securities Lending Agreements	92 days	20% of the base value of the portfolio	None	None
Medium-Term Notes	5 years or less	30%	"A" rating category or its equivalent or better	5%*
Mutual Funds And Money Market Mutual Funds	N/A	20%	Multiple	10%
Collateralized Bank Deposits	5 years	None	None	None
Mortgage Pass-Through and Asset-Backed Securities	5 years or less	20%	"AA" rating category or its equivalent or better	5%*
Joint Powers Authority Pool	N/A	20%*	Multiple	None
Local Agency Investment Fund (LAIF)	N/A	None	None	None
Voluntary Investment Program Fund	N/A	None	None	None
Supranational Obligations	5 years or less	30%	"AA" rating category or its equivalent or better	10%*
Public Bank Obligations	5 years	None	None	None

*SacRT's investment policy is more conservative than is required by the California Government Code, Sections 53600 et seq. for these investment types.

Description of Securities (Note – Securities may fall under multiple investment types.)

1. Municipal Securities include obligations of SacRT, the State of California, and any local agency within the State of California, provided that:
 - The securities are rated in a rating category of “A” or its equivalent or better by at least one nationally recognized statistical rating organization (“NRSRO”).
2. Municipal Securities (Registered treasury notes or bonds) of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California, provided that:
 - The securities are rated in a rating category of “A” or its equivalent or better by at least one nationally recognized statistical rating organization (“NRSRO”).
3. Federal Agencies or United States Government-Sponsored Enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. There are no limits on the dollar amount or percentage that SacRT may invest in Federal Agency or Government-Sponsored Enterprises (GSEs), provided that:
 - The maximum percentage of agency callable securities in the portfolio will be 20%.
4. Banker’s Acceptances, provided that:
 - They are issued by institutions which have short-term debt obligations rated “A-1” or its equivalent or better by at least one NRSRO; or long-term debt obligations which are rated in a rating category of “A” or its equivalent or better by at least one NRSRO.
5. Commercial Paper, provided that the securities are issued by an entity that meets all of the following conditions in either paragraph (a) or (b) and other requirements specified below:
 - a. Securities issued by corporations:
 - (i) A corporation organized and operating in the United States with assets more than \$500 million.
 - (ii) The securities are rated “A-1” or its equivalent or better by at least one NRSRO.
 - (iii) If the issuer has other debt obligations, they must be rated in a rating category of “A” or its equivalent or better by at least one NRSRO.
 - b. Securities issued by other entities:
 - (i) The issuer is organized within the United States as a special purpose corporation, trust, or limited liability company.

- (ii) The securities must have program-wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond.
 - (iii) The securities are rated “A-1” or its equivalent or better by at least one NRSRO.
6. Negotiable Certificates of Deposit (NCDs), issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank, provided that:
 - The amount of the NCD insured up to the FDIC limit does not require any credit ratings.
 - Any amount above the FDIC insured limit must be issued by institutions which have short-term debt obligations rated “A-1” or its equivalent or better by at least one NRSRO; or long-term obligations rated in a rating category of “A” or its equivalent or better by at least one NRSRO.
 - No more than 30% of the total portfolio may be invested in NCDs (combined with CDARS).
 7. Federally Insured Time Deposits (Non-Negotiable Certificates of Deposit) in state or federally chartered banks, savings and loans, or credit unions, provided that:
 - The amount per institution is limited to the maximum covered under federal insurance.
 8. Collateralized Time Deposits (Non-Negotiable Certificates of Deposit) in state or federally chartered banks, savings and loans, or credit unions in excess of insured amounts which are fully collateralized with securities in accordance with California law.
 9. Collateralized Bank Deposits SacRT’s deposits with financial institutions will be collateralized with pledged securities per California Government Code, Section 53651. There are no limits on the dollar amount or percentage that SacRT may invest in collateralized bank deposits.
 10. Repurchase Agreements collateralized with securities authorized under California Government Code, maintained at a level of at least 102% of the market value of the Repurchase Agreement. There are no limits on the dollar amount or percentage that SacRT may invest, provided that:
 - Securities used as collateral for Repurchase Agreements will be delivered to an acceptable third-party custodian.
 - Repurchase Agreements are subject to a Master Repurchase Agreement between SacRT and the provider of the repurchase agreement. The Master Repurchase Agreement will be substantially in the form developed by the Securities Industry and Financial Markets Association (SIFMA).
 11. State of California Local Agency Investment Fund (LAIF), provided that:
 - LAIF’s investments in instruments prohibited by or not specified in SacRT’s policy do not exclude the investment in LAIF itself from SacRT’s list of allowable investments, provided LAIF’s reports allow the Investment Officer to adequately judge the risk inherent in LAIF’s portfolio.

12. Joint Powers Authority (JPA) Investment Pools provided that:

- They have retained an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).

13. Corporate Medium Term Notes (MTNs), provided that:

- The issuer is a corporation organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

14. Asset-Backed, Mortgage-Backed, Mortgage Pass-Through Securities, and Collateralized Mortgage Obligations from issuers not defined in sections 3 and 4 of the Authorized Investments section of this policy, provided that:

- The securities are rated in a rating category of “AA” or its equivalent or better by a NRSRO.

15. Mutual Funds and Money Market Mutual Funds that are registered with the Securities and Exchange Commission under the Investment Company Act of 1940, provided that:

a. Mutual Funds that invest in the securities and obligations as authorized under California Government Code, Section 53601 (a) to (k) and (m) to (q) inclusive and that meet either of the following criteria:

- (i) Attained the highest ranking or the highest letter and numerical rating provided by not less than two (2) NRSROs; or
- (ii) Have retained an investment adviser registered or exempt from registration with the Securities and Exchange Commission with not less than five years’ experience investing in the securities and obligations authorized by California Government Code, Section 53601 and with assets under management in excess of \$500 million.

b. Money Market Mutual Funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 and issued by diversified management companies and meet either of the following criteria:

- (i) Have attained the highest ranking or the highest letter and numerical rating provided by not less than two (2) NRSROs; or
- (ii) Have retained an investment adviser registered or exempt from registration with the Securities and Exchange Commission with not less than five years’ experience managing money market mutual funds with assets under management in excess of \$500 million.

16. Supranationals, provided that:

- Issues are US dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

XI. PROHIBITED INVESTMENT VEHICLES AND PRACTICES

- State law notwithstanding, any investments not specifically described herein.
- Futures and options.
- In accordance with Government Code, Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips.
- Investment in any security that could result in a zero interest accrual if held to maturity. Under a provision sunseting on January 1, 2026, securities backed by the U.S. Government that could result in a zero or negative-interest accrual if held to maturity are permitted.
- Trading securities for the sole purpose of speculating on the future direction of interest rates.
- Purchasing or selling securities on margin.
- The use of reverse repurchase agreements, securities lending or any other form of borrowing or leverage.
- The purchase of foreign currency denominated securities.
- Agencies that are not Qualified Institutional Buyers (QIB) as defined by the Securities and Exchange Commission are prohibited from purchasing Private Placement Securities. The SEC defines a QIB as having at least \$100,000,000 in securities owned and invested.
- The purchase of a security with a forward settlement date exceeding 45 days from the time of the investment.

XII. INVESTMENT POOLS/MUTUAL FUNDS

SacRT shall conduct a thorough investigation of any pool or mutual fund prior to making an investment, and reviewed periodically thereafter. The Investment Officer shall develop a questionnaire which will provide the information and answer the general questions below:

- A description of eligible investment securities, and a written statement of investment policy and objectives.
- A description of interest calculations and how it is distributed, and how gains and losses are treated.
- A description of how the securities are safeguarded (including the settlement processes), and how often the securities are priced and the program audited.
- A description of who may invest in the program, how often, and what size deposit and withdrawal are allowed.
- A schedule for receiving statements and portfolio listings.
- Are reserves, retained earnings, etc. utilized by the pool/fund?
- A fee schedule, and when and how it is assessed.
- Is the pool/fund eligible for bond proceeds and/or will it accept such proceeds?

XIII. COLLATERALIZATION

Certificates Of Deposit (CDS). SacRT shall require any commercial bank or savings and loan association to deposit eligible securities with an agency of a depository approved by the State Banking Department to secure any uninsured portion of a Non-Negotiable Certificate of Deposit. The value of eligible securities as defined pursuant to California Government Code, Section 53651, pledged against a Certificate of Deposit shall be

equal to 150% of the face value of the CD if the securities are classified as mortgages and 110% of the face value of the CD for all other classes of security.

Collateralization Of Bank Deposits. This is the process by which a bank or financial institution pledges securities, or other deposits for the purpose of securing repayment of deposited funds. SacRT shall require any bank or financial institution to comply with the collateralization criteria defined in California Government Code, Section 53651.

Repurchase Agreements. SacRT requires that Repurchase Agreements be collateralized only by securities authorized in accordance with California Government Code:

- The securities which collateralize the repurchase agreement shall be priced at Market Value, including any Accrued Interest plus a margin. The Market Value of the securities that underlie a repurchase agreement shall be valued at 102% or greater of the funds borrowed against those securities.
- Financial institutions shall mark the value of the collateral to market at least monthly and increase or decrease the collateral to satisfy the ratio requirement described above.
- SacRT shall receive monthly statements of collateral.

XIV. AUTHORIZED FINANCIAL INSTITUTIONS, DEPOSITORIES AND BROKER/DEALERS

To the extent practicable, the Investment Officer shall endeavor to complete investment transactions using a competitive bid process whenever possible. SacRT's Investment Officer will determine which financial institutions are authorized to provide investment services to SacRT. It shall be SacRT's policy to purchase securities only from authorized institutions and firms.

The Investment Officer must maintain procedures for establishing a list of authorized broker/dealers and financial institutions which are approved for investment purposes that are selected through a process of due diligence as determined by SacRT. Due inquiry shall determine whether such authorized brokers/dealers, and the individuals covering SacRT are reputable and trustworthy, knowledgeable, and experienced in Public Agency investing and able to meet all of their financial obligations. These institutions may include "primary" dealers or regional dealers that qualify under Securities and Exchange Commission (SEC) Rule 15c3-1 (uniform net capital rule).

In accordance with Section 53601.5, institutions eligible to transact investment business with SacRT include:

- Institutions licensed by the state as a broker-dealer.
- Institutions that are members of a federally regulated securities exchange.
- Primary government dealers as designated by the Federal Reserve Bank and non-primary government dealers.
- Nationally or state-chartered banks.
- The Federal Reserve Bank.
- Direct issuers of securities eligible for purchase.

Selection of financial institutions and broker/dealers authorized to engage in transactions will be at the sole discretion of SacRT, except where SacRT utilizes an external investment adviser in which case SacRT may rely on the adviser for selection.

All financial institutions which desire to become qualified bidders for investment transactions (and which are not dealing only with the investment adviser) must supply the Investment Officer with audited financials and a statement certifying that the institution has reviewed the California Government Code, Section 53600 *et seq.* and SacRT's investment policy. The Investment Officer will conduct an annual review of the financial condition and registrations of such qualified bidders.

Public deposits will be made only in qualified public depositories as established by State law. Deposits will be insured by the Federal Deposit Insurance Corporation, or, to the extent the amount exceeds the insured maximum, will be collateralized in accordance with State law.

The selection of brokers/dealers used by an external investment adviser retained by SacRT will be at the sole discretion of the adviser. Where possible, transactions with broker-dealers shall be selected on a competitive basis and their bid or offering prices shall be recorded. If there is no other readily available competitive offering, best efforts will be made to document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities at the same original issue price.

XV. SAFEKEEPING AND CUSTODY

All investment transactions will be executed (cleared and settled) on a delivery vs. payment (DVP) basis to ensure that securities are deposited in SacRT's safekeeping institution prior to the release of funds.

To protect against potential losses due to failure of individual securities dealers, and to enhance access to securities, interest payments and maturity proceeds, all cash and securities in SacRT's portfolio shall be held in safekeeping in SacRT's name by a third-party custodian, acting as agent for SacRT under the terms of a custody agreement executed by the bank and SacRT. All investment transactions will require a safekeeping receipt or acknowledgment generated from the trade. A monthly report will be received by SacRT from the custodian listing all securities held in safekeeping with current market data and other information.

The only exceptions to the foregoing must be depository accounts and securities purchases made with: (i) local government investment pools; (ii) joint powers authority (JPA) investment pools, (iii) time certificates of deposit, and (iv) mutual funds and money market mutual funds, since these securities are not deliverable.

XVI. INTERNAL CONTROLS

Management is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of SacRT are protected from loss, theft, or misuse. Specifics for the internal controls are documented in various process specific memos that shall be reviewed and updated periodically, as needed, by the Investment Officer.

The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived and the valuation of costs and benefits requires estimates and judgments by management. The internal controls shall address the following points at a minimum:

- Control of collusion
- Custodial safekeeping
- Clear delegation of authority to subordinate staff members
- Written confirmation of transactions for investment and wire transfers
- Dual authorization of wire transfers and ACH payments
- Staff training and
- Review, maintenance, and monitoring of security procedures both manual and automated

Periodically, as deemed appropriate by SacRT and/or the Board of Directors, an independent analysis by an external auditor shall be conducted to review internal controls, account activity and compliance with policies and procedures.

XVII. RISK MANAGEMENT AND DIVERSIFICATION

Mitigating Credit Risk in the Portfolio

Credit risk is the risk that a security or a portfolio will lose some or all its value due to a real or perceived change in the ability of the issuer to repay its debt. SacRT will mitigate credit risk by adopting the following strategies:

- The diversification requirements included in the “Authorized Investments” section of this policy are designed to mitigate credit risk in the portfolio.
- No more than 5% of the total portfolio may be deposited with or invested in securities issued by any single issuer unless otherwise specified in this policy.
- SacRT may elect to sell a security prior to its maturity and record a capital gain or loss in order to manage the quality, liquidity or yield of the portfolio in response to market conditions or SacRT’s risk preferences.
- If a security owned by SacRT is downgraded to a level below the requirements of this policy, making the security ineligible for additional purchases, the following steps will be taken:
 - Any actions taken related to the downgrade by the investment manager will be communicated to the Investment Officer in a timely manner.
 - If a decision is made to retain the security, the credit situation will be monitored and reported to the Board.

Mitigating Market Risk in the Portfolio

Market risk is the risk that the portfolio value will fluctuate due to changes in the general level of interest rates. SacRT recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. SacRT will mitigate market risk by providing adequate liquidity for short-term cash needs, and by making longer-term investments only with funds that are not needed for current cash flow purposes.

SacRT further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. SacRT, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

- SacRT will maintain a minimum of six months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements.
- The maximum stated final maturity of individual securities in the portfolio will be five (5) years, except as otherwise stated in this policy.

XVIII. ETHICS AND CONFLICTS OF INTEREST

The Investment Officer shall comply with SacRT's adopted Conflict of Interest Code and Code of Ethics. The Investment Officer shall not engage in any activity that would conflict with the proper execution of this investment policy that would create the appearance of such a conflict, or that would impair the Investment Officer's ability to make impartial investment decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business. In the event any provision of this policy is in conflict with any of the statutes referred to herein or any other state or federal statute, the provision of such statutes will govern.

GLOSSARY OF INVESTMENT TERMS

Agencies. Shorthand market terminology for any obligation issued by a *government-sponsored entity (GSE)*, or a *federally related institution*. Most obligations of GSEs are not guaranteed by the full faith and credit of the US government. Examples are:

FFCB. The Federal Farm Credit Bank System provides credit and liquidity in the agricultural industry. FFCB issues discount notes and bonds.

FHLB. The Federal Home Loan Bank provides credit and liquidity in the housing market. FHLB issues discount notes and bonds.

FHLMC. Like FHLB, the Federal Home Loan Mortgage Corporation provides credit and liquidity in the housing market. FHLMC, also called “FreddieMac” issues discount notes, bonds and mortgage pass-through securities.

FNMA. Like FHLB and FreddieMac, the Federal National Mortgage Association was established to provide credit and liquidity in the housing market. FNMA, also known as “FannieMae,” issues discount notes, bonds and mortgage pass-through securities.

GNMA. The Government National Mortgage Association, known as “GinnieMae,” issues mortgage pass-through securities, which are guaranteed by the full faith and credit of the US Government.

PEFCO. The Private Export Funding Corporation assists exporters. Obligations of PEFCO are not guaranteed by the full faith and credit of the US government.

TVA. The Tennessee Valley Authority provides flood control and power and promotes development in portions of the Tennessee, Ohio, and Mississippi River valleys. TVA currently issues discount notes and bonds.

Asset Backed Securities. Securities supported by pools of installment loans or leases or by pools of revolving lines of credit.

Average Life. In mortgage-related investments, including CMOs, the average time to expected receipt of principal payments, weighted by the amount of principal expected.

Banker’s Acceptance. A money market instrument created to facilitate international trade transactions. It is highly liquid and safe because the risk of the trade transaction is transferred to the bank which “accepts” the obligation to pay the investor.

Benchmark. A comparison security or portfolio. A performance benchmark is a partial market index, which reflects the mix of securities allowed under a specific investment policy.

Broker. A broker brings buyers and sellers together for a transaction for which the broker receives a commission. A broker does not sell securities from their own position.

Callable. A callable security gives the issuer the option to call it from the investor prior to its maturity. The main cause of a call is a decline in interest rates. If interest rates decline, the issuer will likely call its current securities and reissue them at a lower rate of interest.

Certificate of Deposit (CD). A time deposit with a specific maturity evidenced by a certificate.

Certificate of Deposit Account Registry SYSTEM (CDARS). A private placement service that allows local agencies to purchase more than \$250,000 in CDs from a single financial institution (must be a participating institution of CDARS) while still maintaining FDIC insurance coverage. CDARS is currently the only entity providing this service. CDARS facilitates the trading of deposits between the California institution and other participating institutions in amounts that are less than \$250,000 each, so that FDIC coverage is maintained.

Collateral. Securities or cash pledged by a borrower to secure repayment of a loan or repurchase agreement. Also, securities pledged by a financial institution to secure deposits of public monies.

Collateralized Bank Deposit. A bank deposit that is collateralized at least 100% (principal plus interest to maturity). The deposit is collateralized using assets set aside by the issuer such as Treasury securities or other qualified collateral to secure the deposit in excess of the limit covered by the Federal Deposit Insurance Corporation.

Collateralized Mortgage Obligations (CMO). Classes of bonds that redistribute the cash flows of mortgage securities (and whole loans) to create securities that have different levels of prepayment risk, as compared to the underlying mortgage securities.

Collateralized Time Deposit. Time deposits that are collateralized at least 100% (principal plus interest to maturity). These instruments are collateralized using assets set aside by the issuer such as Treasury securities or other qualified collateral to secure the deposit in excess of the limit covered by the Federal Deposit Insurance Corporation.

Commercial Paper. The short-term unsecured debt of corporations.

Coupon. The rate of return at which interest is paid on a bond.

Credit Risk. The risk that principal and/or interest on an investment will not be paid in a timely manner due to changes in the condition of the issuer.

Dealer. A dealer acts as a principal in security transactions, selling securities from and buying securities for their own position.

Debenture. A bond secured only by the general credit of the issuer.

Delivery vs. Payment (DVP). A securities industry procedure whereby payment for a security must be made at the time the security is delivered to the purchaser's agent.

Derivative. Any security that has principal and/or interest payments which are subject to uncertainty (but not for reasons of default or credit risk) as to timing and/or amount, or any security which represents a component of another security which has been separated from other components ("Stripped" coupons and principal). A derivative is also defined as a financial instrument the value of which is totally or partially derived from the value of another instrument, interest rate, or index.

Discount. The difference between the par value of a bond and the cost of the bond, when the cost is below par. Some short-term securities, such as T-bills and banker's acceptances, are known as discount securities. They sell at a discount from par and return the par value to the investor at maturity without additional interest. Other securities, which have fixed coupons, trade at a discount when the coupon rate is lower than the current market rate for securities of that maturity and/or quality.

Diversification. Dividing investment funds among a variety of investments to avoid excessive exposure to any one source of risk.

Duration. The weighted average time to maturity of a bond where the weights are the present values of the future cash flows. Duration measures the price sensitivity of a security to changes interest rates.

Federal Deposit Insurance Corporation (FDIC). The Federal Deposit Insurance Corporation (FDIC) is an independent federal agency insuring deposits in U.S. banks and thrifts in the event of bank failures. The FDIC was created in 1933 to maintain public confidence and encourage stability in the financial system through the promotion of sound banking practices.

Federally Insured Time Deposit. A time deposit is an interest-bearing bank deposit account that has a specified date of maturity, such as a certificate of deposit (CD). These deposits are limited to funds insured in accordance with FDIC insurance deposit limits.

Leverage. Borrowing funds in order to invest in securities that have the potential to pay earnings at a rate higher than the cost of borrowing.

Liquidity. The speed and ease with which an asset can be converted to cash.

Local Agency Investment Fund (LAIF). A voluntary investment fund open to government entities and certain non-profit organizations in California that is managed by the State Treasurer's Office.

Local Government Investment Pool. Investment pools that range from the State Treasurer's Office Local Agency Investment Fund (LAIF) to county pools, to Joint Powers Authorities (JPAs). These funds are not subject to the same SEC rules applicable to money market mutual funds.

Make Whole Call. A type of call provision on a bond that allows the issuer to pay off the remaining debt early. Unlike a call option, with a make whole call provision, the issuer makes a lump sum payment that equals the net present value (NPV) of future coupon payments that will not be paid because of the call. With this type of call, an investor is compensated, or "made whole."

Margin. The difference between the market value of a security and the loan a broker makes using that security as collateral.

Market Risk. The risk that the value of securities will fluctuate with changes in overall market conditions or interest rates.

Market Value. The price at which a security can be traded.

Maturity. The final date upon which the principal of a security becomes due and payable.

Medium Term Notes. Unsecured, investment-grade senior debt securities of major corporations which are sold in relatively small amounts on either a continuous or an intermittent basis. MTNs are highly flexible debt instruments that can be structured to respond to market opportunities or to investor preferences.

Modified Duration. The percent change in price for a 100-basis point change in yields. Modified duration is the best single measure of a portfolio's or security's exposure to market risk.

Money Market. The market in which short-term debt instruments (T-bills, discount notes, commercial paper, and banker's acceptances) are issued and traded.

Money Market Mutual Fund. A mutual fund that invests exclusively in short-term securities. Examples of investments in money market funds are certificates of deposit and U.S. Treasury securities. Money market funds attempt to keep their net asset values at \$1 per share.

Mortgage Pass-Through Securities. A securitized participation in the interest and principal cash flows from a specified pool of mortgages. Principal and interest payments made on the mortgages are passed through to the holder of the security.

Municipal Securities. Securities issued by state and local agencies to finance capital and operating expenses.

Mutual Fund. An entity which pools the funds of investors and invests those funds in a set of securities which is specifically defined in the fund's prospectus. Mutual funds can be invested in various types of domestic and/or international stocks, bonds, and money market instruments, as set forth in the individual fund's prospectus. For most large, institutional investors, the costs associated with investing in mutual funds are higher than the investor can obtain through an individually managed portfolio.

Nationally Recognized Statistical Rating Organization (NRSRO).

A credit rating agency that the Securities and Exchange Commission in the United States uses for regulatory purposes. Credit rating agencies provide assessments of an investment's risk. The issuers of investments, especially debt securities, pay credit rating agencies to provide them with ratings. The three most prominent NRSROs are Fitch, S&P, and Moody's.

Negotiable Certificate of Deposit (CD). A short-term debt instrument that pays interest and is issued by a bank, savings or federal association, state or federal credit union, or state-licensed branch of a foreign bank. Negotiable CDs are traded in a secondary market.

Primary Dealer. A financial institution (1) that is a trading counterparty with the Federal Reserve in its execution of market operations to carry out U.S. monetary policy, and (2) that participates for statistical reporting purposes in compiling data on activity in the U.S. Government securities market.

Prudent Person (Prudent Investor) Rule. A standard of responsibility which applies to fiduciaries. In California, the rule is stated as “Investments shall be managed with the care, skill, prudence and diligence, under the circumstances then prevailing, that a prudent person, acting in a like capacity and familiar with such matters, would use in the conduct of an enterprise of like character and with like aims to accomplish similar purposes.”

Repurchase Agreement. Short-term purchases of securities with a simultaneous agreement to sell the securities back at a higher price. From the seller’s point of view, the same transaction is a reverse repurchase agreement.

Safekeeping. A service to bank customers whereby securities are held by the bank in the customer’s name.

Securities and Exchange Commission (SEC). The U.S. Securities and Exchange Commission (SEC) is an independent federal government agency responsible for protecting investors, maintaining fair and orderly functioning of securities markets and facilitating capital formation. It was created by Congress in 1934 as the first federal regulator of securities markets. The SEC promotes full public disclosure, protects investors against fraudulent and manipulative practices in the market, and monitors corporate takeover actions in the United States.

Securities and Exchange Commission SEC) Rule 15c3-1. An SEC rule setting capital requirements for brokers and dealers. Under Rule 15c3-1, a broker or dealer must have sufficient liquidity in order to cover the most pressing obligations. This is defined as having a certain amount of liquidity as a percentage of the broker/dealer’s total obligations. If the percentage falls below a certain point, the broker or dealer may not be allowed to take on new clients and may have restrictions placed on dealings with the current client.

Structured Note. Notes issued by Government Sponsored Enterprises (FHLB, FNMA, SLMA, etc.) and Corporations, which have imbedded options (e.g., call features, step-up coupons, floating rate coupons, derivative-based returns) into their debt structure. Their market performance is impacted by the fluctuation of interest rates, the volatility of the imbedded options and shifts in the shape of the yield curve.

Supranational. A Supranational is a multi-national organization whereby member states transcend national boundaries or interests to share in the decision making to promote economic development in the member countries.

Total Rate of Return. A measure of a portfolio’s performance over time. It is the internal rate of return, which equates the beginning value of the portfolio with the ending value; it includes interest earnings, realized and unrealized gains, and losses in the portfolio.

U.S. Treasury Obligations. Securities issued by the U.S. Treasury and backed by the full faith and credit of the United States. Treasuries are considered to have no credit risk and are the benchmark for interest rates on all other securities in the US and overseas. The Treasury issues both discounted securities and fixed coupon notes and bonds.

Treasury Bills. All securities issued with initial maturities of one year or less are issued as discounted instruments and are called Treasury bills. The Treasury currently issues three- and six-month T-bills at regular weekly auctions. It also issues “cash management” bills as needed to smooth out cash flows.

Treasury Notes. All securities issued with initial maturities of two to ten years are called Treasury notes and pay interest semi-annually.

Treasury Bonds. All securities issued with initial maturities greater than ten years are called Treasury bonds. Like Treasury notes, they pay interest semi-annually.

Yield to Maturity. The annualized internal rate of return on an investment which equates the expected cash flows from the investment to its cost.

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: APPROVING THE SIXTH AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH DENISE STANDRIDGE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolution will amend the Personal Services Contract with Denise Standridge extending the contract through June 30, 2025, and increasing the total consideration to \$220,140.

FISCAL IMPACT

The current total contract value is \$165,140, with a proposed increase in consideration in this amendment of \$55,000, to bring the total value to \$220,140. The additional cost is included in the FY25 Operating Budget.

DISCUSSION

On February 5, 2020, SacRT entered into a Personal Services Contract with Denise Standridge to provide assistance to the Risk Management Department in managing and representing SacRT in personal injury tort claims filed against SacRT. Ms. Standridge is an attorney licensed to practice law in California. As noted below, she has extensive litigation experience and experience providing advice and counsel to a public transit agency. Ms. Standridge continues to provide expert guidance and support in litigation matters.

Ms. Standridge will also be providing training, assistance, and consultation to the Attorney III, Artak Paskevichyan, in the Risk Department regarding the handling of litigation matters. This includes but is not limited to virtually reviewing medical records; drafting legal documents and pleadings; taking and/or defending depositions; reviewing case files; interacting with experts; and making court appearances.

At this time, Mr. Paskevichyan is the sole in-house litigation attorney at SacRT. Ms. Standridge will assist with the trial preparations and the litigation workload. This

position will also be available to cover the sole Attorney III handling litigation whenever he is not available due to scheduling conflicts or if he is out on vacation or other leave.

Ms. Standridge brings with her a unique set of skills. She was general counsel and litigator for AC Transit in the Bay Area and has extensive experience in public transit and California public law. She has been in the public transit industry since 2001 and has been handling civil litigation for 30 years. She also spent 5-6 years litigating in Sacramento and was acting as settlement conference judge pro tem. She has handled 30 jury trials, thousands of depositions, and about 1,000 arbitrations and mediations. With Mr. Paskevichyan being the sole in-house litigation attorney, the litigation workload, and need for a back-up litigation attorney, SacRT's Attorney III will require the assistance and support of Ms. Standridge throughout the year to effectively defend lawsuits against SacRT.

RESOLUTION NO. 2024-06-053

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

June 10, 2024

APPROVING THE SIXTH AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH DENISE STANDRIDGE

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

THAT, the Board approves the execution of the Sixth Amendment to the Personal Services Contract Senior Attorney between Sacramento Regional Transit District, therein referred to as "SacRT," and Denise Standridge, therein referred to as "TEMPORARY EMPLOYEE," whereby the term is extended to June 30, 2025, and the total consideration is increased by \$55,000 to \$220,140, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute said Sixth Amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE THIRD AMENDMENT TO THE CONTRACT FOR GENERAL CONSTRUCTION MANAGEMENT SUPPORT SERVICES – 2019 WITH 4LEAF, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Third Amendment to the Contract for General Construction Management Support Services – 2019 with 4LEAF, Inc. (4LEAF GCMSS – 2019) will result in updating 4LEAF's direct labor rates for the first time in the 4-year history of the Contract.

FISCAL IMPACT

The 4LEAF GCMSS – 2019 Contract was awarded in 2019 with a maximum Total Consideration amount of \$3,000,000. Funds are encumbered and applied against the Total Consideration for specific projects as Work Orders are issued. To date, \$2,487,604.13 has been committed for Work Orders 1 through 5. No increase is being proposed to the Contract Total Consideration as the existing ceiling is expected to be sufficient for the remaining term even with consideration of the direct labor rate increases in this Staff Report. However, there may be increased costs under individual Work Orders as the rates are applied to those Work Orders through amendments. The Work Order amendments to apply the new rates will be within the General Manager/CEO's amendment authority.

DISCUSSION

On June 10, 2019, the Board conditionally awarded a Contract for General Construction Management Support Services (GMCSS) to 4LEAF, Inc. for various capital and operating construction projects to support SacRT's light rail system, bus facilities, and building and maintenance facilities and for State of Good Repair (Resolution No. 19-06-0072).

On August 9, 2019, the GCMSS contract was executed with 4LEAF, Inc.

On May 7, 2021, the First Amendment was executed to update the Disadvantaged Business Enterprises (DBE) language to the Contract.

On March 14, 2022, the Board approved the Second Amendment to the Contract to exercise Option Years 4 and 5 and extend the term of the Contract to August 8, 2024.

As stipulated in the Contract, any increases to direct labor rates exceeding 3% requires Board approval. The Third Amendment would make two changes to wage rates, which have remained the same since 2019:

- (1) There would be a general overall increase in the allowable wages for all positions. The 4LEAF pricing proposal in the contract specified a single hourly rate for each position. The Third Amendment would provide for a range of rates based on the actual compensation paid to an employee performing in that classification. As an example, the Project Manager was designated in the original agreement to have a wage rate of \$99.75 per hour. Under the amendment, that wage could range as high as \$112.27. The rate increases for all positions are modest and lower than a CPI-based increase would be from 2019 to present.
- (2) 4LEAF proposes to add overtime, double time, night shift, night shift overtime, and night shift double overtime rates to the contract for construction inspection staff. Due to the scheduling of the low-floor vehicle platform modification project (being overseen by 4LEAF under Work Order No. 4) the construction inspection staff have been required to work overtime hours and perform night work. The original agreement did not provide any basis for these staff to be paid an increased hourly wage for overtime hours or night work. The Third Amendment would include overtime/night rates for that classification. The maximum base rate for the construction inspection personnel would increase from \$76.75 to \$86.38, an increase of 12.5% and the overtime rates would range from \$95.59 (for basic overtime in excess of 8 hours per day) to \$145.64 (night shift double time) (see table below). The construction inspection staff are required by law to be paid overtime, though not necessarily at the rates proposed by 4LEAF. However, these rates are considered fair and reasonable in relation to the direct hourly rates.

Table 1:

Classification	Direct Labor Rate Range
Construction Inspector – Overtime	\$95.59 - \$107.98
Construction Inspector – Double Time	\$118.20 - \$133.03
Construction Inspector – Night Shift	\$78.79 - \$88.67
Construction Inspector – Night Shift Overtime	\$104.15 - \$117.22
Construction Inspector – Night Shift Double Time	\$129.40 - \$145.64

Once the new rates are incorporated into the Contract, the intent is to amend existing Work Orders where work is still being performed to include these higher rates for future work. While the Contract will expire in August of this year, work will continue under existing Work Orders for the duration of those projects.

RESOLUTION NO. 2024-06-054

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

June 10, 2024

APPROVE THIRD AMENDMENT TO THE CONTRACT FOR GENERAL CONSTRUCTION MANAGEMENT SUPPORT SERVICES – 2019 WITH 4LEAF, INC.

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 General Construction Management Support Services – 2019 by and between the Sacramento Regional Transit District (therein “SacRT”) and 4LEAF, Inc. (therein “Consultant”), whereby 4LEAF’s permissible hourly direct labor rates are increased and overtime/night rates are added for construction inspection personnel, is hereby approved .

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: APPROVING THE ISSUANCE OF AN ANNUAL STUDENT (TK-12) PASS TO STUDENTS WITHOUT A FULL FARE SUBSIDY AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO NEGOTIATE AND EXECUTE STUDENT TRANSIT PASS AGREEMENTS FOR THE RYDEFREERT PROGRAM

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

The proposed Fiscal Year (FY) 2025 budget includes \$1,305,000 in funding from RydeFreeRT program sponsors. This amount is \$250,000 lower than FY 2024. The funding difference shortfall is due to a change in the funding model proposed by the City of Sacramento.

While SacRT and the City of Sacramento have an agreement in place (Ryde Free RT Student Transit Pass Agreement (2022-2025)) for the City to provide funding for the program through June 30, 2025 up to \$1,000,000 per fiscal year (\$.84 per ride), the agreement specifies that it will automatically terminate effective June 30 if, prior to June 29, the City Council fails to appropriate or allocate funds for the subsequent fiscal year.

SacRT staff has had several discussions with the City of Sacramento and other partner agencies regarding fairness and equity in the distribution of funding for this program. Based on that goal, SacRT staff supports a recent Budget Memo released by Mayor Steinberg proposes \$250,000 in RydeFreeRT funding this year and suggests a long-term funding model that shares the cost of the program among the City, local school districts, and SacRT (in addition to the contributions already received from the County of Sacramento and other city members of SacRT).

The new funding model proposes the City of Sacramento funding share, previously \$1,000,000 annually, be split between the City and schools within the City limits. Staff believes that it is possible to recoup as much as \$750,000 of the prior year's \$1,000,000 funding level during FY 2025. Funds in the amount of \$250,000 are expected to come from the City of Sacramento (a new agreement or amendment to the existing agreement would be required to secure this funding). SacRT received a commitment letter to fund a total of \$250,000 for FY 2025 from Twin Rivers Unified School District (TRUSD), Natomas Unified School District (NUSD) and Elk Grove Unified School District (EGUSD) combined and as much as \$250,000 may be recouped from the Sacramento City Unified School District (SCUSD). The final \$250,000 is not expected to be realized in FY 2025; Staff intends to approach independent charters, private schools and other school districts to secure this funding for future years.

In summary, approval of the attached Resolutions will not result in a budget shortfall in FY 2025 if staff is successful in securing \$750,000 in funding from a combination of the City of Sacramento and the school districts listed above in FY 2025. If one or more of the jurisdictions opts not to contribute, there will be a funding shortfall.

Table 1 below displays the FY 2024 program funding sources as well as the proposed FY 2025 funding contributions:

Table 1

Proposed Funding Partner	FY 2024 Contribution	Proposed FY 2025 Contribution
City of Sacramento	\$1,000,000	\$250,000
SCUSD, TRUSD, NUSD, EGUSD	N/A	\$500,000
Other City of Sacramento Schools*	N/A	N/A
Elk Grove, Rancho Cordova, Citrus Heights, Folsom	\$205,000	\$205,000
County of Sacramento	\$350,000	\$350,000
Total RydeFreeRT Funding	\$1,555,000	\$1,305,000

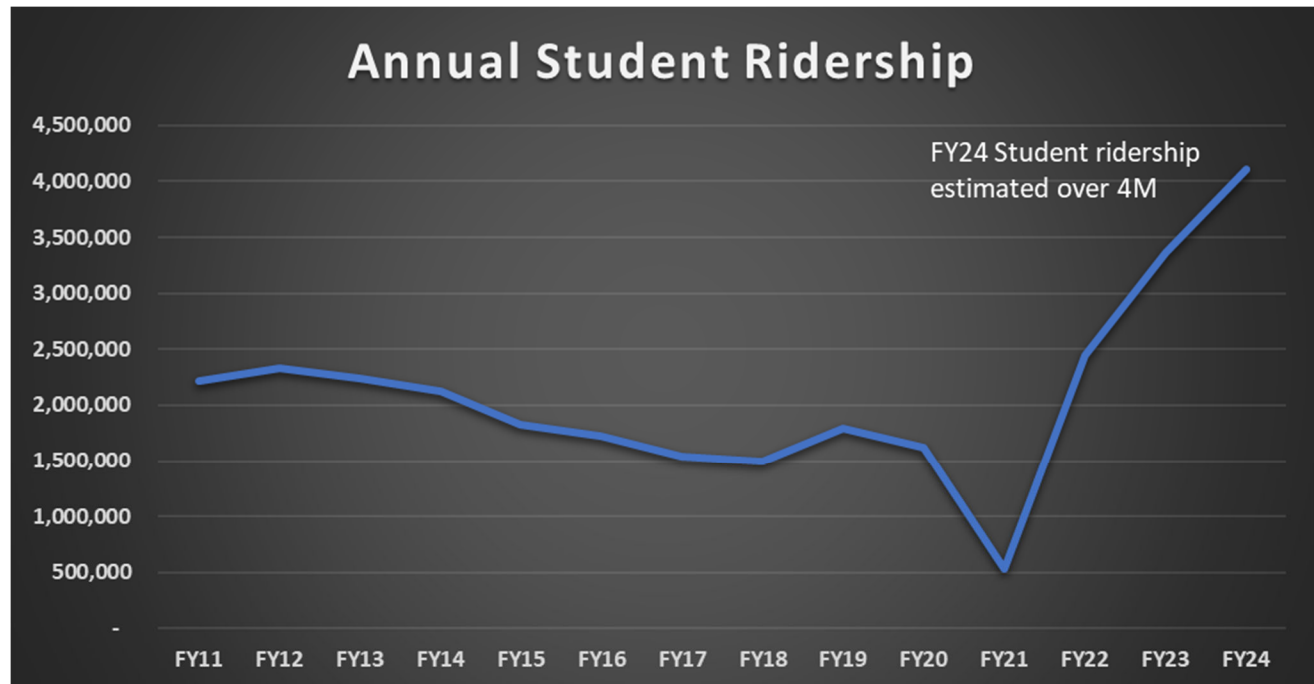
**Other City of Sacramento schools include independent charter schools, private schools, and other school districts that may have a limited number of students attending school within the city limits of Sacramento.*

DISCUSSION

The RydeFreeRT program was launched in October 2019 and instantly led to increased ridership from students in grades TK-12. 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.

Student ridership declined following the onset of COVID-19 but has rebounded strongly. In FY 2024, SacRT projects to carry more than 4 million students, approximately two and a half times what it was immediately before the pandemic and before the launch of the

RydeFreeRT program. The chart below demonstrates the ridership growth among students in recent years.



In addition to ridership, the program has many other benefits. SacRT provides convenient mobility options to students to get to and from school and also to internships and other activities. In turn, SacRT is creating lifetime riders by instilling positive transit habits at a young age. SacRT is also significantly addressing climate change through reduced emissions and vehicle miles traveled. Parents and regional roadways benefit from less congestion at school sites caused by pick up/drop off lines. Increasing access to SacRT has provided students with more reliable school transportation options and a path to economic prosperity. Because the program reduces absenteeism, schools obtain a financial benefit through additional state funding, which is based on average daily attendance.

The RydeFreeRT program is funded through partnerships with local jurisdictions and school districts. In the past SacRT has partnered with the cities of Sacramento, Elk Grove, Folsom, Citrus Heights, and Rancho Cordova, as well as the County of Sacramento and various school districts to receive funding for RydeFreeRT on an annual basis. While SacRT's partner jurisdictions are all very supportive of the RydeFreeRT program, funding is often not guaranteed until after annual budgets have been approved across the region.

To alleviate concerns regarding funding, Staff has been pursuing multi-year agreements with other partner jurisdictions and is recommending today that the Board delegate authority to the General Manager/CEO to enter into funding agreements with other partner jurisdictions as the terms are finalized.

Specifically with respect to the County of Sacramento, Staff is in negotiations with the County for a 3-year agreement with two option years that would provide SacRT with

\$350,000 of funding per year, assuming the RydeFreeRT program is included in the County budget. County staff has informed SacRT that the RydeFreeRT funding is included in the proposed FY 2024-2025 County budget. While the multi-year agreement does not fully guarantee long-term funding, it does reiterate the County's support of the program.

Understanding that all public agencies are facing funding constraints, SacRT will also work with the cities, County, school districts, and any other identified stakeholders to develop an alternative and equitable funding plan to ensure the sustainability of this vital program for the community. In the meantime, many students have come to rely on this program for year-round transportation needs and a sudden elimination of the program would wreak havoc on many households already struggling with ever-increasing prices.

Therefore, Staff is recommending that the Board approve the issuance of Annual TK-12 Student Passes (RydeFreeRT passes) for FY 2025 without a full fare subsidy in place.

RESOLUTION NO. 2024-06-055

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

June 10, 2024

APPROVING THE ISSUANCE OF AN ANNUAL STUDENT (TK-12) PASS TO STUDENTS WITHOUT A FULL FARE SUBSIDY

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, under the adopted definition in the Fare Structure (added by 19-08-0093 and subsequently amended), an Annual TK-12 Pass is valid only if the pass is issued to an eligible Student based on a fare subsidy agreement or, alternatively, if the Board adopts a resolution authorizing the Pass to be distributed to a Student without payment of the required fee; and

WHEREAS to provide an opportunity to maximize access to public transit services for Students 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, 2024 to June 30, 2025.

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

THAT, for the period from July 1, 2024 to June 30, 2025, 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, 2024 to June 30, 2025, without full payment of the required fee by a sponsoring entity, as specified in the Fare Structure.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-06-056

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

June 10, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO NEGOTIATE AND EXECUTE STUDENT TRANSIT PASS AGREEMENTS FOR THE RYDEFREERT PROGRAM

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

THAT, authority is hereby delegated to the General Manager/CEO to negotiate and execute agreements that provide financial support for the RydeFreeRT Annual Student (TK-12) Pass that would otherwise be in excess of his authority under Title XIV of the SacRT Administrative Code.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: APPROVING (1) A SOLE SOURCE PROCUREMENT AND (2) THE NINTH AMENDMENT TO CONTRACT FOR MOBILE AND ONLINE FARE APPLICATION WITH SIEMENS MOBILITY, INC. AS SUCCESSOR IN INTEREST TO BYTEMARK, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolution will extend the Contract for Mobile and Online Fare Application with Siemens Mobility, Inc. through Monday, June 30, 2025, to continue providing SacRT riders with mobile purchase options.

FISCAL IMPACT

All fees associated with extending the Contract with Siemens Mobility, Inc. are included in the proposed FY 2025 Operating Budget. If the proposed Resolution does not pass and the mobile ticketing services provided by Siemens Mobility, Inc. end on June 30, 2024, then SacRT will incur additional costs in FY 2025 above what was budgeted for. The Mobile Ticketing Services agreement provides SacRT with a lower cost of fare collection compared to all other forms of payment currently available.

DISCUSSION

In June 2016, SacRT released a Request for Proposals (RFP) for a mobile and online ticketing application. Six firms, including Bytemark, submitted proposals. On March 9, 2017, SacRT executed a Contract with Bytemark for a three-year term with two optional years. In April 2021, the Board approved the Sixth Amendment to the Contract, which included a sole source extension that expired on June 30, 2023.

On June 12, 2023, the Board approved the Eighth Amendment to the Contract for Mobile and Online Fare Application with Bytemark, Inc. extending terms of the contract on a sole source basis through Sunday, June 30, 2024.

On August 28, 2023, the Board approved an assignment of the Contract from Bytemark, Inc. to Siemens Mobility, Inc. when the two entities merged so that SacRT could continue receiving services.

The approved Eighth Amendment included an option year for SacRT to extend the Contract through Monday, June 30, 2025. Staff is recommending that the Board exercise that option year to continue services without interruption for passengers while SacRT continues the procurement process for a consolidated mobile application.

On April 15, 2024, SacRT released a Request for Proposal (RFP) for a new Account-Based Transit Payment Platform that is intended to replace the existing ZipPass application. Staff anticipates the new transit payment platform to consolidate many services currently offered by SacRT and introduce new features and enhancements that will improve the overall customer experience. Proposals in response to the current RFP are due on Friday, June 28, 2024. After evaluations are completed, Staff will make a recommendation to the Board for award, after which there will be an implementation period before fares can be purchased through the new application.

Staff anticipates rolling out the new mobile fare application by January 2025.

Staff has budgeted approximately \$95,000 in FY 2025 for Mobile Ticketing Services and at this time does not anticipate a need to increase the not to exceed amount of \$570,460 for the fixed-price services. Those services will cost \$63,000 for one year and \$73,147 remains unspent from the existing Total Consideration amount. Extending the current contract with Siemens Mobility, Inc. will ensure a seamless transition for SacRT passengers after the RFP process is completed later in FY 2025.

RESOLUTION NO. 2024-06-058

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

June 10, 2024

APPROVING (1) A SOLE SOURCE PROCUREMENT AND (2) THE NINTH AMENDMENT TO CONTRACT FOR MOBILE AND ONLINE FARE APPLICATION WITH SIEMENS MOBILITY, INC. AS SUCCESSOR IN INTEREST TO BYTEMARK, INC.

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

THAT, pursuant to Section 1.405.B.2 of the Procurement Ordinance, it is in the best interest of SacRT to extend the Contract on a sole source basis for an additional year through June 30, 2025, to allow time for a transition to a consolidated electronic fare system; and

THAT, the Ninth Amendment to the Contract between Sacramento Regional Transit District, therein referred to as "RT," and Siemens Mobility, Inc. as successor in interest to Bytemark, Inc., therein referred to as "CONTRACTOR or CONSULTANT," wherein the term is extended to June 30, 2025, and all other terms remain unchanged is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: ADOPTING A REVISED TITLE VI SERVICE EQUITY ANALYSIS AND SERVICE CHANGES FOR 2024

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Service improvements previously approved for Routes 1, 26, 51, 81, 84, and 93 and weekend improvements to the Gold Line would be rescinded and not implemented.

FISCAL IMPACT

The original plan, approved by the Board of Directors on March 11, 2024, was projected to have a net operating cost of \$2,924,348 and generate 256,131 new passenger boardings per year (\$11.42 per passenger). The revised plan, without the improvements described below, is expected to have a net operating cost of \$2,168,067 and generate 163,666 new passenger boardings per year (\$13.25 per passenger) for a reduction in net operating cost of \$756,281 per year. The cost of the revised service improvements are included in the proposed Fiscal Year (FY) 2024/2025 Operating Budget.

DISCUSSION

Due to long-term budget considerations, this item would rescind several service changes intended for 2024 and previously approved by the SacRT Board on March 11, 2024.

Gold Line weekday headway improvements would continue to be implemented, in part to fulfill SacRT's grant agreements for the Light Rail Modernization 15-Minute Service to Folsom project; however, weekend Gold Line improvements would be rescinded. Improvements to Routes 33 and 137 would continue as originally approved, because they are 100 percent externally funded. Changes to Folsom Bus Routes F10 and F30 would also continue as originally approved, as they are projected to yield a net reduction in cost (although ridership is expected to improve, by reallocating service hours from unproductive areas to new weekend service). Minor changes approved to SacRT Bus Routes 1, 26, 51, 81, 84, and 93, although projected to be cost-effective, would be rescinded, as they were all strictly discretionary in nature.

Title VI

The original plan, adopted on March 11, 2024, included a Title VI service equity analysis that concluded that the changes were not favorable to minority or low-income populations, but that the difference was not statistically significant. The revised plan would, in the aggregate, would result in a statistically significant disproportionate burden to low-income populations (i.e., the increased service would disproportionately benefit non-low-income populations); however, if the contract service (which will be 100% externally funded with money that is available only for those services) is excluded from the calculation, there would not be a statistically significant disparity. Staff therefore believes there is a substantial legitimate justification to approve the revised plan. See Attachment 1 and Exhibit A for details.

Both the original and the revised plans are net increases in service, so there would be no *reductions* in service to minority or low-income populations; however, minority and low-income populations would benefit proportionately less than non-minority and non-low-income populations from the service *increases*. The original plan would add 313,807 revenue miles per year of non-contract service. The revised plan would add only 247,455 revenue miles of non-contract service.

For the non-contract service, the fraction of revenue miles benefiting minority populations would be reduced from 57.3 to 56.1 percent, both of which are less than SacRT's systemwide average of 67.5 percent minority riders; however, since the difference would not exceed 15 percent, it would not be considered statistically significant under SacRT's Title VI standards.

Likewise, for the non-contract service, the fraction of revenue miles benefiting low-income populations under the revised plan would be reduced from 46.1 to 44.1 percent, both of which are less than SacRT's systemwide average of 55.5 percent low-income; however, since the difference would not exceed 15 percent, it would continue to be considered statistically insignificant.

	Minority	Low-Income
Original Plan	57.3%	46.1%
Revised	56.1%	44.1%
Benchmark	67.5%	55.5%

Major improvements to light rail service in Folsom make up 218,237 revenue miles per year (88 percent) of the non-contract improvements; Gold Line light rail riders are 56.0 percent minority and only 41.2 percent low-income, so this major improvement is a significant factor influencing the Title VI results.

The Board's March 11, 2024 approval of the contract service (i.e., Route 137 UCDCM/Elk Grove Express and the future ACE Airport Express service) was conditioned upon contractually guaranteed operating support. On March 27, 2024, SacRT and UC Davis executed the First Amendment to the Cost-Sharing Agreement for Operation

of Route E37 Commuter Bus Service and those changes were implemented April 8, 2024. A cost-sharing agreement has not yet been executed for the ACE Airport Express service.

Next Steps

Staff recommends the Board approve the resolution revising service changes as discussed. A marked-up version of the plan is attached as Attachment 1. A clean version of the revised plan is attached as Exhibit A to the resolution. Approval of the Resolution and adoption of the revised plan will minimize SacRT's expenditures on new service in the coming year to those new service commitments enshrined in grant agreements (i.e., 15-minute service to Folsom) and changes that achieve a net savings in operating cost (e.g., changes to Folsom bus service, grant-supported improvements to Route 33, and fully-paid improvements to Route 137).

Beginning this fall, SacRT will embark on a Comprehensive Operational Analysis (COA) that will begin with a near-term examination of SacRT's existing service offerings with the goal of repositioning SacRT for better cost-effectiveness and fiscal sustainability. The second half of the COA project will take a fresh look at all of SacRT's major expansion plans and apply the principles established in the first part of the project to them, to assure that future expansions are cost-effective and affordable, in addition to satisfying other important agency goals, such as socioeconomic equity and equitable geographic distribution of benefits.

Service Changes for 2024

Revised on June 10, 2024

Effective Date: August 28, 2024

Except as Noted and Subject to Minor Adjustments

Gold Line

Improve service frequency on the Gold Line to and from Folsom area stations from 30 minutes to every 15 minutes weekdays between approximately 6:15 a.m. to 7:15 p.m. No changes to weekend service. Start date depends on completion of construction.

F10 Folsom

Discontinue serving bus stops on American River Canyon Drive, except for the first morning trip and last two evening trips. Continue bus service to existing bus stops on Main and Madison in Orangevale. Add weekend and holiday service, including stops on Main and Madison, but not on American River Canyon Drive.

F30 Folsom Prison

Eliminate Route F30, which currently provides morning and afternoon peak-hour service between the Glenn/Robert G. Holderness Station and Folsom Prison, due to low ridership and current coverage available using Folsom SmaRT Ride.

1 Greenback

No changes to Route 1.

26 Fulton Watt

No changes to Route 26.

33 Dos Rios

Extend evening hours so that the last trip departs Alkali Flat Station at approximately 6:34 p.m.

51 Stockton Broadway

No changes to Route 51.

81 Florin/65th St

No changes to Route 81.

84 Watt

No changes to Route 84.

93 Hillsdale

No changes to Route 93.

137 UCDMC Elk Grove Express

Add two new trips departing at 3:30 p.m. and 7:30 p.m. from UC Davis Medical Center. These new trips and the remainder of all Route 137 service is fully funded by UC Davis Health. Note: Route 137 changes already took effect on Monday, April 8, 2024.



Service Changes for 2024
Final Plan and Title VI Equity Analysis

Originally Adopted March 11, 2024
Revised June 10, 2024

~~SacRT is currently~~ On March 11, 2024, the SacRT Board of Directors adopted considering major service changes on several bus and light rail routes, as discussed in this Service Change Plan and Title VI Equity Analysis. A draft of ~~this that~~ plan was made available to the public via sacrt.com on Friday, January 31, 2024 for public review, with comments due on Friday, March 1, 2024. ~~This~~ The final version ~~is being~~ was presented to the SacRT Board of Directors on Monday, March 11, 2024, for ~~potential~~ approval. This revised plan is now being presented to reduce the cost of the service changes, due to long-term concern about SacRT FY 2025 oOperating bBudget budget considerations. Most changes would still take effect on August 25, 2024.

_____	Draft Plan Released	_____	1/31/24
_____	Comments Due	_____	3/1/24
_____	Board Approval	_____	3/11/24
_____	Changes Take Effect *	_____	8/25/24

~~* Most, but not all, proposed changes would take effect on August 25, 2024.~~

Overview

In 2024, SacRT will complete its Folsom-15 project, improving frequency on the light rail Gold Line to every 15 minutes to and from Folsom. This new service will be the culmination of over a decade of capital planning and grant awards; however, SacRT policy still requires a Title VI analysis and public review before implementing any major service change such as this.

In addition to the planned improvements to the Gold Line, staff has developed changes to connecting Folsom bus service, which would trim service to some low-ridership stops, and eliminate one minimally-used route, but yield sufficient savings to allow addition of first-ever weekend bus service in Folsom, complementing the investment in the Gold Line.

~~Improvements to hours of service would also be made to several major bus routes, helping to provide more consistent and reliable connections at the end of the service day, across the network.~~

Service Changes for 2024
~~March 11, 2024~~ Revised June 10, 2024

This report also discusses two services that would be fully funded by contracts with partner agencies, including the #137 UCDCM Elk Grove Express and the planned ACE/Airport Express. The changes to Route 137 were already implemented on April 8, 2024; however, because they were previously aggregated with the other service changes in the prior Title VI analysis approved by the Board on March 11, 2024, they are being considered “changes” for purposes of this revised analysis, rather than part of the baseline conditions.

Service Changes for 2024
~~March 11, 2024~~ [Revised June 10, 2024](#)

Proposed Changes

Route	Proposed Changes
Gold Line	Improve frequency to and from Folsom to every 15 minutes weekdays from approximately 6:15 am to 7:15 pm.
Gold Line	Add a Saturday departure from Folsom at 7:00 am and Sunday/Holiday departures from Folsom at 7:00, 7:30, 8:00, 8:30, 9:00, and 9:30 am. Add Sunday/Holiday departures from Sacramento Valley Station to Sunrise at 9:19, 9:49, 10:19, and 10:49 pm and from Historic Folsom at 10:00, 10:30, 11:00, and 11:30 pm. Item deleted.
F10 Folsom	Eliminate service to stops on American River Canyon Drive, except for the first morning trip and last two evening trips. No changes to service on existing stops on Main and Madison, in Orangevale. Add weekend and holiday service, including stops on Main and Madison, but not on American River Canyon Drive.
F30 Folsom Prison	Eliminate Route F30, which currently provides morning and afternoon peak-hour service between the Glenn light rail station area and Folsom Prison, due to low ridership and coverage by SmART Ride.
1 Greenback	Add one evening trip on Saturday departing Watt/I-80 light rail station at 9:36 pm to improve frequency to every 30 minutes and provide a better connection with the Blue Line. Item deleted.
26 Fulton Watt	Item deleted. Add weekday trips departing University/65th St station at 8:47 and 9:47 pm and departing Watt & Elverta at 8:33 pm (arriving at University/65th Street station at 9:30 pm) to improve frequency to every 30 minutes and provide better connections with #81 Florin. Add Saturday trips departing Watt & Elverta at 6:58, and 7:58 pm and departing University/65th St Station at 6:17, 7:17, 8:17, and 9:17 pm to improve frequency to every 30 minutes and improve connections with the Gold Line and #81 Florin. Add Sunday/Holiday trips departing Watt & Elverta at 7:58 pm and departing University/65th St station at 9:17 pm to improve connections with the Gold Line and other bus routes.

Service Changes for 2024
 March 11, 2024 Revised June 10, 2024

Proposed Changes, cont.

Route	Proposed Changes
33 Dos Rios	Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, contingent upon securing \$115,000 of grant funds.
51 Stockton Broadway	Item deleted. Due to low ridership and to normalize headways at every 15 minutes and free up a bus to help alleviate overcrowding on Route 81 from heavy student loads, shift the weekday morning 6:20, 6:35, 6:50, and 6:58 am 8th & F St departures to 6:25, 6:40, 6:55, and 7:10 am and eliminate the 7:12 am departure. Also, shift the 6:01, 6:16, 6:31, and 6:43 am Florin Towne Centre departures to 6:05, 6:20, 6:35, and 6:50 am and eliminate the 6:55 am departure.
81 Florin/65th St (Mon-Fri)	Item deleted. On weekday afternoons, extend the existing 4:19, 4:49, and 5:19 pm Florin Towne Centre departures so that they depart from University/65th St station at 3:56, 4:28, and 5:02 pm. Also extend the existing 3:28, 4:01, and 4:27 arrivals at Florin Towne Centre to University/65th St station, arriving at 3:48, 4:18, and 4:48 pm.
81 Florin/65th St (Sat/Sun/Hol)	Item deleted. Add one Saturday evening trip departing University/65th St station at 9:13 pm to improve frequency to every 30 minutes and provide a better connection with the Gold Line and #87 Howe. Add Sunday/Holiday trips departing Florin & Riverside at 6:48 and 7:48 pm and departing University/65th St station at 7:43 and 9:13 pm to provide better connections with the Gold Line and #87 Howe.

Service Changes for 2024
 March 11, 2024 Revised June 10, 2024

Proposed Changes, cont.

Route	Proposed Changes
<p>84 Watt</p>	<p>Item deleted. Add Saturday departures from Watt/Manlove station at 6:35, 7:35, 8:35, and 9:35 pm and from Watt & Elverta at 7:07 am and at 7:07, 8:07, and 9:07 pm to improve frequency to every 30 minutes and improve connections with the Blue Line, Gold Line, and multiple bus routes.</p> <p>Add a Sunday/Holiday departure from Watt/Manlove station at 9:05 pm and from Watt & Elverta at 8:37 pm, to improve span of service, consistent with other major routes.</p>
<p>93 Hillsdale</p>	<p>Item deleted. Add one weekday trip departing Louis & Orlando transit center at 7:04 am to close a 54-minute gap in service.</p>
<p>137 UCDMC Elk Grove Express</p>	<p>Add two new trips departing UC Davis Medical Center at 3:30 and 7:30 pm, contingent on execution of an amendment to the cost-sharing agreement with UC Davis Health.</p>
<p>ACE Airport Express</p>	<p>Potentially create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027, contingent on execution of a cost-sharing agreement with the San Joaquin Regional Rail Commission.</p>

Gold Line

Proposed Changes – Effective ~~Summer~~ Fall 2024, depending on the date of project completion, service between Sunrise and Folsom would be improved from every 30 minutes to every 15 minutes during the day on weekdays. The first new trip from Historic Folsom would depart at 6:15 am and the last new trip from Folsom would depart at 7:15 pm. An additional trip would also be added departing Sacramento Valley Station at 6:34 pm, going to Sunrise, to make weekday service more consistent with Saturday service, which already has a trip at this time.

~~On Saturdays, Sundays, and Holidays, frequency would remain the same, but some new trips would be added to fill significant gaps in the existing schedule. On Saturdays, one new train would arrive at Historic Folsom at 6:48 am and depart at 7:00 am. Currently, the first train departs Historic Folsom at 7:30 am.~~

~~On Sundays and Holidays, six new morning round trips to Folsom would be added, with departures from Historic Folsom at 7:00, 7:30, 8:00, 8:30, 9:00, and 9:30 am. Currently, the first trip from Historic Folsom on Sundays and Holidays does not depart until 10:00 am. These changes would create a 7:00 am beginning of service on weekends and holidays, which would match the first bus trip on the proposed new weekend service for Folsom Route F10, discussed separately.~~

~~On Sunday and Holiday evenings, one round trip to Folsom will be added, arriving at 9:48 and departing at 10:00 pm, so that the 8:49 pm departure from Sacramento Valley goes all the way to Folsom. New departures from Sacramento Valley would also be added at 9:19 and 9:49 pm, to provide a later end-of-service on the Gold Line but going only to Sunrise.~~

~~*Update* – In addition to the new trips listed above, on Sunday and Holiday evenings, two additional trains would also be added, departing Sacramento Valley Station at 10:19 and 10:49 pm, adding an additional hour of evening service to the original proposal. Except for the last departure at 10:49 pm, all new late evening trains would go all the way to Historic Folsom and back, so the last return trip from Historic Folsom would depart at 11:30 pm. This would make the Sunday and Holiday evening service match Saturday nights.~~

Service Changes for 2024
 March 11, 2024 Revised June 10, 2024

Gold Line – Monday to Friday Proposed New Schedule

Effective ~~Summer~~ Fall 2024
 (Exact Date TBD)

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
				4:58a	5:40a	5:44a
3:49a	4:35a	4:48a	5:00a	5:13a	5:55a	5:59a
4:04a	4:50a			5:28a	6:10a	6:14a
4:19a	5:05a	5:18a	5:30a	5:43a	6:25a	6:29a
4:34a	5:20a			5:58a	6:40a	6:44a
4:49a	5:35a	5:48a	6:00a	6:13a	6:55a	6:59a
5:04a	5:50a	6:03a	6:15a	6:28a	7:10a	7:14a
5:19a	6:05a	6:18a	6:30a	6:43a	7:25a	7:29a
5:34a	6:20a	6:33a	6:45a	6:58a	7:40a	7:44a
5:49a	6:35a	6:48a	7:00a	7:13a	7:55a	7:59a
6:04a	6:50a	7:03a	7:15a	7:28a	8:10a	8:14a
6:19a	7:05a	7:18a	7:30a	7:43a	8:25a	8:29a
6:34a	7:20a	7:33a	7:45a	7:58a	8:40a	8:44a
6:49a	7:35a	7:48a	8:00a	8:13a	8:55a	8:59a
7:04a	7:50a	8:03a	8:15a	8:28a	9:10a	9:14a
7:19a	8:05a	8:18a	8:30a	8:43a	9:25a	9:29a
7:34a	8:20a	8:33a	8:45a	8:58a	9:40a	9:44a
7:49a	8:35a	8:48a	9:00a	9:13a	9:55a	9:59a
8:04a	8:50a	9:03a	9:15a	9:28a	10:10a	10:14a
8:19a	9:05a	9:18a	9:30a	9:43a	10:25a	10:29a
8:34a	9:20a	9:33a	9:45a	9:58a	10:40a	10:44a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:04a	9:50a	10:03a	10:15a	10:28a	11:10a	11:14a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
9:34a	10:20a	10:33a	10:45a	10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a	11:03a	11:15a	11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a	11:33a	11:45a	11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a	12:03p	12:15p	12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p	12:33p	12:45p	12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p	1:03p	1:15p	1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p	1:33p	1:45p	1:58p	2:40p	2:44p
12:49p	1:35p	1:48p	2:00p	2:13p	2:55p	2:59p

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
1:04p	1:50p	2:03p	2:15p	2:28p	3:10p	3:14p
1:19p	2:05p	2:18p	2:30p	2:43p	3:25p	3:29p
1:34p	2:20p	2:33p	2:45p	2:58p	3:40p	3:44p
1:49p	2:35p	2:48p	3:00p	3:13p	3:55p	3:59p
2:04p	2:50p	3:03p	3:15p	3:28p	4:10p	4:14p
2:19p	3:05p	3:18p	3:30p	3:43p	4:25p	4:29p
2:34p	3:20p	3:33p	3:45p	3:58p	4:40p	4:44p
2:49p	3:35p	3:48p	4:00p	4:13p	4:55p	4:59p
3:04p	3:50p	4:03p	4:15p	4:28p	5:10p	5:14p
3:19p	4:05p	4:18p	4:30p	4:43p	5:25p	5:29p
3:34p	4:20p	4:33p	4:45p	4:58p	5:40p	5:44p
3:49p	4:35p	4:48p	5:00p	5:13p	5:55p	5:59p
4:04p	4:50p	5:03p	5:15p	5:28p	6:10p	6:14p
4:19p	5:05p	5:18p	5:30p	5:43p	6:25p	6:29p
4:34p	5:20p	5:33p	5:45p	5:58p	6:40p	6:44p
4:49p	5:35p	5:48p	6:00p	6:13p	6:55p	6:59p
5:04p	5:50p	6:03p	6:15p	6:28p	7:10p	
5:19p	6:05p	6:18p	6:30p	6:43p	7:25p	7:29p
5:34p	6:20p	6:33p	6:45p	6:58p	7:40p	
5:49p	6:35p	6:48p	7:00p	7:13p	7:55p	7:59p
6:04p	6:50p	7:03p	7:15p	7:28p	8:10p	
6:19p	7:05p	7:18p	7:30p	7:43p	8:25p	8:29p
6:34p	7:20p					
6:49p	7:35p	7:48p	8:00p	8:13p	8:55p	8:59p
7:19p	8:05p	8:18p	8:30p	8:43p	9:25p	9:29p
7:49p	8:35p	8:48p	9:00p	9:13p	9:55p	9:59p
8:19p	9:05p	9:18p	9:30p	9:43p	10:25p	10:29p
8:49p	9:35p	9:48p	10:00p	10:13p	10:55p	
9:19p	10:05p	10:18p	10:30p	10:43p	11:25p	
9:49p	10:35p	10:48p	11:00p	11:13p	11:55p	
10:19p	11:05p	11:18p	11:30p	11:43p	12:25a	
10:49p	11:35p					

New trips/time points are indicated in shaded cells with italicized text.

Service Changes for 2024
~~March 11, 2024~~ Revised June 10, 2024

**~~Gold Line – Saturdays
Proposed New Schedule~~**

~~Effective Summer 2024
(Exact Date TBD)~~

~~New trips/time points are indicated in shaded cells with italicized text.~~

Service Changes for 2024
~~March 11, 2024~~ Revised June 10, 2024

Ridership – Existing ridership on the Gold Line is approximately 8,900 boarding passengers per weekday. The Folsom stations, including Hazel, account for 1,130 of those daily passenger trips. The headway improvements affect most of the day, but not the evenings. For the affected hours of the day, ridership on the Folsom segment averages 938 boardings per weekday. SacRT expects 35 percent ridership growth during these hours, which yields an additional 325 passenger boardings per day. An additional 135 bus transfers are also expected to result from this new Gold Line service, yielding a total of 463 new passenger boardings per weekday on the overall system from the weekday frequency improvements.

The additional weekday evening trips departing at 6:34 and 7:15 pm are expected to add another 57 daily riders, plus 23 transfers, for 80 new trips on the system. Altogether, the weekday improvements are expected to add 543 new passenger trips per day, including transfers on connecting lines, adding up to 137,913 passenger boardings per year.

~~Saturday ridership is expected to grow by 1,400 per year, including transfers. Sunday and Holiday service, which would have more new trips, would see an additional 26,339 passenger boardings per year.~~

~~Update: With the additional Sunday and Holiday evening trips discussed above, Sunday and Holiday ridership would increase by a total of 40,041 boardings per year.~~

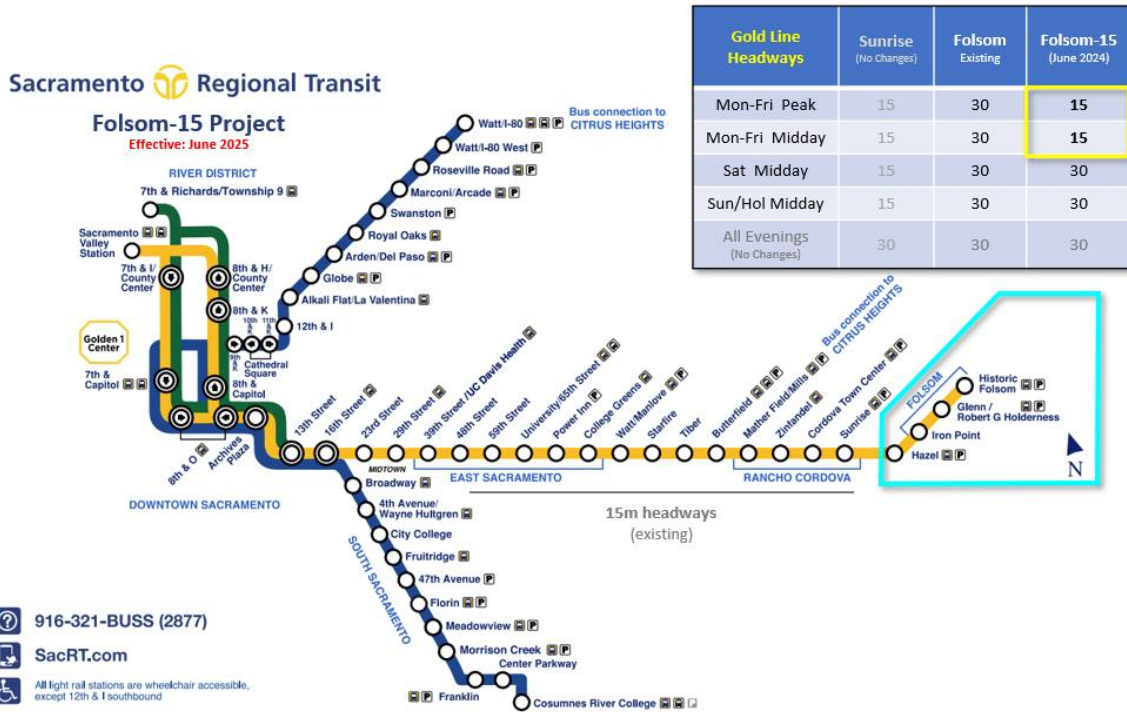
Altogether, the weekday ~~and weekend/holiday~~ changes are projected to increase systemwide ridership by approximately ~~179,347~~ 163,666 boardings per year.



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Peak Passenger Loads – On average, passenger loads on morning Gold Line trains currently peak at 73 passengers at University/65th Street station, on the 7:00 am departure from Folsom. Although total ridership should increase 35 percent on the Folsom segment, capacity will essentially increase 100 percent during affected hours. The total ridership on the line, instead of being concentrated onto two trips per hour, should spread out more evenly with four trips per hour.

On that basis, the existing peak load of 73 passengers on the 7:00 am train should actually decrease by 8 to 64 passengers. But the new 7:15 train (currently running only from Sunrise) will see its peak load increase by 17 passengers, from 39 to 56, at the max load point. In other words, total ridership will increase, but crowding will be reduced on the existing Folsom trips because riders will shift to what are now Sunrise trains.



Capacity – Each of the new Siemens s700 cars has 58 seats, so a 2-car train will have 116 seats, which is sufficient for the existing peak load of 73 passengers as well as the projected future peak load of 64 passengers, although seasonal and day-to-day variation are expected to increase the peak load above 64 passengers on many days.

Afternoon service has a similar existing peak load of 76 passengers, on average. ~~On Saturdays, passenger loads peak around 35, with Sunday and Holiday trains averaging~~

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~~peak passenger loads of about 25. With two-car trains being standard, no capacity problems are anticipated on weekends either.~~

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Fiscal Impact – Operating costs would increase by an estimated ~~\$2.75~~\$2.35 million per year, before factoring in any additional fare revenue. With an estimated ~~145,334~~137,913 new passenger boardings per year, the cost per passenger is expected to be approximately ~~\$1918~~. Passenger fares average \$1.11 per boarding, equating to approximately ~~\$161,000~~153,000 in new fare revenue, bringing the net cost to approximately ~~\$2.60~~2.34 million in FY 2024 dollars.

Background – The Gold Line was extended from Sunrise to Folsom in 2005. Double tracks were built only to the Hazel station, allowing only one train outbound of Hazel at a time and limiting service on the Folsom segment to every 30 minutes. Construction of a second track at Glenn station, which will be complete in ~~Summer~~Fall 2024, will allow two trains on the Folsom segment to pass one another. This will enable SacRT to run trains every 15 minutes to and from Folsom.

Implementation of the proposed new 15-minute frequency service to Folsom will represent the completion of over a decade of planning, engineering, and construction work and is a condition of SacRT's \$20 million Solutions for Congested Corridors (SCCP) grant. SacRT's new low-floor light rail vehicles and Gold Line station modifications together make up a major element of SacRT's nearly \$600 million Light Rail Modernization Project and were funded partly on the basis that they would be used for 15-minute frequent service to Folsom. Major funding sources include \$23.6 million from California's Transit and Intercity Rail Capital Program (TIRCP) for vehicles, \$22 million from SACOG's Regional Funding Round for the second track, station modifications, and new vehicles, and \$10 million of Senate Bill-1 Local Partnership Program funds for station modifications.



Demographics – Overall, Gold Line riders are 50.3 percent minority. Riders that use the three Folsom light rail stations are 56.0 percent minority. The latter figures are believed to be most representative of populations benefiting from the new Folsom light rail service. This compares to 67.5 percent minority riders across the SacRT system. Minority populations would therefore be underrepresented by the Gold Line improvements, although the difference is less than 15 percent, SacRT’s standard of statistical significance.

Demographics of Gold Line Riders

	Percent Minority	Percent Low-Income
Gold Line Overall	50.3%	45.6%
Folsom Stations	56.0%	41.2%
SacRT Systemwide Average	67.5%	55.5%

Overall, Gold Line riders are also 45.6 percent low-income. Riders that use the three Folsom light rail stations are 41.2 percent low-income. This compares to 55.5 percent low-income riders across the SacRT system. Low-income populations would therefore also be underrepresented by the Gold Line improvements, although the difference is again slightly less than 15 percent, SacRT’s standard of statistical significance.

For Title VI purposes, all proposed service changes are considered cumulatively, which is discussed in a later section.

#F30 Folsom Prison

Proposed Changes – Effective August 25, 2024, the F30 Folsom Prison bus route would be eliminated. Currently, Route F30 runs from Glenn light rail station to Folsom Prison every 30 minutes from 6:00 a.m. to 8:00 a.m. and from the prison every 30 minutes from 2:35 p.m. to 4:35 p.m. on weekdays.

Alternative Routes – SmarT Ride microtransit is available for curb-to-curb service within Folsom city limits, including all points along the F30 Folsom Prison route at the same fares as the F30 Folsom Prison.

Ridership Impact – The F30 Folsom Prison route averages fewer than 3 passenger boardings per day and only approximately 250 per year. At 4.5 revenue hours per day, this works out to 0.6 boardings per revenue hour. SacRT believes 100 percent of these riders would be recaptured by SmarT Ride at no additional cost.

Justification – The F30 Folsom Prison route was created before SacRT annexed Folsom transit service into the district. Because ridership averages only 3 daily boardings, staff believes it would be more cost-effective to eliminate the route and transition the riders to SmarT Ride. If approved, prior to elimination, notices would be given out to riders on the bus explaining how to use SmarT Ride, which is open to the public and does not require a smart phone to use. SacRT remains committed to funding SmarT Ride in Folsom from state and other ongoing revenue sources, because SmarT Ride essentially replaced Folsom’s prior general public dial-a-ride service.

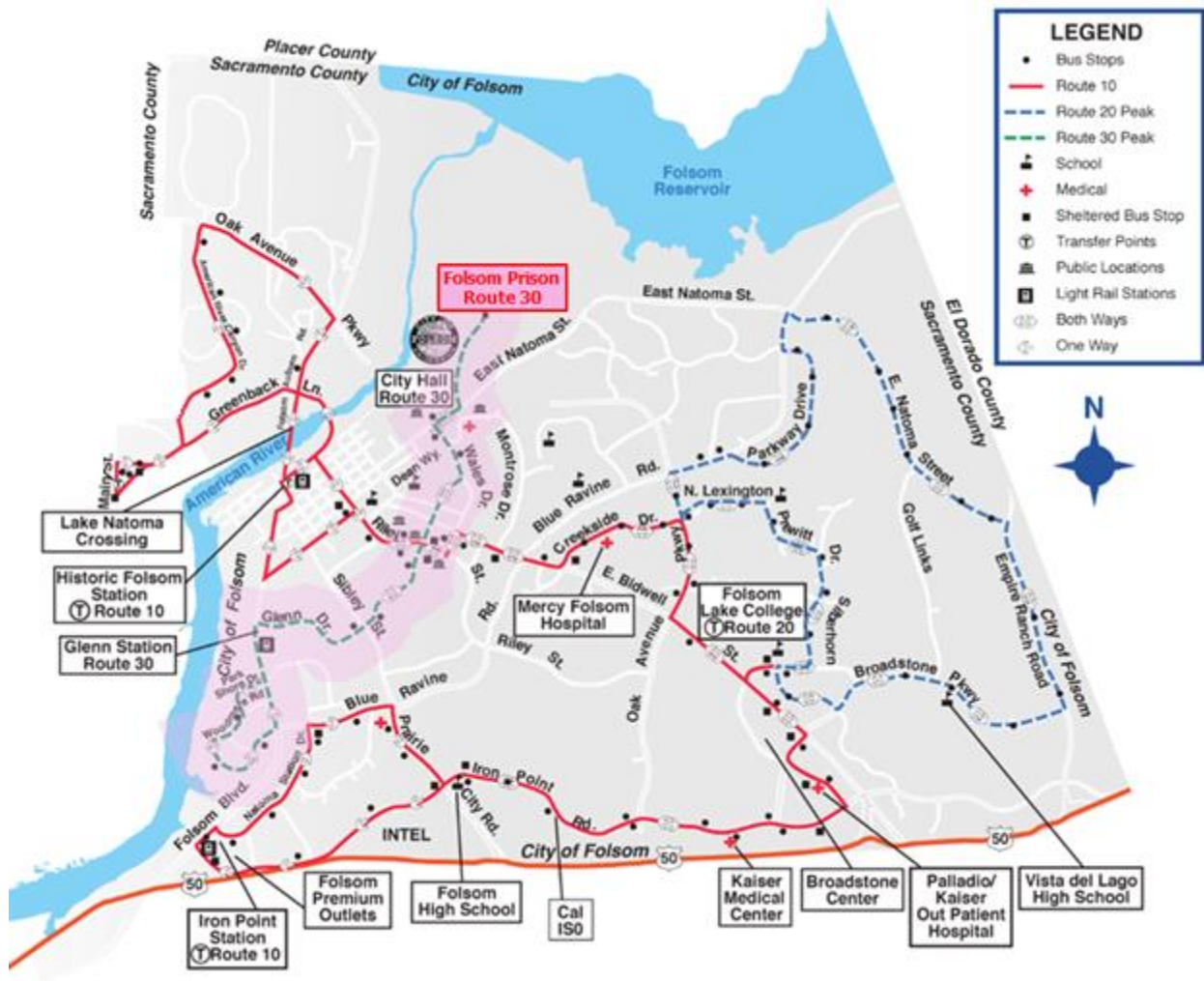
Annual savings of \$245,000 from elimination of F30 Folsom Prison would also help SacRT pay for new weekend and holiday service on F10 Folsom, discussed in more detail separately.

Demographics – Passenger surveys conducted on Folsom bus routes in August 2023 indicated that riders were 56.0 percent minority and 64.0 percent low-income. The percent minority found by surveys was identical to prior surveys of light rail riders in Folsom, however, the 64.0 percent low-income was considerably higher than the 41.2 percent low-income for Folsom light rail riders. It is still less than 15 percent different than SacRT’s overall systemwide average of 55.5 percent low-income, so it is not a statistically significant difference. Also, the magnitude of this change is relatively small. Any negative impact from eliminating Route F30 would be mitigated by adding weekend and holiday service to Route F10. SacRT also believes most or all F30 riders would be able to use SmarT Ride instead, at the same fare.

Fiscal Impact – Eliminating the F30 Folsom Prison bus route would save approximately \$245,000 per year.

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#F30 Folsom Prison



Route F30 would be eliminated, effective August 25, 2024.

#F10 Folsom

Proposed Changes – Effective August 25, 2024, service on Route F10 on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road would be eliminated, north of the American River, except on the first morning trip and the last two evening trips. Saturday, Sunday and Holiday service would also be introduced on the remainder of Route F10, including stops on Madison Ave and Main Ave, north of the river, but excluding the American River Canyon Drive loop, and excluding the first trip from Historic Folsom at 5:27 am. Currently, Folsom has no bus service on weekends or holidays, so this new service would be the only bus service in Folsom on weekends and holidays. A full schedule is included below.

Justification – Currently, Route F10 takes approximately 1 hour and 59 minutes per round trip. At hourly frequency, this results in operator breaks at one end of the route being either one minute or an hour and one minute. Staff believes that elimination of the canyon loop is justified for a number of reasons, including:

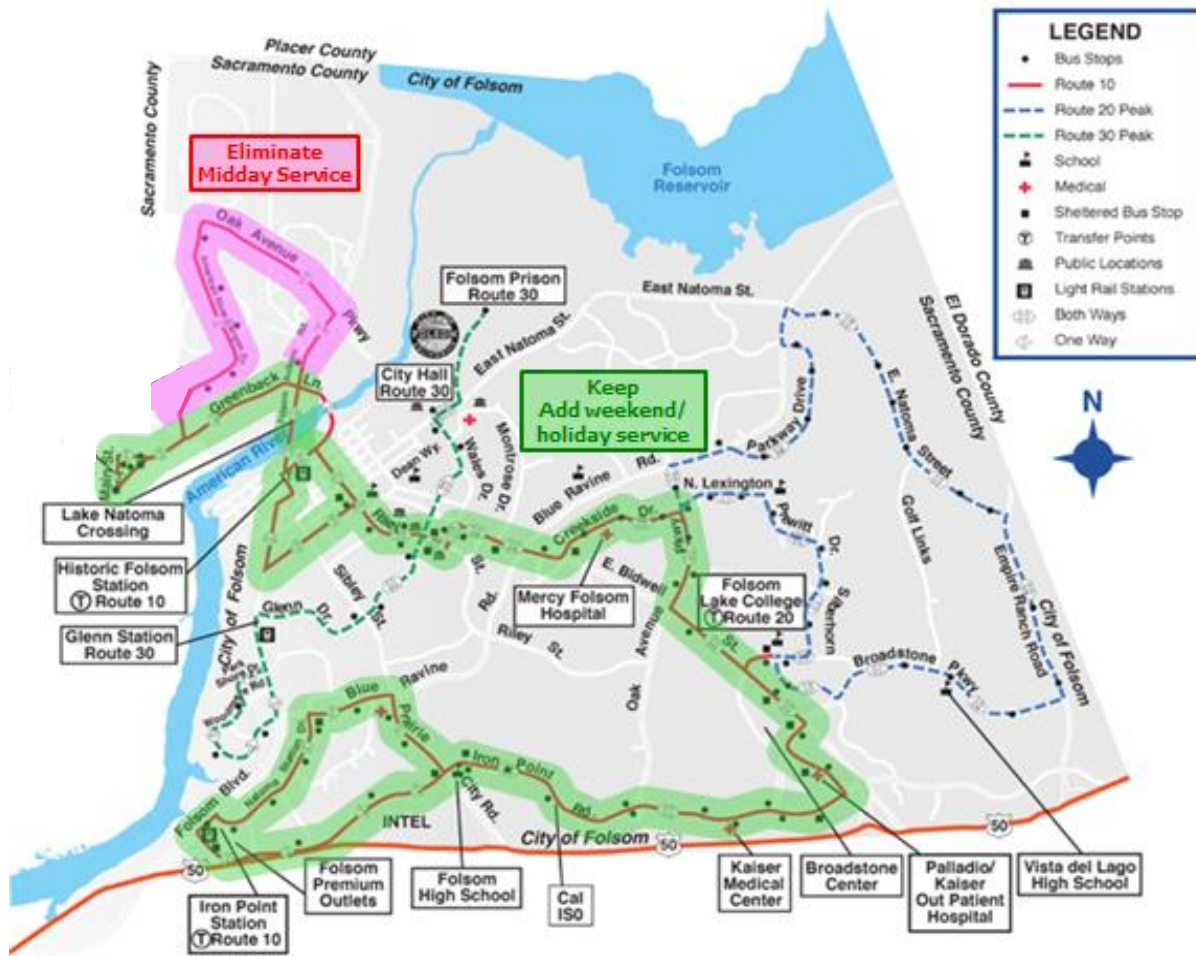
- (1) Allowing a more reasonable operator break
- (2) Affecting very few total riders
- (3) Availability of alternative service (i.e., SmaRT Ride)
- (4) The \$305,000 annual savings from this proposed change can help pay for weekend bus service, which does not currently exist in Folsom, but would cost \$406,000 annually
- (5) The weekend service, though not highly productive, would likely be substantially more productive than the existing American River Canyon Drive loop, raising the overall productivity of the route, which is currently below standard
- (6) New weekend bus service would help feed light rail, making light rail more productive as well
- (7) The shortened loop north of the river will allow north-of-the-river riders, two-thirds of whom board on Main Ave or Madison Ave, to reach light rail sooner, at :06 to :09 after the hour, allowing them to catch one of the new Folsom trains departing at :15 after, rather than their existing :30 after train, saving them an additional 15 minutes on their journey

(8) Potential SacRT GO savings, by offering a fixed-route bus alternative on weekends.

Alternative Routes – SmarT Ride is available on weekdays throughout the entire City of Folsom, including the American River Canyon Drive loop, where Route F10 service would be reduced. Service hours for SmarT Ride are 7:00 a.m. to 7:00 p.m, Monday to Friday. Currently, the first pick-up on the canyon loop is at 7:01 am, dropping riders off at light rail at 7:14 am. This first trip on the American River Canyon Drive loop averages two riders per day and is the only trip to average more than one rider per day. Although this is not a large number of riders, staff recommends this trip continue to stop on the American River Canyon Drive loop as-is, to help assure a timely connection to light rail for commuters heading into Sacramento. Although SmarT Ride begins at 7:00 a.m., the first hour of service can often have wait times over 30 minutes. Keeping the American River Canyon Drive stops on the first morning F10 trip will help assure residents there will continue to arrive in time to catch their normal train.

#F10 Folsom

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After that first morning trip, the American River Canyon Drive trips average one or fewer riders per trip and would be eliminated; however, riders would be able to use Smart Ride instead. The last two trips of the day on Route F10, which currently come through American River Canyon Drive at 6:05 and 7:05 pm, would also be retained as-is, serving American River Canyon Drive, to augment Smart Ride as a means to assure a return trip to American River Canyon Drive. All trips on Route F10 would continue to cross the river and stop on Madison Ave and Main Ave. Only the American River Canyon Drive loop would be affected, and only during the midday, when ridership is at its lowest.



New Weekend Service – The savings from eliminating service north of the river would help SacRT afford new weekend and holiday service on the remainder of Route F10. Currently, Folsom has no weekend transit service other than SacRT GO paratransit (see further explanation below regarding weekend service on SacRT GO). Surveyors recently riding Route F10 reported that the top request they heard from riders, anecdotally, was for weekend service on Route F10. Current and former F10 bus operators also reported that weekend service was the most commonly heard request. Surveyors observed that although a great deal of Route F10 riders are students, either at Folsom High School or Folsom Lake College, the next largest group appears to be healthcare workers, working either at Mercy Hospital or at various assisted living facilities throughout Folsom. Many of these riders take transit on weekdays but are currently forced to walk on weekends and holidays if they cannot afford a rideshare.

The addition of weekend service on the F10 would also support SacRT’s investment in Gold Line (i.e., the Folsom-15 project, which will take effect in 2024, as described separately in this analysis). In 2019, the SacRT Forward new network project established a goal of seven-day service throughout the SacRT network. This design guideline was established in recognition of the fact that transit routes do not function in a standalone manner, but as part of an interdependent network. Also, even before the pandemic, industry research was showing that likely transit customers were increasingly working and travelling outside of traditional weekday 8-to-5 commuter schedules, a trend that has continued since the pandemic.

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Ridership – Currently, Route F10 averages 275 boardings per day, 13 of which ride to or from the American River Canyon Drive loop. Of the 13 daily American River Canyon Drive riders, an estimated five ride either the first morning trip or one of the last two evening trips, which would be unaffected. Of the remaining eight daily American River Canyon Drive riders, staff believes it is reasonable to assume half of them (four daily riders) might continue to ride SacRT. Some might use SmaRT Ride. Others might be able to get a ride to Greenback Lane or Madison Ave to catch Route F10 where it will continue to pick up. Still others might drive to the free park-and-ride lot at Historic Folsom Station. Staff assumes that the remaining four daily riders on the canyon might cease to ride, for one reason or another. This would total approximately 1,000 lost riders per year from the reduction.

Weekend service is expected to add 100 Saturday boardings and 70 Sunday/Holiday boardings, for a total of 9,300 boardings per year. After deducting the 1,000 potential lost riders from the segment that would be eliminated, the changes would result in 8,300 net new boardings. An additional 4,600 transfer boardings would also be expected on light rail, bringing the total to approximately 12,900 net new boardings per year.

Paratransit – SacRT already provides a span of service and service area for SacRT GO service within Folsom that exceeds regulatory requirements, by providing SacRT GO service on weekends and holidays when fixed-route service does not operate. Introduction of fixed-route bus service on weekends and holidays will create a new regulatory requirement for complementary ADA paratransit within three quarters of a mile of the route on those days; however, this service is already being provided. Addition of the weekend and holiday Route F10 service would make this service an ADA requirement, but would not change coverage area, passenger fare, ridership, or operating cost. It is possible that introduction of weekend and holiday service on Route F10 might

reduce existing paratransit cost, because existing SacRT GO riders would gain a lower-priced fixed-route bus alternative.



Demographics – Passenger surveys conducted in August 2023 found that Route F10 riders are likely to be 56.0 percent minority and 64.0 percent low-income. This compares to 67.5 percent minority and 55.5 percent low-income across the SacRT system.

The American River Canyon Drive loop, where Route F10 would be eliminated, has 1,300 residents and 100 jobs in 0.4 square miles, for a population density of only about 3,250 per square miles and a combined 3,500 residents and jobs per square mile. Only 7 percent of households are in poverty and less than one percent are car-free households. The area also lacks any major schools or retail destinations to drive ridership. Altogether, the area fails to meet multiple criteria for fixed-route service and staff believes Smart Ride is a better fit, to cover the occasional, dispersed nature of most of the ridership.

The remainder of the area covered by Route F10 is 38,200 residents and 21,600 jobs over 9.9 square miles, for a population density of 3,860 per square mile and a combined 6,000 residents and jobs per square mile. Poverty rates are similar at 5 percent. Only 3 percent of households are car-free. ¹

¹ Source: U.S. Census Bureau, American Community Survey, 2017-2021, computed using geospatial intersection in Remix software.

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Fiscal Impact – Eliminating the American River Canyon Drive loop, except for three trips a day, as proposed, would save approximately nine revenue vehicle hours per day—more than one operator shift. Annually, it would save approximately 2,200 revenue hours per year, more than one full-time equivalent position. This would save approximately \$305,000 per year. The proposed new weekend and holiday service would add approximately 3,000 revenue hours, costing approximately \$406,000 per year. Combined, the fiscal impact would be a net cost of \$101,000 per year, before counting potential increases in fare revenue. (This also excludes a planned \$245,000 savings from eliminating Route F30, as well as any potential savings on SacRT GO.)

Because the changes would be paid for by reallocating low-productivity service to more productive times, the changes would help improve the cost-effectiveness of Folsom bus service. Assuming 13,100 net new boardings per year from the new weekend service, the cost per passenger for the new riders would be less than \$8.00, which is below average for both the fixed-route bus system (\$12.37) as well as light rail (\$10.69) and the existing Route F10 (\$24.00).

If the proposed elimination of Route F30 is also factored in, the combined cost of the changes to Routes F10 and F30 would be a net *savings* of \$144,000, yet the ridership impact would be a net *gain* of 13,100 passenger boardings per year in Folsom. This is, of course offset, by approximately \$2.75 million per year in new costs for the major increase in service on the Gold Line in Folsom, discussed separately.



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Proposed Schedule Weekdays

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
5:27a	5:42a	5:58a	6:08a	6:27a	6:52a	6:59a	7:02a	7:12a
6:27a	6:42a	6:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
7:21a	7:38a	7:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
8:21a	8:38a	8:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
9:21a	9:38a	9:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
10:21a	10:38a	10:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
11:21a	11:38a	11:58a	12:08p	12:31p	12:55p	1:03p	-	1:09p
12:21p	12:38p	12:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
1:21p	1:38p	1:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
2:21p	2:38p	2:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
3:20p	3:38p	3:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
4:20p	4:38p	4:58p	5:08p	5:31p	5:55p	6:03p	6:06p	6:19p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	7:05p	7:18p
6:20p	6:38p	6:58p	7:08p	7:33p	7:56p			

Under the proposed new weekday schedule, American River Canyon Drive would still have stops at 7:02 am and at 6:05 and 7:05 pm, but the remaining stops throughout the day would be eliminated.

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**Proposed Schedule
 Saturdays, Sundays, and Holidays**

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
6:27a	6:42a	6:58a	6:08a	6:27a	6:52a	6:59a	-	7:05a
7:21a	7:38a	7:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
8:21a	8:38a	8:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
9:21a	9:38a	9:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
10:21a	10:38a	10:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
11:21a	11:38a	11:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
12:21p	12:38p	12:58p	12:08p	12:31p	12:55p	1:03p	-	1:09p
1:21p	1:38p	1:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
2:21p	2:38p	2:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
3:20p	3:38p	3:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
4:20p	4:38p	4:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
5:20p	5:38p	5:58p	5:08p	5:31p	5:55p	6:03p	-	6:09p
6:20p	6:38p	6:58p	6:08p	6:31p	6:55p	7:02p	-	7:08p
			7:08p	7:33p	7:56p			

The proposed new weekend and holiday schedule would not have any stops on American River Canyon Drive, but all trips would cross the river and stop on Main & Madison. There would not be a 5:27 am departure from Historic Folsom light rail station, but otherwise, the route would have the same number of trips and same approximate trip times as the weekday service, subject to some adjustments to account for differences in weekend traffic, including frequent special events in Downtown Folsom.

SacRT Bus – Span Improvements

~~*Proposed Changes*—Add several new trips, mostly but not entirely during evenings on several SacRT bus routes, as described in detail below.~~

~~*Background*—From 2008 to 2010, SacRT’s evening service hours were cut back to approximately 9:00 pm systemwide. Major service change projects in 2012 and 2019 restored a significant amount of evening service, but SacRT’s evening hours are still very limited. These proposed changes would partially address that issue and help to move SacRT back to having better late-night service.~~

~~*Justification*—As part of SacRT’s 2022 Short Range Transit Plan (SRTP) update, staff reviewed the start and end times for all major routes at all major transfer points, and recommended new trips be added throughout the system, based on the following criteria:~~

- ~~• *Consistency*—A customer leaving downtown in the evening should experience relative uniformity in last trip times. In other words, the last trip to South Sacramento should be around the same time as the last trip to Folsom, and so forth.~~
- ~~• *Connections*—As a customer travels outbound, at each transfer point, the connecting bus routes should also have relatively similar frequency and end times. For example, when a customer reaches University/65th Street station, all the major bus routes should have similar 30-minute headways, all should have well-timed transfers with one another, all should have the same end time, etc.~~
- ~~• *Ridership*—After initial screening for schedule gaps and inconsistencies, staff prioritized improvements based on highest ridership and cost-effectiveness. The cost per new passenger of the recommended changes would be better than SacRT’s existing systemwide average.~~
- ~~• *Equity*—Since the 2024 service changes include major improvements to Folsom, which is not a disadvantaged community, staff wanted to include improvements to major bus routes, many of which serve more disadvantaged populations.~~
- ~~• *Fleet*—Later end times do not generally require additional buses, so there is no impact on the capital budget or delay for bus purchases.~~

~~This approach encompassed not just weekday evenings, but also mornings and the evening “shoulder” (i.e., when light rail frequency drops from every 15 to every 30 minutes) as well as weekends and holidays.~~

~~Improvements to correct these gaps were listed in the SRTP and ridership estimates were also prepared. In general, improvements to hours of service tend to be low cost and low risk. They do not generate large volumes of new riders. But the return on investment is usually assumed to be three to four times better than frequency improvements, which can transform a route's usefulness, but also double the operating cost and vehicle requirement. Improvements to span of service do not require additional new buses, which is an important consideration at this time, at least until the remainder of SacRT's replacement buses are delivered.~~

~~*Demographics*— Altogether, riders on the proposed span of service improvements are expected to be 68.6 percent minority, compared to 67.5 percent for the SacRT system. They are also expected to be 72.3 percent low-income, compared to 55.5 percent for the SacRT system.~~

~~As discussed in the Title VI service equity analysis (Part II of this report) the planned Folsom bus and light rail improvements were analyzed and found to underrepresent low-income populations. While the difference was not statistically significant, it was sufficient to prompt staff to suggest that improvements to major bus routes might be helpful in assuring adherence to SacRT's goals of non-discrimination.~~

Revisions to Draft Plan

~~Minor changes have been made to the proposal for Route 81 described in the draft plan. The draft plan included a new trip from University/65th Street at 6:57 a.m., a new trip from Florin Road and Riverside Blvd at 6:59 a.m., and extension of an existing trip currently departing from Florin Towne Centre at 7:44 a.m. so that it instead departs from University/65th Street at 7:33 a.m. These three trips have been removed from the plan.~~

~~The intended purpose of these trips was to add capacity during heavily-used parts of the day; however, a more detailed review of the ridership data coupled with in-person observations determined that the benefit from adding new trips at this time, or similar times, would not be as great as originally thought and would not be as necessary as originally thought and that the existing schedule and service levels work well as-is. At the same time, each of these new trips would have required deploying an additional morning bus. With both vehicles and operators being limited, staff determined the additional strain on resources from adding these trips would not be justified and system reliability would be better served by keeping those resources on standby.~~

~~Note that the improvements to other routes in this section are primarily earlier morning or later evening hours. These changes do not increase the total vehicle deployment, they merely pull a bus out of the garage earlier or keep a bus in the field longer.~~

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~~*Fiscal Impact* — Altogether, the proposed span of service improvements would cost approximately \$405,000 per year and generate approximately 51,000 new passenger boardings per year, for a cost per passenger of approximately \$7.94. This cost per passenger compares favorably to SacRT's existing systemwide cost per passenger of \$11.20 for SacRT bus service. The routes and trips that were selected do not encompass all span of service improvements identified in the SRTP but instead were chosen because they were projected to have higher ridership per vehicle hour. A cap was also put on the overall list, to assure that the total budget was not fiscally unsustainable.~~



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SacRT Bus – Span Improvements

Route	Proposed Changes
<p>1 Greenback</p>	<p>Add one evening trip on Saturday departing Watt/I-80 light rail station at 9:36 pm to improve frequency to every 30 minutes and provide a better connection with the Blue Line.</p>
<p>26 Fulton Watt</p>	<p>Add weekday trips departing University/65th St station at 8:47 and 9:47 pm and departing Watt & Elverta at 8:33 pm (arriving at University/65th Street station at 9:30 pm) to improve frequency to every 30 minutes and provide better connections with #81 Florin.</p> <p>Add Saturday trips departing Watt & Elverta at 6:58, and 7:58 pm and departing University/65th St station at 6:17, 7:17, 8:17, and 9:17 pm to improve frequency to every 30 minutes and improve connections with the Gold Line and #81 Florin.</p> <p>Add Sunday/Holiday trips departing Watt & Elverta at 7:58 pm and departing University/65th St station at 9:17 pm to improve connections with the Gold Line and other bus routes.</p>
<p>51 Stockton Broadway</p>	<p>Due to low ridership and to normalize headways at every 15 minutes and free up a bus to help alleviate overcrowding on Route 81 from heavy student loads, shift the weekday morning 6:20, 6:35, 6:50, and 6:58 am 8th & F St departures to 6:25, 6:40, 6:55, and 7:10 am and eliminate the 7:12 am departure. Also, shift the 6:01, 6:16, 6:31, and 6:43 am Florin Towne Centre departures to 6:05, 6:20, 6:35, and 6:50 am and eliminate the 6:55 am departure.</p>

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~~Detailed Proposal, cont.~~

Route	Proposed Changes
<p>81 Florin/65th St (Mon-Fri)</p>	<p>On weekday afternoons, extend the existing 4:19, 4:49, and 5:19 pm Florin Towne Centre departures so that they depart from University/65th St station at 3:56, 4:28, and 5:02 pm. Also extend the existing 3:28, 4:01, and 4:27 arrivals at Florin Towne Centre to University/65th St station, arriving at 3:48, 4:18, and 4:48 pm.</p>
<p>81 Florin/65th St (Sat/Sun/Hol)</p>	<p>Add one Saturday evening trip departing University/65th St station at 9:13 pm to improve frequency to every 30 minutes and provide a better connection with the Gold Line and #87 Howe.</p> <p>Add Sunday/Holiday trips departing Florin & Riverside at 6:48 and 7:48 pm and departing University/65th St station at 7:43 and 9:13 pm to provide better connections with the Gold Line and #87 Howe.</p>
<p>84 Watt</p>	<p>Add Saturday departures from Watt/Manlove station at 6:35, 7:35, 8:35, and 9:35 pm and from Watt & Elverta at 7:07 am and at 7:07, 8:07, and 9:07 pm to improve frequency to every 30 minutes and improve connections with the Blue Line, Gold Line, and multiple bus routes.</p> <p>Add a Sunday/Holiday departure from Watt/Manlove station at 9:05 pm and from Watt & Elverta at 8:37 pm, to improve span of service, consistent with other major routes.</p>
<p>93 Hillsdale</p>	<p>Add one weekday trip departing Louis & Orlando transit center at 7:04 am to close a 54-minute gap in service.</p>

#137 UCDCM Elk Grove Express

~~Proposed~~ Changes – On April 8, 2024, Add two new trips were added to the #137 UCDCM Elk Grove Express, departing from the UC Davis Medical Center (UCDCM) at 3:30 and 7:30 pm, ~~contingent on execution of an amendment to the existing cost-sharing agreement with UC Davis Health~~, which currently pays the operating cost for the route.

Background – The #137 UCDCM Elk Grove Express launched on September 5, 2023, with six morning and six afternoon trips between the UC Davis Medical Center and Elk Grove. Under a four-year cost-sharing agreement, UC Davis Health funds 100 percent of operating costs and has paid the cost for one new full-size bus used on the route.

Ridership is averaging over 100 daily passenger trips. At a cost of \$432,000 per year, the cost per passenger is currently \$17 or less, although 100 percent of that cost is covered by UC Davis.

~~Potential~~ Changes – The ~~proposed~~ 3:30 and 7:30 pm trips added would respond to requests from UCDCM employees with shifts ending at or around 3:00 and 7:00 pm and would have no impact on other trips in the schedule.

Public Engagement – In addition to the original Title VI report, ~~which will be made available for a 30-day public review~~, staff from SacRT and UC Davis Health gathered extensive input from existing riders as well as potential riders. Methods included face-to-face interactions at the bus stop at UCDCM and in ride-alongs on the route, email responses to promotional emails sent by UC Davis Health staff, and an open house held at UCDCM on November 1, 2023.

Other Alternatives – Other alternatives considered by staff include an additional later evening trip (e.g., 8:00 pm) as well as reverse-commuter service geared toward night shift workers.

The 8:00 pm trip may be helpful, as a backup option for customers who would normally take the 7:30 pm trip, but at this time, staff feels it is best to merely add the 7:30 pm trip. UC Davis Health already provides a guaranteed ride home program for employees, so an 8:00 pm trip designed almost strictly as a backup would be somewhat redundant of that service. The reverse-commuter service, though it would make efficient use of vehicles making a second route trip, would not be possible with the existing fleet without major schedule alterations to existing trips, which staff from SacRT feel is not a favorable tradeoff at this time.

Fiscal Impact – The cost for the proposed 3:30 and 7:30 pm trips is estimated at \$117,319, escalating each year, going forward. The implementation of these changes was

Service Changes for 2024
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~~conditioned SacRT is conditioning this proposed new service~~ on execution of an amendment to the existing cost-sharing agreement whereby UC Davis Health would continue to pay 100 percent of the operating cost for the service, including these two new trips.

Demographics – Assuming demographics similar to other Elk Grove commuter routes, SacRT estimates that riders are 71.8 percent minority, slightly greater than the 67.5 percent for the SacRT system overall. However, #137 riders are only 5.3 percent low-income, considerably lower than the 55.5 percent for the SacRT system overall. As discussed in the Title VI section, this is statistically significant, and requires SacRT to consider alternatives and whether a substantial legitimate justification exists for proceeding despite the disparate impact.

Next Steps – Approval of a final version of this plan by the SacRT Board would authorize SacRT to implement service changes, as discussed here, but conditioned on the execution of an amendment to the existing cost-sharing agreement with UC Davis Health, to guarantee SacRT is reimbursed for the full cost of the new service.

Note – This change has already taken effect, on April 8, 2024, and the required agreement was completed and executed. The original language is being left in this revised plan to retain documentation of the original service description, justifications, etc.

Service Changes for 2024
 March 11, 2024 Revised June 10, 2024

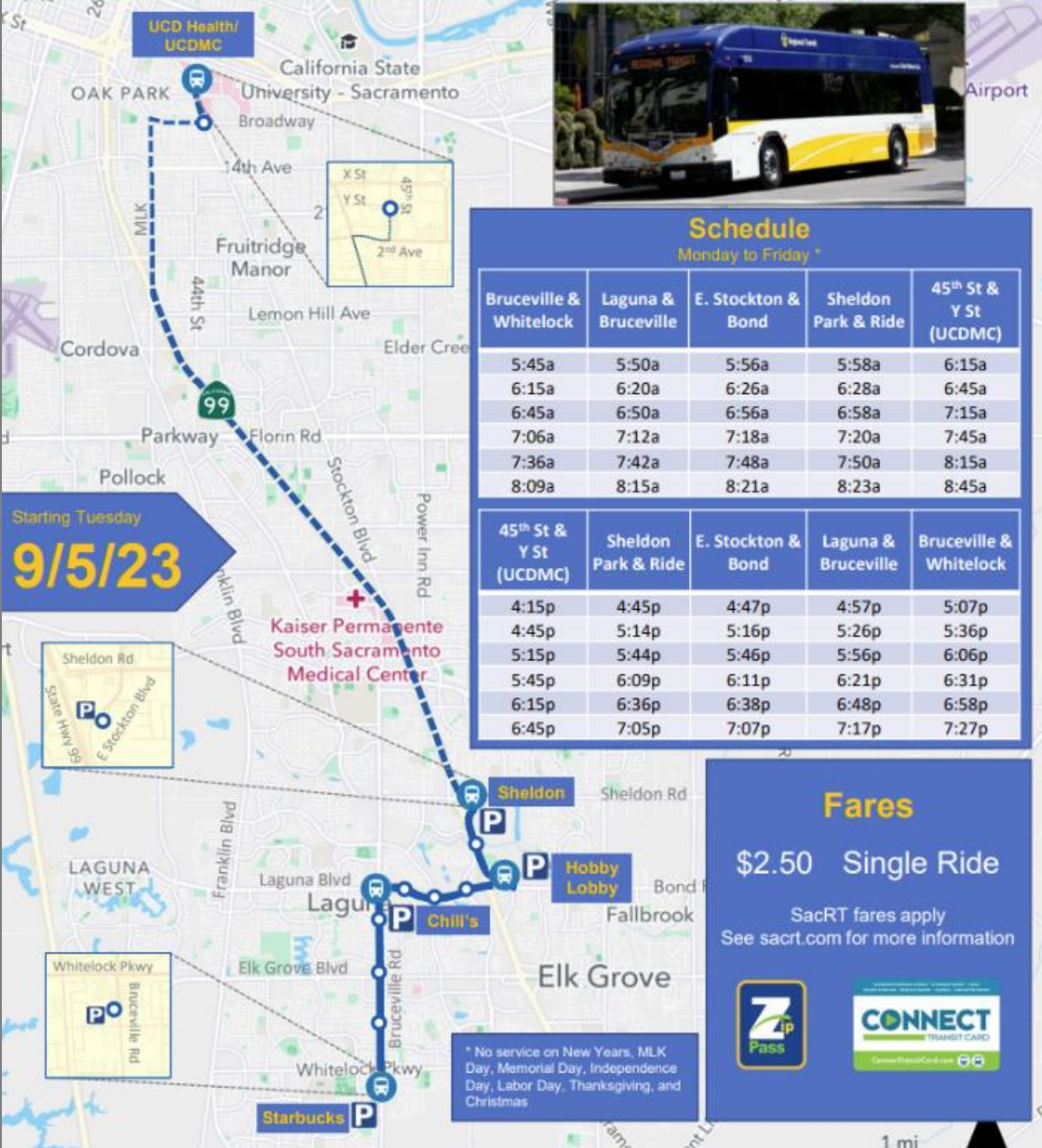
**#137 UCDMC Elk Grove Express
 Existing Route and Schedule**


Updated 7/21/28

Sacramento  Regional Transit

Route #137: UCDMC Elk Grove Express

Internal Preview Only - Not For Public Distribution - Subject to Change





Schedule

Monday to Friday *


Bruceville & Whitlock	Laguna & Bruceville	E. Stockton & Bond	Sheldon Park & Ride	45 th St & Y St (UCDMC)
5:45a	5:50a	5:56a	5:58a	6:15a
6:15a	6:20a	6:26a	6:28a	6:45a
6:45a	6:50a	6:56a	6:58a	7:15a
7:06a	7:12a	7:18a	7:20a	7:45a
7:36a	7:42a	7:48a	7:50a	8:15a
8:09a	8:15a	8:21a	8:23a	8:45a

45 th St & Y St (UCDMC)	Sheldon Park & Ride	E. Stockton & Bond	Laguna & Bruceville	Bruceville & Whitlock
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

Fares

\$2.50 Single Ride

SacRT fares apply
 See sacrt.com for more information

* No service on New Years, MLK Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas

ACE/Airport Express

Proposed Changes – Create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027.

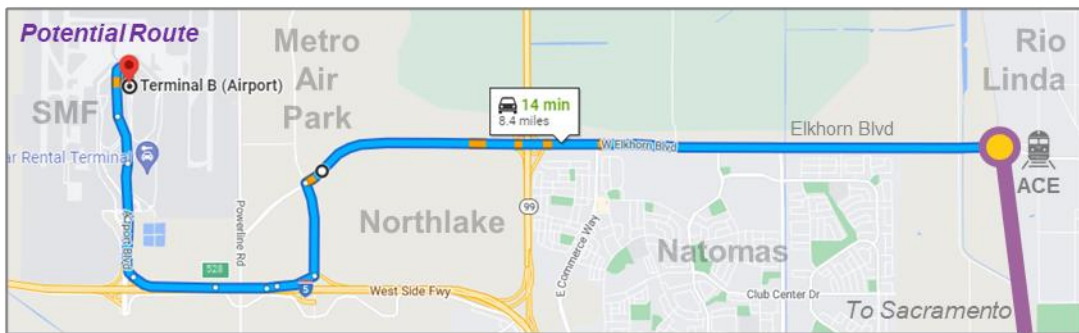
Background – The San Joaquin Regional Rail Commission (SJRRC), which operates the Altamont Commuter Express (ACE) commuter rail service, and the San Joaquin Joint Powers Authority (SJJPA), which operates the *San Joaquin* intercity train service, are developing the Valley Rail project, which will increase the number of ACE and San Joaquin trains to Sacramento on a new alignment on the 20th Street corridor through Downtown Sacramento. The Sacramento area is planned to have new stations in Elk Grove, at City College, in Midtown Sacramento, in North Sacramento (near Globe station) and in the Natomas/Rio Linda area. The Natomas station will be the northern terminus for the Valley Rail project, as currently in design (although there are future plans to extend the service north to Butte County). One of the main purposes of the Natomas station is to provide a location from which an express bus can take passengers the rest of the way to Sacramento International Airport.

ACE Valley Rail Plan



SacRT has coordinated with SJRRC/SJPPA throughout the Valley Rail project, with both agencies planning for the express bus service to be operated by SacRT but for the capital and operating costs to be funded by SJRRC/SJPPA. Staff for both agencies have been working on both a cost-sharing agreement, as well as identifying capital funds for the fleet. The new train service will operate under the ACE brand name, but will combine aspects and destinations of both the ACE and the San Joaquin route. Currently, trains are expected to begin serving the planned station under the new service plan beginning in 2026, with service levels ramping up through 2035. Both agencies have agreed that the express bus service, rather than being based on regular headways (e.g., every 30 minutes or every 60 minutes) should be timed to meet each of the train arrivals and/or departures. The parties do not believe that Phase 1 in 2026 would require or justify connecting bus service, based on the train times, which are not as geared around airport travel. Beginning in 2027, there would be three daily round trips which would justify connecting bus service; by build-out in 2035, there would be 15 round trips per day.

**Example Express Bus Route
 From ACE Station to Airport**



Although the details of the 2027 bus service are subject to change, and conditional on approval of a cost-sharing agreement, at this time, staff believes that plans are firm enough that it is appropriate to circulate them for public review and evaluate the presumed changes as part of a Title VI service equity analysis, as required prior to approval of any major service changes.

Demographics – Likely riders are expected to be approximately 71 percent minority, which is slightly higher than the existing SacRT system overall, whose riders are 67.5 percent minority. Riders of the new service are also expected to be 28 percent low-income, which is significantly less than the existing SacRT system, whose riders are 55.5

percent low-income. This difference is more than 15 percent, which is statistically significant, according to SacRT’s standards; however, changes are also evaluated collectively (i.e., with all other changes combined) and impacts may be justified by the fact that the service would be funded by SJRRC/SJJPA. Please see the Title VI section of this report for more details.

Demographic data comes from SJRRC/SJJPA. Although the Valley Rail service will be branded as ACE service, and ACE is currently more commuter-oriented, the character of the Sacramento service will be more akin to *San Joaquin* intercity service, i.e., based around all-day/all-week travel, not just commute hours. Many of the trains will travel to/from the San Joaquin valley, rather than the San Jose/Livermore areas.

Fiscal Impact – Capital and operating costs for the new service would be covered by SJRRC/SJJPA under a cost-sharing agreement being developed, so there would be no net fiscal impact to SacRT. The fleet is planned to consist of four full-size battery-electric buses, at an estimated cost of \$5.3 million, including after-market equipment (e.g., fareboxes, radio, and bike rack) and sales tax. Annual operating cost would ramp up based on both increasing service levels and cost escalation, from approximately \$550,000 in 2027 to over \$1.5 million in 2033.

~~*Next Steps Note* – This plan for the ACE Express service was approved by the SacRT Board on March 11, 2024, and is not up for being reconsideration in this revised plan, but retained as a write-up for informational purposes. Approval by the SacRT Board of this service plan and the related Title VI service equity analysis would authorize SacRT to proceed with the fleet procurement and service implementation. Approval of this plan is still conditioned on~~, pending completion of a cost-sharing agreement with SJRRC/SJJPA formalizing the key terms and conditions described in this plan. The cost-sharing agreement will be presented to the Board for review and approval at a later date.



#33 Dos Rios

Proposed Changes – Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, providing a connection with Blue Line trains arriving at 6:38 and 6:39 pm, contingent upon securing approximately \$115,000 of grant funds.

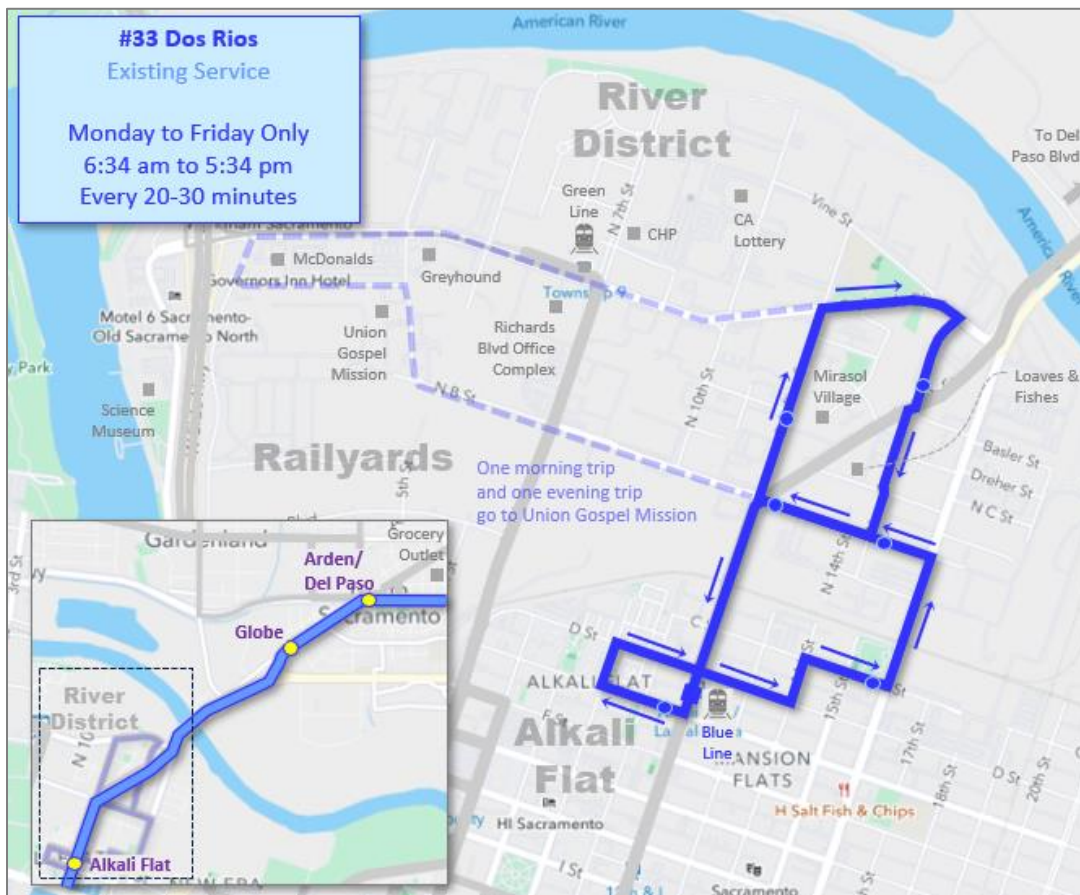
Background – On November 13, 2023, the SacRT Board voted to not designate approximately \$10 million to close a funding gap for the Dos Rios light rail station project and keep the project on track for completion before expiration of a \$17 million Transformative Climate Communities (TCC) grant from the California Strategic Growth Council (SGC). In coordination with the Sacramento Housing and Redevelopment Agency (SHRA), SacRT developed potential improvements to Route 33 as one of several potential alternative projects that would benefit the Dos Rios area and the broader River District, which could be funded with the \$17 million and fully spent by June 30, 2027.

The decision of November 13, 2023 was ultimately reversed by the SacRT Board on January 8, 2024, so TCC funds are no longer potentially available for Route 33. However, in consultation with SHRA two elements of the TCC grant were found to be infeasible: Transit Passes for Boys & Girls Club and Bike Share. If approved by SGC, \$115,000 of grant funds originally designated for those two projects would instead be available to fund Route 33 service improvements. The proposed improvements to Route 33 would increase operating cost by approximately \$54,000 per year, so the \$115,000 in grant funds could cover a little over two years of the additional service.



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Route History - Route 33 was created in 2004 as a shuttle from the Alkali Flat station to the Dos Rios area to essentially fill a gap in the light rail network, i.e., the lack of a Blue Line station in the Richards Blvd area. SacRT’s Short Range Transit Plan (SRTP) assumes Route 33 will be eliminated once the Dos Rios station is constructed, which would save approximately \$535,000 per year in current dollars.



Public Engagement – In anticipation of the potential cancellation of the Dos Rios station project, SHRA and several partnering community-based organizations began to conduct public engagement several months ago on potential alternative projects that might benefit the area and be eligible for TCC grant funds. This process led to the interest in improvements to Route 33, including later evening service, weekend service, and an extension west on Richards Blvd.

Following the SacRT Board’s decision on November 13, SacRT staff immediately began conducting ride-alongs and other site visits to observe the route’s performance and solicit community input on board the route and in Mirasol Village, to supplement the effort led by SHRA and assure adequate SacRT involvement in the public input process. This

included three visits to Mirasol Village, a series of conversations with the property manager and several long-time residents, phone discussions with other residents and employees, discussions with all three regular operators and conversations with a number of long-time passengers. SacRT’s findings were largely in agreement with those of SHRA and partner groups.

Public Engagement Results - The two most commonly-observed groups of users on Route 33 are: (1) visitors to Loaves and Fishes, and nearby social services in the B Street area; and (2) residents at Mirasol Village, on Dos Rios St and Richard Blvd. Residents of Mirasol Village expressed a number of transportation needs, including the following, broken down by direction:

- *West* – Many residents currently walk west on Richards Blvd, since there’s no bus service. A key destinations is the transfer point to #11 Truxel, which takes people to Bel Air in Natomas, Walmart and other shopping on Truxel, and Natomas High School. Other destinations include McDonalds and other food services farther west on Richards Blvd.
- *South* – Many residents also travel south, via Alkali Flat light rail station, for example, to Target on Broadway, Safeway on S Street, or other destinations downtown.
- *Northeast* – Some residents like to shop at Grocery Outlet on Del Paso Blvd or to Grant High School (via a transfer to Route 15). Arden Way is also a transfer point to several other SacRT bus routes used to get to various destinations throughout the region.



Other input captured from bus operators, customers, and first-hand observations included the following:

- *Weekend Service* - Since the introduction of Route 33 over twenty years ago, the area has grown and developed. The focus of the route was originally limited to daytime travel to social services, but with the residential population growing, weekend service is even more needed than ever.
- *Evening Service* - Many of the visitors to the area take advantage of daytime services, and the 5:34 pm end time was reasonable for many of those customers, but with the growing residential population, evening service is also needed, for example, so residents can complete errands and attend meetings and other social functions.
- *SmaRT Ride* - SmaRT Ride already serves Mirasol Village with a single hot spot, which is useful, but it would be more useful if the hot spot was enlarged to include one or two other bus stops where residents are used to boarding Route 33. (This is something staff is evaluating separately and independently.)



A follow-up visit to Mirasol Village was made on Wednesday, November 15, where staff shared project status and conceptual plans with several residents, and gathered additional input, including:

- *#11 Evening Service* – Currently, the last trip on Route 11 to Natomas comes through the area around 7:00 pm. If SacRT extends evening hours on Route 33 to approximately 9:30 pm, it would make sense to do the same to Route 11.
- *Wheelchair Capacity* – The cutaway bus currently used on Route 33 has two wheelchair spaces, but the space between them is not wide enough to easily accommodate two modern larger-sized wheelchairs at the same time.
- *Wheelchair Pass-ups* – Because of the existing capacity problems, it is crucial to keep Route 33 frequency at every 20 minutes or better. If it was lengthened to every 30 minutes, there would likely be an increase in wheelchair pass-ups, and a longer wait for a wheelchair customer for the next bus.
- *Evening Connections* – For the potential new schedule for Route 33, in the evening, it is important to have well-timed connections with light rail, coming back from Arden/Del Paso, because the train is at longer 30-minute headways at that point.
- *Morning Connections* – In the morning, it will be important for the potential new Route 33 schedule to be well-timed with Route 11 headed north to Natomas, which comes only every 30 minutes, for students who need to get to school on-time.

Demographics – Route 33 riders are estimated to be 70.4 percent minority and 91.7 percent low-income, both well-above systemwide averages for SacRT. Improvements to Route 33 would be favorable from the standpoint of SacRT's Title VI civil rights policy, as discussed in Section II of this report.

Existing Ridership – Today, Route 33 averages approximately 107 daily passenger boardings. Over its 11.5 hour service day, this yields a productivity of 9.3 boardings per vehicle hour, about two-thirds of SacRT's systemwide average of 14.4. While it is below average, it is still approximately double Smart Ride's productivity, and staff has never considered it a candidate for elimination due to poor productivity. Since it uses a smaller bus, and because many passengers use wheelchairs or bring other baggage, the route typically feels relatively full. The route runs a very short-distance loop with just about a half-dozen bus stops, most of which have some activity on every round trip. As mentioned above, wheelchair capacity can be an issue. Wheelchair pass-ups were a common complaint.

Key Parameters – Based on public input collected so far, SacRT’s Operating Budget forecasts for the coming years, existing performance of Route 33 today, and other investments being made in the area (i.e., the Dos Rios station project) staff feels the following are key parameters for any improvements to Route 33:

- *Single Bus* – Service needs to remain operable by a single bus. A longer route on the same frequency or better frequency on the existing route would require a second bus. SacRT does not have any additional buses available in the fleet and, in addition, increasing the operating requirement from one to two buses would approximately double the existing operating cost of \$535,000.
- *High Frequency* – Current frequency is typically every 20 minutes, with occasional gaps where there are 30 minutes between buses (to recover the schedule and allow break time for the operator). Staff believes frequency should remain the same or better, primarily for wheelchair capacity. The route already experiences some wheelchair pass-ups. If it came fewer times per hour, wheelchair pass-ups would be likely to increase, wait time for the next bus would be longer, and there would be a greater likelihood of compounding problems (i.e., getting passed up twice in a row).
- *Cost-Neutrality* – Based on the considerable investments being made in the area (i.e., the Dos Rios station project) improvements to Route 33 should be fully covered by grant funds, at least approximately until the station construction is complete.
- *Limited Term* – In view of the long-term cost-effectiveness of serving the area with an infill light rail station, rather than Route 33, SacRT should consider improvements to Route 33, as well as the route itself, to remain as temporary solutions, to be discontinued when the station is opened.
- *Community Support* – Whatever is put forward must have community support.

Based on these parameters, SacRT could add one extra hour of service on weekdays, but could not add weekend or holiday service, as the increase in operating cost would exceed the grant funds.

East/West Service – Many residents requested Route 33 be extended west on Richards Blvd, to add connections to Route 11, the Green Line, state offices, Greyhound, and eateries. However, if additional miles are added to the route, then the single bus cannot come as frequently, and staff feels it essential to maintain the existing frequency (e.g., for wheelchair capacity). Nevertheless, staff is investigating possible alternative routes that

might be faster or more compact, so that at least some new stops could be added without the need for a second bus and operator.

Planning staff will be investigating these options and holding follow-up meetings with residents (e.g., at Mirasol Village), project partners (e.g. SHRA), and advisory committee members for the project.

Fiscal Impact – The proposed improvements to Route 33 would increase direct operating costs by approximately \$53,823 per year.

This would be offset by \$115,000 of new grant revenue, which would cover the increase in operating costs for approximately 28 months, from August 25, 2024 through December 31, 2026, when the grant expires and the station is expected to be complete. Over this 28-month period, this works out to \$49,285 of grant support per year, for a net cost of \$4,538 per year.

If the new service was continued beyond December 31, 2026, SacRT would have to cover the entire \$53,823 annual cost, unless other funding sources could be found.

Note that the fiscal impact from the proposed Route 33 improvements arise strictly from the additional hour of evening service. The potential change in route alignment (e.g., west on Richards Blvd) will be recommended in the final version of this plan only if staff can devise a new route that meets all the key parameters, including continuing to serve all existing key destinations in a convenient and reliable way, remaining operable with just one bus, and having clear community support.

Ridership – The additional hour of service on Route 33 would generate an estimated 3,870 new passenger boardings per year, at a rate of \$14.00 per passenger. If the route alignment is changed, that would likely change ridership, although it is difficult to predict if the results would be favorable or unfavorable, and to what degree.

Future Changes - Historically, SacRT has planned to discontinue Route 33 if and when the Dos Rios light rail station is constructed, because light rail would provide frequent 15-minute service, direct to all the numerous destinations along the Blue Line, and seven-day service with longest-in-the-system hours of service. Staff believes it is appropriate for SacRT to adhere to that plan; however, the current proposal does not commit SacRT to a specific end date for the Route 33 service improvements. Discontinuation of these improvements or of Route 33 altogether would require a new affirmative act of the SacRT Board.

Summary

Cumulatively, the proposed service changes would have an annual cost of ~~\$3.21~~2.35 million per year excluding fare revenue. They would generate approximately ~~256,131~~163,666 new passenger boardings per year, at a rate of ~~\$12.53~~14.36 per passenger, slightly above SacRT's systemwide average of approximately \$10. Net cost, after fare revenue, would be ~~\$2.92~~2.17 million per year.

Cost estimates are computed using budgeted hourly rates for FY 2024. Staff believes these figures are reasonably conservative for FY 2025. Although costs typically increase each year, through the first half of FY 2024, Light Rail operating expenses have been approximately 5.2 percent under budget. Also, hourly rates tend to decrease when service is increased, because some costs are relatively fixed (e.g., no new supervisors will be needed to cover the new service).

- *Gold Line - Folsom-15* service accounts for ~~\$2.94~~2.49 million of the total and would generate ~~179,347~~137,913 new passenger boardings, at a rate of ~~\$16.41~~18.05 per passenger.
 - *Folsom Bus Service* - Changes would result in net savings of approximately \$144,000 per year, but are expected to nevertheless generate an additional 13,000 passenger boardings per year.
 - *SacRT Bus Evening Service* - ~~Improvements to six other SacRT bus routes total approximately \$405,000 per and are expected both to generate approximately 51,000 new passenger boardings, at a rate of \$7.94 per boarding. Previously approved changes would be rescinded so that there would be no change to cost or ridership, compared to existing conditions.~~
 - *#33 Dos Rios* – Improvements to Route 33 would cost approximately \$54,000 per year and generate approximately 3,900 new passenger boardings, at a rate of approximately \$14 per passenger, but be supported by \$49,285 per year of grant funds, for a net cost of \$4,538 per year.
 - *UCDMC Elk Grove Express* – Two new trips are proposed, to be funded 100 percent by UC Davis Health. Note: These changes already took effect on April 8, 2024.
 - *ACE Airport Express* – Approval of the ~~proposed~~original plan on March 11, 2024 ~~would~~authorized staff to develop a cost-sharing agreement under which SJRRC would fund 100 percent of operating cost and four new buses, for new service to be introduced in 2027.
-

Service Changes for 2024
~~March 11, 2024~~ Revised June 10, 2024

The effective date would be August 25, 2024 for all changes, except the #137 UCDCM Elk Grove Express changes, which ~~would be~~ were implemented in April 2024, the new ACE Airport Express route, which is expected to launch in 2027, and the new Gold Line service, which will open upon completion of construction and other required projects, potentially as early as July 1, 2024.

Section II of this report, the Title VI service equity analysis, analyzes the effects of the proposed changes on minority and low-income populations.

Service Changes for 2024
~~March 11, 2024~~ Revised June 10, 2024

SacRT Service Changes Proposed for 2024

Route	O&M Cost Per Year	New Psgrs Per Year	Cost Per Psgr
Folsom Bus and Light Rail			
Gold Line - 15m Weekdays	\$2,489,328	137,913	\$18.05
Gold Line—Saturday Trips	\$16,875	1,393	\$12.11
Gold Line—Sun/Hol Trips	\$436,544	40,041	\$10.90
F10 Folsom - Weekend Service	\$101,347	12,887	\$7.86
F30 Folsom Prison - Discontinue	<u>(\$245,477)</u>	<u>0</u>	<u>\$0.00</u>
	\$2,798,617		
Subtotal	<u>\$2,345,198</u>	192,234 <u>150,800</u>	\$14.56 <u>\$15.55</u>
Other SacRT Bus			
1 Greenback	\$4,193	363	\$11.54
26 Fulton/Watt	\$217,513	20,820	\$10.45
33 Dos Rios *	\$53,823	3,870	\$13.91
51 Stockton/Broadway	(\$67,290)	-2,571	\$26.17
81 Florin/65th St	\$83,556	15,860	\$5.27
81 Florin/65th St	\$42,525	4,171	\$10.20
84 Watt	\$98,670	8,223	\$12.00
93 Hillsdale	—\$26,331	—4,166	—\$6.32
137 UC DMC Elk Grove Commuter *	<u>\$131,654</u>	<u>8,996</u>	<u>\$14.63</u>
Subtotal	\$590,974 <u>\$185,477</u>	63,897 <u>12,866</u>	\$9.25 <u>\$14.42</u>
External Subsidy *			
33 Grant Revenue (\$115k / 28mo)	(\$49,285)	n/a	n/a
137 UC Davis Health Contribution	(\$131,654)	n/a	n/a
ACE Airport Express	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
Subtotal	(\$180,939)	0	0
Total (Gross)	\$3,208,653 <u>\$2,349,736</u>	256,131 <u>163,666</u>	\$12.53 <u>\$14.36</u>
Fare Revenue	<u>(\$284,306)</u> <u>181,669</u>	<u>n/a</u>	<u>n/a</u>
Net Cost	\$2,924,348 <u>\$2,168,067</u>	256,131 <u>163,666</u>	\$11.42 <u>13.25</u>

See Section II for demographic data and equity analysis.

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.²

Project Description

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

Gold Line Improvements – Improve frequency and span of service on the Gold Line.

Folsom Bus Route Changes – Eliminate certain stops on Route F10 during off-peak hours, add weekend service to Route F10, and eliminate Route F30.

~~*Other SacRT Bus Improvements* – Add new morning and weekend trips and make other minor schedule adjustments to five bus routes (Routes 1, 26, 51, 81, and 84).~~

#33 Dos Rios – Extend evening hours from 5:34 p.m. to approximately 6:44 pm.

#137 UCDCM/Elk Grove Express – Add three new daily commuter trips, pending completion of an amendment to the existing cost-sharing agreement with UC Davis Health.

ACE/Airport Express Bus – Create a new express bus route from a planned new train station to the Sacramento airport, beginning in 2027 with three round trips per day, and increasing to fifteen round trips per day by 2033, pending completion of a cost-sharing agreement with the San Joaquin Regional Rail Commission (SJRR).

The service changes being considered are described in more detail in Section I of this report, a ~~A~~ draft version of [this report](#) which was made available online at sacrt.com for a 30-day public review period beginning January 31, 2024. [A final plan and Title VI](#)

² 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.

Service Changes for 2024
~~March 11, 2024~~ Revised June 10, 2024

[analysis was approved on March 11, 2024. This revised version reflects changes to the plan, including elimination of planned improvements to Gold Line headways in Folsom on weekends, and planned improvements or alterations to Routes 1, 26, 51, 81, 84, and 93, as described in more detail in Section I.](#)

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 ~~is publishing this~~ published a draft plan for public review on January 31, 2024 and the Board of Directors plans to present ~~approved~~ a revised and final version ~~of this report to the SacRT Board of Directors~~ on March 11, 2024, ~~to seek approval for the service changes (pending completion of associated funding agreements).~~ This revised plan is being presented for approval by the SacRT Board of Directors on June 10, 2024.

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.³

Baseline Data

Census Data – Based on Census data, the SacRT service area is 56.7 percent minority and 20.0 percent low-income.⁴ 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

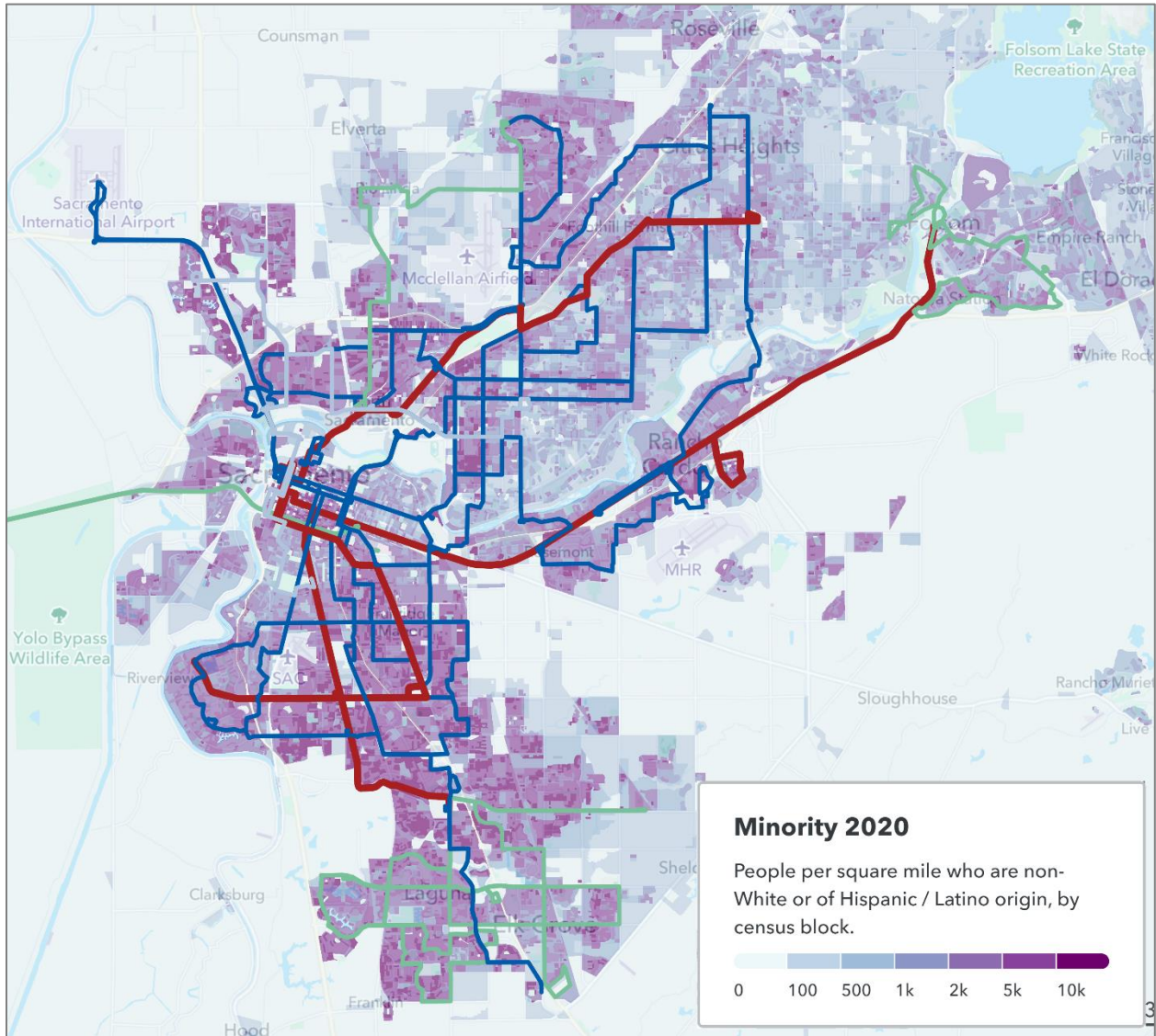
³ For 2022, the poverty threshold is \$27,750 for a family of four in the 48 contiguous states.

⁴ 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.

analyses. Minority and low-income areas are shown on the maps on the following two pages.

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 March 11, 2024 Revised June 10, 2024

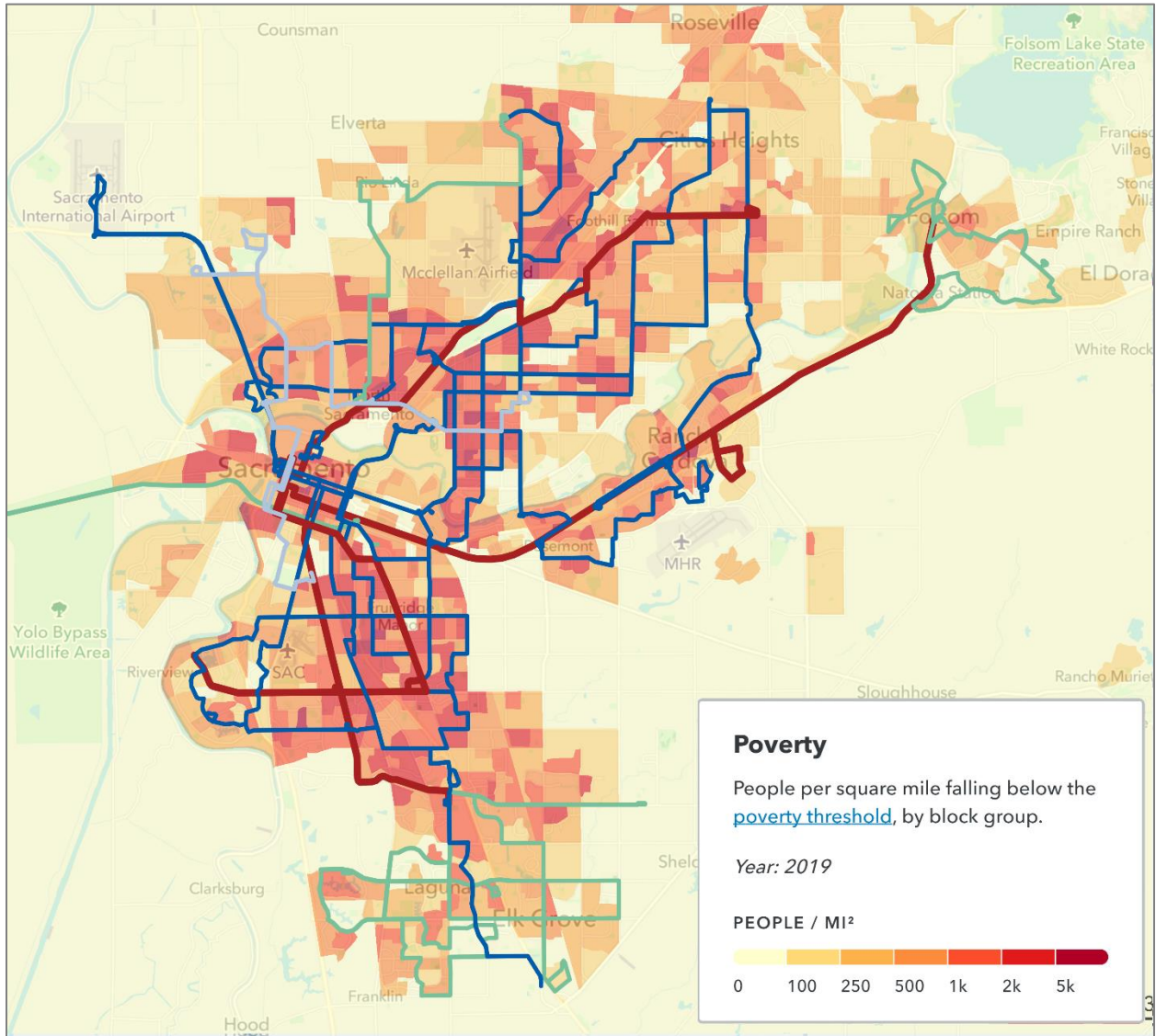
Minority Population Density



Source: 2020 Census, prepared using Remix software

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Low-Income Population Density



Source: 2019 American Community Survey, prepared using Remix software

Passenger Surveys – SacRT customers are estimated to be 67.5 percent minority and 55.5 percent low-income. Systemwide customer demographics are from in-person passenger surveys. Bus data was collected in 2020. Light rail data was collected in late 2022. SacRT plans to update the 2020 bus data, but at this time, it is the best data available, as the previous data set was collected ten years ago in 2013.

Existing SacRT Demographics

	Service Area	Actual Customers
Minority	56.7%	67.5%
Low-Income	20.0%	55.5%
Source:	2020 Census	Passenger Surveys 2020, 2023

For the Gold Line, survey data was filtered to include only riders using the Hazel, Iron Point, Glenn and Historic Folsom stations. Surveys were also conducted on Folsom bus routes in August 2023, because they had not been surveyed as part of the larger 2020 survey project. Demographics for the UCDMC/Elk Grove Express are assumed to be similar to demographics for the other Elk Grove express buses. SJRRC provided demographic data on its riders based on similar surveys.

A significant fraction of the service improvements in the proposed changes are for the Gold Line in Folsom. Those riders are estimated to be only 56 percent minority, about 12.5 percent lower than SacRT riders overall. The remainder of the routes with proposed changes have rates of minority utilization that are similar to or greater than the SacRT systemwide averages.

Gold Line riders in Folsom are also only 41.2 percent low-income, which is 14.3 percent less than SacRT’s systemwide average of 55.5 percent. Folsom bus riders, on the other hand, are estimated to be 64.0 percent low-income, which is 8.5 percent greater than the SacRT systemwide average. The SacRT bus routes have mostly above-average rates of low-income ridership. The two subsidized services have notably low rates of low-income utilization. The UCDMC/Elk Grove Express is estimated to have only 5.3 percent low-income riders and the ACE Airport Express is also expected to have only 28 percent low-income riders.

Demographics of Affected Routes

Route	Percent Minority	Percent Low-Income
Gold Line	56.0%	41.2%
F10 Folsom	56.0%	64.0%
F30 Folsom Prison	56.0%	64.0%
1 Greenback	60.7%	64.2%
26 Fulton/Watt	71.0%	70.0%
33 Dos Rios	70.4%	91.7%
51 Stockton/Broadway	80.2%	57.3%
81 Florin/65th St	74.5%	62.9%
84 Watt	62.9%	52.5%
93 Hillsdale	60.9%	70.0%
137 UCDCM Elk Grove Express	71.8%	5.3%
ACE Airport Express	71.0%	28.0%
Benchmark: SacRT System	67.5%	55.5%

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

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.

Evaluation of Changes

Cumulative Effects - SacRT policy does not require, nor does Federal guidance suggest, that individual elements of a service change plan be approved one-by-one. Instead, SacRT is supposed to consider only the aggregate effects of all proposed changes. But given that the proposed changes to Route 137 and the ACE Airport Express have considerable independence as separate projects, with potentially different start dates, different impacts on disadvantaged populations, and may not occur if external subsidy contracts/amendments are not executed, staff has analyzed those proposed services separately.

Evaluation of Non-Subsidized Service

Since Route 137 and the ACE Airport Express would be fully funded by outside partners and will not be implemented in the absence of those funding arrangements, SacRT evaluated the impacts of the non-subsidized service alone.

As noted above, Folsom riders on both the Gold Line and on Folsom bus routes are below average for minority and low-income composition. Combined and weighted by revenue miles, improvements to Folsom bus and light rail service is expected to be used 56.0 percent by minority populations (compared to 67.5 percent systemwide) and 43.4 percent by low-income populations (compared to 55.5 percent systemwide).

	Percent Minority	Percent Low-Income
Folsom Changes Alone	56.0%	43.4%
Non-Folsom, Non-Subsidized Changes	67.8% 70.4%	67.0% 91.7%
Total - Non-Subsidized Changes	57.3% 56.1%	46.1% 44.1%
Benchmark: SacRT System	67.5%	55.5%

~~Although these differences are less than 15 percent, which is SacRT's standard for statistical significance, SacRT has proposed to add to the service change proposal additional improvements to connecting bus service on major routes that have above-~~

Service Changes for 2024
March 11, 2024 Revised June 10, 2024

~~average utilization by minority and low-income populations. This would help make the overall service change package more beneficial to disadvantaged populations.~~

~~The non-Folsom, non-subsidized service improvements are expected to have ridership that is 67.8 percent minority and 67.0 percent low-income, both above average, compared to the SacRT system. Combined with the Folsom changes, this would improve the ridership of the overall non-subsidized service changes combined to 57.3 percent minority and 46.1 percent low-income. In other words, adding the Other SacRT Bus Improvements and Route 33 improves minority representation in the proposed non-subsidized, SacRT-funded service change package by 1.3 percent and low-income representation by 2.7 percent, compared to the Folsom bus and light rail changes alone.~~

~~Inclusion of the Other SacRT Bus Improvements and Route 33 would not make the overall service change proposal favorable from a Title VI standpoint, but it would reduce the degree to which the proposed changes would otherwise be unfavorable, from a Title VI standpoint. However, even without the Other SacRT Bus Improvements, the degree to which the Folsom changes alone would be unfavorable, from a Title VI standpoint, would still be less than 15 percent, i.e., SacRT's standard for statistical significance.~~

The original plan, approved on March 11, 2024, included improvements to SacRT bus routes that made the overall plan more favorable to disadvantaged populations. The only non-Folsom, non-subsidized route in the revised is Route 33. While Route 33 is actually much higher percentage disadvantaged (70.4 percent minority and 91.7 percent low-income) because it is much fewer revenue miles than all the other SacRT routes that were in the prior plan, the overall effect is that the combined changes in the revised plan are slightly less favorable to disadvantaged populations than the originally approved package. However, the deficiencies of the revised plan, with respect to disadvantaged populations is still not statistically significant.



Evaluation of Subsidized Service

Minority and Low-Income Impacts – Proposed new subsidized service includes the UCDMC Elk Grove Express, ACE Airport Express, ~~and potential improvements to Routes 11 and 33~~. Ridership on proposed new subsidized service is expected to be 71.1 percent minority, slightly higher than SacRT’s systemwide average of 67.5 percent, but only 24.0 percent low-income, significantly lower than SacRT’s systemwide average of 55.5 percent. This is driven largely by the fact that the UCDMC Elk Grove Express and ACE Airport Express have an estimated 5.3 percent and 28.0 percent low-income riders, respectively.

Route	Percent Minority	Percent Low-Income
137 UCDMC Elk Grove Express	71.8%	5.3%
ACE Airport Express	71.0%	28.0%
Total – Subsidized Service	71.1%	24.0%
Benchmark: SacRT System	67.5%	55.5%

If these changes were being considered alone, there would be a potential disproportionate burden on low-income populations, because of the underrepresentation of low-income populations in the benefits. This would require a substantial legitimate justification to be approved by the SacRT Board before they could be approved.

Justification - Staff believes a substantial legitimate justification can be approved by the SacRT Board based on the fact that SacRT would not operate this service without a funding contribution and the funding partners would not fund an alternative service that would not result in a disparate impact/disproportionate burden.

Recommendation - As discussed above, each of the proposed subsidized services would have potential disproportionate burdens on low-income populations, if considered alone and independently. ~~Staff intends to suggest that the~~ On March 11, 2024, the SacRT Board adopted substantial legitimate justifications for both, on the basis that their being fully

funded by outside partners assures that no disadvantaged populations would be denied benefits from SacRT implementing the changes.

Evaluation of All Proposed Changes

All proposed service changes (subsidized and non-subsidized) were analyzed in aggregate, in accordance with SacRT policy. Combined, these proposed changes would increase service levels considerably, by ~~380,444~~314,092 vehicle revenue miles.

Minority Impacts - Minority populations would receive ~~59.8~~59.3 percent of the benefit, which is ~~7.7~~8.2 percent less than their 67.5 percent representation among SacRT ridership; however, the difference does not exceed SacRT's 15 percent threshold of statistical significance.

Low-Income Impacts – Low-income populations would receive ~~42.2~~39.9 percent of the benefit, which is ~~13.3~~15.6 percent less than their 55.5 percent representation among SacRT ridership; ~~however, the difference does not exceed~~this exceeds SacRT's 15 percent threshold of statistical significance.

As discussed above, the proposed subsidized service, if considered alone, would have a potential disproportionate burden on low-income populations, but there is a substantial legitimate justification for it, because it is fully funded by outside partners. The non-subsidized service, if considered alone, would not be advantageous for minority or low-income populations, but the deficiency would not be statistically significant, ~~and is made less significant by the inclusion of Other SacRT Bus Improvements.~~

When the subsidized and non-subsidized service are combined and analyzed together, the overall proposed service change is less favorable for minority populations and would result in a potential disproportionate burden on ~~or~~ low-income populations, ~~than the non-subsidized service alone, but the difference is still not statistically significant.~~

Conclusion – ~~There are no potential disparate impacts on minority populations and no potential disproportionate burdens on low-income populations from the proposed service changes.~~ Staff believes that because the non-subsidized services alone would not result in a potential disparate impact on minority populations nor a potential disproportionate burden on low-income populations, and because there is a substantial legitimate justification to approve the subsidized changes, that there is a substantial legitimate justification to approve the combined revised plan.

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Demographic Analysis Proposed Service Changes

Route	Revenue Miles	Percent Minority	Percent Low-Income	Minority Rev Miles	Low-Income Rev Miles
Gold Line – Weekdays	218,237	56.0%	41.2%	122,213	89,914
Gold Line – Saturdays	1,539	56.0%	41.2%	862	634
Gold Line – Sun/Hol	31,624	56.0%	41.2%	17,709	13,029
F10 Folsom	34,414	56.0%	64.0%	19,272	22,025
F30 Folsom Prison	-7,480	56.0%	64.0%	-4,189	-4,787
1 Greenback	340	60.7%	64.2%	206	218
26 Fulton/Watt	17,578	71.0%	70.0%	12,483	12,305
33 Dos Rios	2,285	70.4%	91.7%	1,608	2,095
51 Stockton/Broadway	-5,453	80.2%	57.3%	-4,372	-3,124
81 Florin/65th St	6,650	74.6%	62.9%	4,962	4,183
81 Florin/65th St	3,168	74.6%	62.9%	2,364	1,993
84 Watt	8,772	62.9%	52.5%	5,514	4,602
93 Hillsdale	2,134	60.9%	70.0%	1,299	1,494
Subtotal - Non-Subsidized	313,807 <u>247,455</u>	57.3% <u>56.1%</u>	46.1% <u>44.1%</u>	179,931 <u>138,904</u>	144,578 <u>109,246</u>
137 UCDMC Elk Grove Express	11,887	71.8%	5.3%	8,535	630
ACE Airport Express	54,750	71.0%	28.0%	38,873	15,330
Subtotal - Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
Non-Subsidized	313,807 <u>247,455</u>	57.3% <u>56.1%</u>	46.1% <u>44.1%</u>	179,931 <u>138,904</u>	144,578 <u>109,246</u>
Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
Total	380,444 <u>314,092</u>	59.8% <u>59.3%</u>	42.2% <u>39.9%</u>	227,339 <u>186,311</u>	160,538 <u>125,206</u>
Benchmark: SacRT System		67.5%	55.5%		

RESOLUTION NO. 2024-06-059

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

June 10, 2024

ADOPTING A REVISED TITLE VI SERVICE EQUITY ANALYSIS AND SERVICE CHANGES FOR 2024

WHEREAS, on March 11, 2024, the SacRT Board of Directors adopted major service changes, in accordance with Resolution No. 15-12-0137, planned for implementation on or around August 25, 2024; and

WHEREAS, the Title VI service equity analysis found that there would be no potential disparate impacts to minority populations and no disproportionate burdens to low-income populations from adopting the proposed service changes; and

WHEREAS, due to budget considerations, revisions are needed to the plan to reduce the net increase in operating cost;

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

THAT, the Boards of Directors has reviewed and approves the revised Title VI service equity analysis set forth in Exhibit A and has taken into consideration any and all public comments related to the proposed changes; 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 with funds specifically committed to those routes; and

THAT, excluding the contracted service changes, the remainder of the proposed service changes would not result in a potential disproportionate burden to low-income populations; and

THAT, because the contract service funds are dedicated to specific service, there are no alternatives that would result a reduced disproportionate burden to low-income populations other than foregoing the contract service funds, which would reduce service for all populations; and

THAT, for the foregoing reasons, the Board of Directors finds that there is a substantial legitimate justification to implement the service changes as proposed; and

THAT, the proposed service changes set forth in Exhibit A, revising the service changes approved on March 11, 2024, are hereby approved, and the General Manager/CEO is hereby authorized to implement the additional changes (other than the Route 137 changes that have already taken effect) effective on or around August 25, 2024, as described in Exhibit A.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



Service Changes for 2024
Final Plan and Title VI Equity Analysis

Originally Adopted March 11, 2024
Revised June 10, 2024

On March 11, 2024, the SacRT Board of Directors adopted major service changes on several bus and light rail routes, as discussed in this Service Change Plan and Title VI Equity Analysis. A draft of that plan was made available to the public via sacrt.com on Friday, January 31, 2024 for public review, with comments due on Friday, March 1, 2024. The final version was presented to the SacRT Board of Directors on Monday, March 11, 2024, for approval. This revised plan is now being presented to reduce the cost of the service changes, due to long-term budget considerations. Most changes would still take effect on August 25, 2024.

Overview

In 2024, SacRT will complete its Folsom-15 project, improving frequency on the light rail Gold Line to every 15 minutes to and from Folsom. This new service will be the culmination of over a decade of capital planning and grant awards; however, SacRT policy still requires a Title VI analysis and public review before implementing any major service change such as this.

In addition to the planned improvements to the Gold Line, staff has developed changes to connecting Folsom bus service, which would trim service to some low-ridership stops, and eliminate one minimally-used route, but yield sufficient savings to allow addition of first-ever weekend bus service in Folsom, complementing the investment in the Gold Line.

This report also discusses two services that would be fully funded by contracts with partner agencies, including the #137 UCDMC Elk Grove Express and the planned ACE/Airport Express. The changes to Route 137 were already implemented on April 8, 2024; however, because they were previously aggregated with the other service changes in the prior Title VI analysis approved by the Board on March 11, 2024, they are being considered “changes” for purposes of this revised analysis, rather than part of the baseline conditions.

Proposed Changes

Route	Proposed Changes
Gold Line	Improve frequency to and from Folsom to every 15 minutes weekdays from approximately 6:15 am to 7:15 pm.
Gold Line	Item deleted.
F10 Folsom	Eliminate service to stops on American River Canyon Drive, except for the first morning trip and last two evening trips. No changes to service on existing stops on Main and Madison, in Orangevale. Add weekend and holiday service, including stops on Main and Madison, but not on American River Canyon Drive.
F30 Folsom Prison	Eliminate Route F30, which currently provides morning and afternoon peak-hour service between the Glenn light rail station area and Folsom Prison, due to low ridership and coverage by SmarT Ride.
1 Greenback	Item deleted.
26 Fulton Watt	Item deleted.

Proposed Changes, cont.

Route	Proposed Changes
33 Dos Rios	Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, contingent upon securing \$115,000 of grant funds.
51 Stockton Broadway	Item deleted.
81 Florin/65th St (Mon-Fri)	Item deleted.
81 Florin/65th St (Sat/Sun/Hol)	Item deleted.

Proposed Changes, cont.

Route	Proposed Changes
84 Watt	Item deleted.
93 Hillsdale	Item deleted.
137 UCDMC Elk Grove Express	Add two new trips departing UC Davis Medical Center at 3:30 and 7:30 pm, contingent on execution of an amendment to the cost-sharing agreement with UC Davis Health.
ACE Airport Express	Potentially create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027, contingent on execution of a cost-sharing agreement with the San Joaquin Regional Rail Commission.

Gold Line

Proposed Changes – Effective Fall 2024, depending on the date of project completion, service between Sunrise and Folsom would be improved from every 30 minutes to every 15 minutes during the day on weekdays. The first new trip from Historic Folsom would depart at 6:15 am and the last new trip from Folsom would depart at 7:15 pm. An additional trip would also be added departing Sacramento Valley Station at 6:34 pm, going to Sunrise, to make weekday service more consistent with Saturday service, which already has a trip at this time.

Service Changes for 2024
Revised June 10, 2024

Gold Line – Monday to Friday Proposed New Schedule

Effective Fall 2024
(Exact Date TBD)

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
				4:58a	5:40a	5:44a
3:49a	4:35a	4:48a	5:00a	5:13a	5:55a	5:59a
4:04a	4:50a			5:28a	6:10a	6:14a
4:19a	5:05a	5:18a	5:30a	5:43a	6:25a	6:29a
4:34a	5:20a			5:58a	6:40a	6:44a
4:49a	5:35a	5:48a	6:00a	6:13a	6:55a	6:59a
5:04a	5:50a	<i>6:03a</i>	<i>6:15a</i>	6:28a	7:10a	7:14a
5:19a	6:05a	6:18a	6:30a	6:43a	7:25a	7:29a
5:34a	6:20a	<i>6:33a</i>	<i>6:45a</i>	6:58a	7:40a	7:44a
5:49a	6:35a	6:48a	7:00a	7:13a	7:55a	7:59a
6:04a	6:50a	<i>7:03a</i>	<i>7:15a</i>	7:28a	8:10a	8:14a
6:19a	7:05a	7:18a	7:30a	7:43a	8:25a	8:29a
6:34a	7:20a	<i>7:33a</i>	<i>7:45a</i>	7:58a	8:40a	8:44a
6:49a	7:35a	7:48a	8:00a	8:13a	8:55a	8:59a
7:04a	7:50a	<i>8:03a</i>	<i>8:15a</i>	8:28a	9:10a	9:14a
7:19a	8:05a	8:18a	8:30a	8:43a	9:25a	9:29a
7:34a	8:20a	<i>8:33a</i>	<i>8:45a</i>	8:58a	9:40a	9:44a
7:49a	8:35a	8:48a	9:00a	9:13a	9:55a	9:59a
8:04a	8:50a	<i>9:03a</i>	<i>9:15a</i>	9:28a	10:10a	10:14a
8:19a	9:05a	9:18a	9:30a	9:43a	10:25a	10:29a
8:34a	9:20a	<i>9:33a</i>	<i>9:45a</i>	9:58a	10:40a	10:44a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:04a	9:50a	<i>10:03a</i>	<i>10:15a</i>	10:28a	11:10a	11:14a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
9:34a	10:20a	<i>10:33a</i>	<i>10:45a</i>	10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a	<i>11:03a</i>	<i>11:15a</i>	11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a	<i>11:33a</i>	<i>11:45a</i>	11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a	<i>12:03p</i>	<i>12:15p</i>	12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p	<i>12:33p</i>	<i>12:45p</i>	12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p	<i>1:03p</i>	<i>1:15p</i>	1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p	<i>1:33p</i>	<i>1:45p</i>	1:58p	2:40p	2:44p
12:49p	1:35p	1:48p	2:00p	2:13p	2:55p	2:59p

Monday to Friday						
Sac Valley	Sunrise	Historic Folsom	Historic Folsom	Sunrise	8th & K	Sac Valley
1:04p	1:50p	<i>2:03p</i>	<i>2:15p</i>	2:28p	3:10p	3:14p
1:19p	2:05p	2:18p	2:30p	2:43p	3:25p	3:29p
1:34p	2:20p	<i>2:33p</i>	<i>2:45p</i>	2:58p	3:40p	3:44p
1:49p	2:35p	2:48p	3:00p	3:13p	3:55p	3:59p
2:04p	2:50p	<i>3:03p</i>	<i>3:15p</i>	3:28p	4:10p	4:14p
2:19p	3:05p	3:18p	3:30p	3:43p	4:25p	4:29p
2:34p	3:20p	<i>3:33p</i>	<i>3:45p</i>	3:58p	4:40p	4:44p
2:49p	3:35p	3:48p	4:00p	4:13p	4:55p	4:59p
3:04p	3:50p	<i>4:03p</i>	<i>4:15p</i>	4:28p	5:10p	5:14p
3:19p	4:05p	4:18p	4:30p	4:43p	5:25p	5:29p
3:34p	4:20p	<i>4:33p</i>	<i>4:45p</i>	4:58p	5:40p	5:44p
3:49p	4:35p	4:48p	5:00p	5:13p	5:55p	5:59p
4:04p	4:50p	<i>5:03p</i>	<i>5:15p</i>	5:28p	6:10p	6:14p
4:19p	5:05p	5:18p	5:30p	5:43p	6:25p	6:29p
4:34p	5:20p	<i>5:33p</i>	<i>5:45p</i>	5:58p	6:40p	6:44p
4:49p	5:35p	5:48p	6:00p	6:13p	6:55p	6:59p
5:04p	5:50p	<i>6:03p</i>	<i>6:15p</i>	6:28p	7:10p	
5:19p	6:05p	6:18p	6:30p	6:43p	7:25p	7:29p
5:34p	6:20p	<i>6:33p</i>	<i>6:45p</i>	6:58p	7:40p	
5:49p	6:35p	6:48p	7:00p	7:13p	7:55p	7:59p
6:04p	6:50p	<i>7:03p</i>	<i>7:15p</i>	<i>7:28p</i>	<i>8:10p</i>	
6:19p	7:05p	7:18p	7:30p	7:43p	8:25p	8:29p
<i>6:34p</i>	<i>7:20p</i>					
6:49p	7:35p	7:48p	8:00p	8:13p	8:55p	8:59p
7:19p	8:05p	8:18p	8:30p	8:43p	9:25p	9:29p
7:49p	8:35p	8:48p	9:00p	9:13p	9:55p	9:59p
8:19p	9:05p	9:18p	9:30p	9:43p	10:25p	10:29p
8:49p	9:35p	9:48p	10:00p	10:13p	10:55p	
9:19p	10:05p	10:18p	10:30p	10:43p	11:25p	
9:49p	10:35p	10:48p	11:00p	11:13p	11:55p	
10:19p	11:05p	11:18p	11:30p	11:43p	12:25a	
10:49p	11:35p					

New trips/time points are indicated in shaded cells with italicized text.

Ridership – Existing ridership on the Gold Line is approximately 8,900 boarding passengers per weekday. The Folsom stations, including Hazel, account for 1,130 of those daily passenger trips. The headway improvements affect most of the day, but not the evenings. For the affected hours of the day, ridership on the Folsom segment averages 938 boardings per weekday. SacRT expects 35 percent ridership growth during these hours, which yields an additional 325 passenger boardings per day. An additional 135 bus transfers are also expected to result from this new Gold Line service, yielding a total of 463 new passenger boardings per weekday on the overall system from the weekday frequency improvements.

The additional weekday evening trips departing at 6:34 and 7:15 pm are expected to add another 57 daily riders, plus 23 transfers, for 80 new trips on the system. Altogether, the weekday improvements are expected to add 543 new passenger trips per day, including transfers on connecting lines, adding up to 137,913 passenger boardings per year.

Altogether, the weekday changes are projected to increase systemwide ridership by approximately 163,666 boardings per year.



Peak Passenger Loads – On average, passenger loads on morning Gold Line trains currently peak at 73 passengers at University/65th Street station, on the 7:00 am departure from Folsom. Although total ridership should increase 35 percent on the Folsom segment, capacity will essentially increase 100 percent during affected hours. The total ridership on the line, instead of being concentrated onto two trips per hour, should spread out more evenly with four trips per hour.

On that basis, the existing peak load of 73 passengers on the 7:00 am train should actually decrease by 8 to 64 passengers. But the new 7:15 train (currently running only from Sunrise) will see its peak load increase by 17 passengers, from 39 to 56, at the max load point. In other words, total ridership will increase, but crowding will be reduced on the existing Folsom trips because riders will shift to what are now Sunrise trains.



Capacity – Each of the new Siemens s700 cars has 58 seats, so a 2-car train will have 116 seats, which is sufficient for the existing peak load of 73 passengers as well as the projected future peak load of 64 passengers, although seasonal and day-to-day variation are expected to increase the peak load above 64 passengers on many days.

Afternoon service has a similar existing peak load of 76 passengers, on average.

Fiscal Impact – Operating costs would increase by an estimated \$2.35 million per year, before factoring in any additional fare revenue. With an estimated 137,913 new passenger boardings per year, the cost per passenger is expected to be approximately \$18. Passenger fares average \$1.11 per boarding, equating to approximately \$153,000 in new fare revenue, bringing the net cost to approximately \$2.34 million in FY 2024 dollars.

Background – The Gold Line was extended from Sunrise to Folsom in 2005. Double tracks were built only to the Hazel station, allowing only one train outbound of Hazel at a time and limiting service on the Folsom segment to every 30 minutes. Construction of a second track at Glenn station, which will be complete in Fall 2024, will allow two trains on the Folsom segment to pass one another. This will enable SacRT to run trains every 15 minutes to and from Folsom.

Implementation of the proposed new 15-minute frequency service to Folsom will represent the completion of over a decade of planning, engineering, and construction work and is a condition of SacRT's \$20 million Solutions for Congested Corridors (SCCP) grant. SacRT's new low-floor light rail vehicles and Gold Line station modifications together make up a major element of SacRT's nearly \$600 million Light Rail Modernization Project and were funded partly on the basis that they would be used for 15-minute frequent service to Folsom. Major funding sources include \$23.6 million from California's Transit and Intercity Rail Capital Program (TIRCP) for vehicles, \$22 million from SACOG's Regional Funding Round for the second track, station modifications, and new vehicles, and \$10 million of Senate Bill-1 Local Partnership Program funds for station modifications.



Demographics – Overall, Gold Line riders are 50.3 percent minority. Riders that use the three Folsom light rail stations are 56.0 percent minority. The latter figures are believed to be most representative of populations benefiting from the new Folsom light rail service. This compares to 67.5 percent minority riders across the SacRT system. Minority populations would therefore be underrepresented by the Gold Line improvements, although the difference is less than 15 percent, SacRT’s standard of statistical significance.

Demographics of Gold Line Riders

	Percent Minority	Percent Low-Income
Gold Line Overall	50.3%	45.6%
Folsom Stations	56.0%	41.2%
SacRT Systemwide Average	67.5%	55.5%

Overall, Gold Line riders are also 45.6 percent low-income. Riders that use the three Folsom light rail stations are 41.2 percent low-income. This compares to 55.5 percent low-income riders across the SacRT system. Low-income populations would therefore also be underrepresented by the Gold Line improvements, although the difference is again slightly less than 15 percent, SacRT’s standard of statistical significance.

For Title VI purposes, all proposed service changes are considered cumulatively, which is discussed in a later section.

#F30 Folsom Prison

Proposed Changes – Effective August 25, 2024, the F30 Folsom Prison bus route would be eliminated. Currently, Route F30 runs from Glenn light rail station to Folsom Prison every 30 minutes from 6:00 a.m. to 8:00 a.m. and from the prison every 30 minutes from 2:35 p.m. to 4:35 p.m. on weekdays.

Alternative Routes – SmarT Ride microtransit is available for curb-to-curb service within Folsom city limits, including all points along the F30 Folsom Prison route at the same fares as the F30 Folsom Prison.

Ridership Impact – The F30 Folsom Prison route averages fewer than 3 passenger boardings per day and only approximately 250 per year. At 4.5 revenue hours per day, this works out to 0.6 boardings per revenue hour. SacRT believes 100 percent of these riders would be recaptured by SmarT Ride at no additional cost.

Justification – The F30 Folsom Prison route was created before SacRT annexed Folsom transit service into the district. Because ridership averages only 3 daily boardings, staff believes it would be more cost-effective to eliminate the route and transition the riders to SmarT Ride. If approved, prior to elimination, notices would be given out to riders on the bus explaining how to use SmarT Ride, which is open to the public and does not require a smart phone to use. SacRT remains committed to funding SmarT Ride in Folsom from state and other ongoing revenue sources, because SmarT Ride essentially replaced Folsom's prior general public dial-a-ride service.

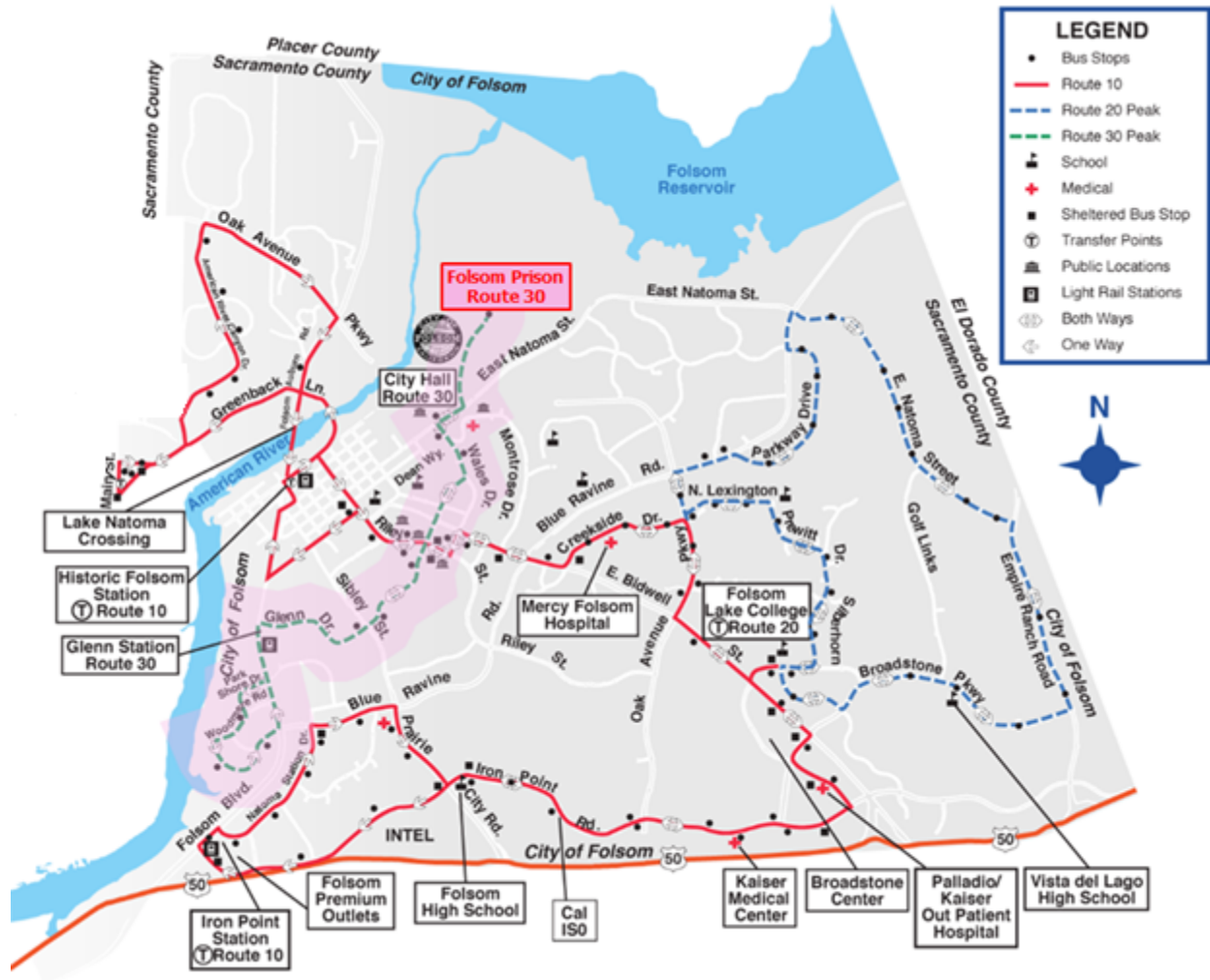
Annual savings of \$245,000 from elimination of F30 Folsom Prison would also help SacRT pay for new weekend and holiday service on F10 Folsom, discussed in more detail separately.

Demographics – Passenger surveys conducted on Folsom bus routes in August 2023 indicated that riders were 56.0 percent minority and 64.0 percent low-income. The percent minority found by surveys was identical to prior surveys of light rail riders in Folsom, however, the 64.0 percent low-income was considerably higher than the 41.2 percent low-income for Folsom light rail riders. It is still less than 15 percent different than SacRT's overall systemwide average of 55.5 percent low-income, so it is not a statistically significant difference. Also, the magnitude of this change is relatively small. Any negative impact from eliminating Route F30 would be mitigated by adding weekend and holiday service to Route F10. SacRT also believes most or all F30 riders would be able to use SmarT Ride instead, at the same fare.

Fiscal Impact – Eliminating the F30 Folsom Prison bus route would save approximately \$245,000 per year.

Service Changes for 2024
Revised June 10, 2024

#F30 Folsom Prison



Route F30 would be eliminated, effective August 25, 2024.

#F10 Folsom

Proposed Changes – Effective August 25, 2024, service on Route F10 on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road would be eliminated, north of the American River, except on the first morning trip and the last two evening trips. Saturday, Sunday and Holiday service would also be introduced on the remainder of Route F10, including stops on Madison Ave and Main Ave, north of the river, but excluding the American River Canyon Drive loop, and excluding the first trip from Historic Folsom at 5:27 am. Currently, Folsom has no bus service on weekends or holidays, so this new service would be the only bus service in Folsom on weekends and holidays. A full schedule is included below.

Justification – Currently, Route F10 takes approximately 1 hour and 59 minutes per round trip. At hourly frequency, this results in operator breaks at one end of the route being either one minute or an hour and one minute. Staff believes that elimination of the canyon loop is justified for a number of reasons, including:

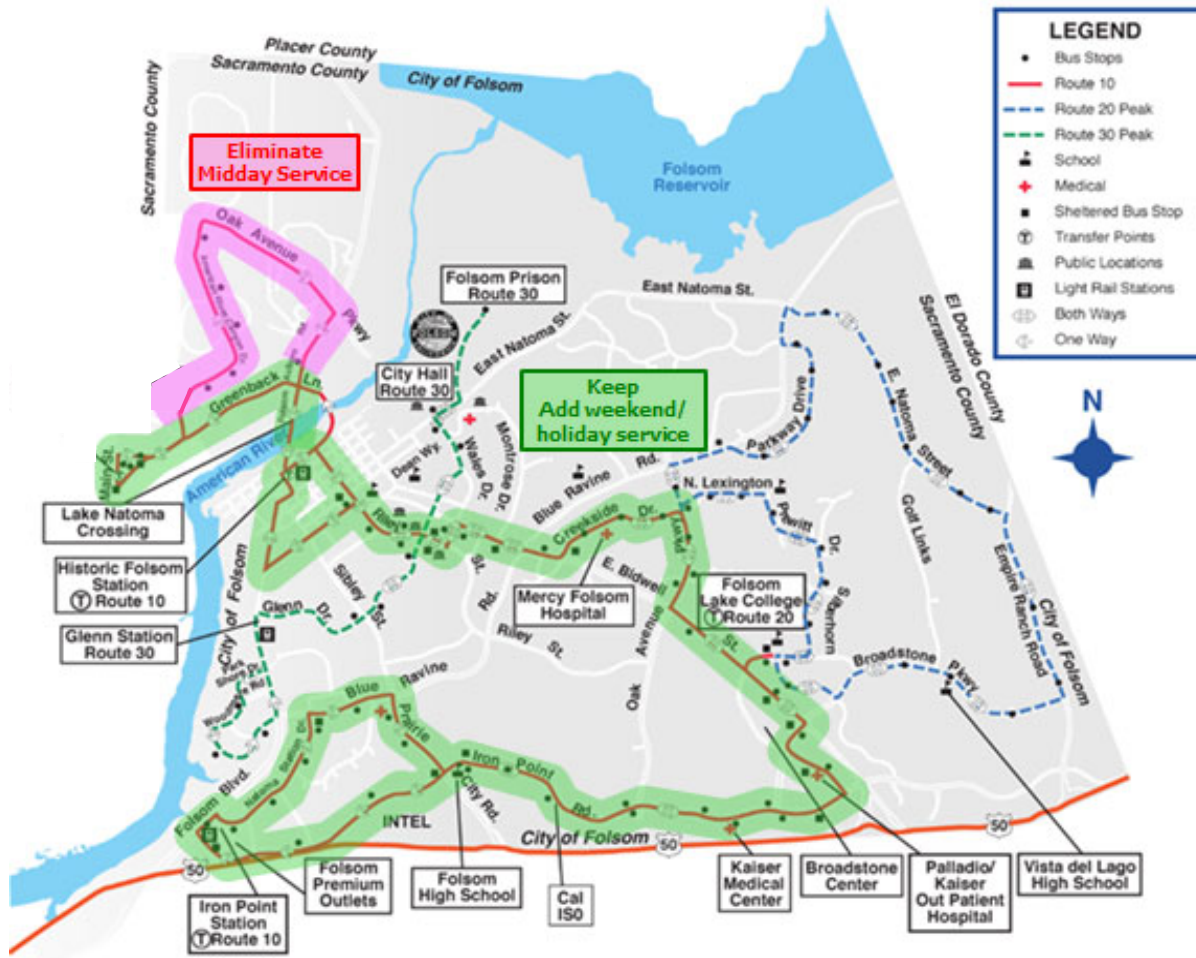
- (1) Allowing a more reasonable operator break
- (2) Affecting very few total riders
- (3) Availability of alternative service (i.e., SmaRT Ride)
- (4) The \$305,000 annual savings from this proposed change can help pay for weekend bus service, which does not currently exist in Folsom, but would cost \$406,000 annually
- (5) The weekend service, though not highly productive, would likely be substantially more productive than the existing American River Canyon Drive loop, raising the overall productivity of the route, which is currently below standard
- (6) New weekend bus service would help feed light rail, making light rail more productive as well
- (7) The shortened loop north of the river will allow north-of-the-river riders, two-thirds of whom board on Main Ave or Madison Ave, to reach light rail sooner, at :06 to :09 after the hour, allowing them to catch one of the new Folsom trains departing at :15 after, rather than their existing :30 after train, saving them an additional 15 minutes on their journey

(8) Potential SacRT GO savings, by offering a fixed-route bus alternative on weekends.

Alternative Routes – SmaRT Ride is available on weekdays throughout the entire City of Folsom, including the American River Canyon Drive loop, where Route F10 service would be reduced. Service hours for SmaRT Ride are 7:00 a.m. to 7:00 p.m, Monday to Friday. Currently, the first pick-up on the canyon loop is at 7:01 am, dropping riders off at light rail at 7:14 am. This first trip on the American River Canyon Drive loop averages two riders per day and is the only trip to average more than one rider per day. Although this is not a large number of riders, staff recommends this trip continue to stop on the American River Canyon Drive loop as-is, to help assure a timely connection to light rail for commuters heading into Sacramento. Although SmaRT Ride begins at 7:00 a.m., the first hour of service can often have wait times over 30 minutes. Keeping the American River Canyon Drive stops on the first morning F10 trip will help assure residents there will continue to arrive in time to catch their normal train.

#F10 Folsom

Service Changes for 2024
Revised June 10, 2024



After that first morning trip, the American River Canyon Drive trips average one or fewer riders per trip and would be eliminated; however, riders would be able to use SmarT Ride instead. The last two trips of the day on Route F10, which currently come through American River Canyon Drive at 6:05 and 7:05 pm, would also be retained as-is, serving American River Canyon Drive, to augment SmarT Ride as a means to assure a return trip to American River Canyon Drive. All trips on Route F10 would continue to cross the river and stop on Madison Ave and Main Ave. Only the American River Canyon Drive loop would be affected, and only during the midday, when ridership is at its lowest.



New Weekend Service – The savings from eliminating service north of the river would help SacRT afford new weekend and holiday service on the remainder of Route F10. Currently, Folsom has no weekend transit service other than SacRT GO paratransit (see further explanation below regarding weekend service on SacRT GO). Surveyors recently riding Route F10 reported that the top request they heard from riders, anecdotally, was for weekend service on Route F10. Current and former F10 bus operators also reported that weekend service was the most commonly heard request. Surveyors observed that although a great deal of Route F10 riders are students, either at Folsom High School or Folsom Lake College, the next largest group appears to be healthcare workers, working either at Mercy Hospital or at various assisted living facilities throughout Folsom. Many of these riders take transit on weekdays but are currently forced to walk on weekends and holidays if they cannot afford a rideshare.

The addition of weekend service on the F10 would also support SacRT’s investment in Gold Line (i.e., the Folsom-15 project, which will take effect in 2024, as described separately in this analysis). In 2019, the SacRT Forward new network project established a goal of seven-day service throughout the SacRT network. This design guideline was established in recognition of the fact that transit routes do not function in a standalone manner, but as part of an interdependent network. Also, even before the pandemic, industry research was showing that likely transit customers were increasingly working and travelling outside of traditional weekday 8-to-5 commuter schedules, a trend that has continued since the pandemic.



Ridership – Currently, Route F10 averages 275 boardings per day, 13 of which ride to or from the American River Canyon Drive loop. Of the 13 daily American River Canyon Drive riders, an estimated five ride either the first morning trip or one of the last two evening trips, which would be unaffected. Of the remaining eight daily American River Canyon Drive riders, staff believes it is reasonable to assume half of them (four daily riders) might continue to ride SacRT. Some might use SmaRT Ride. Others might be able to get a ride to Greenback Lane or Madison Ave to catch Route F10 where it will continue to pick up. Still others might drive to the free park-and-ride lot at Historic Folsom Station. Staff assumes that the remaining four daily riders on the canyon might cease to ride, for one reason or another. This would total approximately 1,000 lost riders per year from the reduction.

Weekend service is expected to add 100 Saturday boardings and 70 Sunday/Holiday boardings, for a total of 9,300 boardings per year. After deducting the 1,000 potential lost riders from the segment that would be eliminated, the changes would result in 8,300 net new boardings. An additional 4,600 transfer boardings would also be expected on light rail, bringing the total to approximately 12,900 net new boardings per year.

Paratransit – SacRT already provides a span of service and service area for SacRT GO service within Folsom that exceeds regulatory requirements, by providing SacRT GO service on weekends and holidays when fixed-route service does not operate. Introduction of fixed-route bus service on weekends and holidays will create a new regulatory requirement for complementary ADA paratransit within three quarters of a mile of the route on those days; however, this service is already being provided. Addition of the weekend and holiday Route F10 service would make this service an ADA requirement, but would not change coverage area, passenger fare, ridership, or operating cost. It is possible that introduction of weekend and holiday service on Route F10 might

reduce existing paratransit cost, because existing SacRT GO riders would gain a lower-priced fixed-route bus alternative.



Demographics – Passenger surveys conducted in August 2023 found that Route F10 riders are likely to be 56.0 percent minority and 64.0 percent low-income. This compares to 67.5 percent minority and 55.5 percent low-income across the SacRT system.

The American River Canyon Drive loop, where Route F10 would be eliminated, has 1,300 residents and 100 jobs in 0.4 square miles, for a population density of only about 3,250 per square miles and a combined 3,500 residents and jobs per square mile. Only 7 percent of households are in poverty and less than one percent are car-free households. The area also lacks any major schools or retail destinations to drive ridership. Altogether, the area fails to meet multiple criteria for fixed-route service and staff believes Smart Ride is a better fit, to cover the occasional, dispersed nature of most of the ridership.

The remainder of the area covered by Route F10 is 38,200 residents and 21,600 jobs over 9.9 square miles, for a population density of 3,860 per square mile and a combined 6,000 residents and jobs per square mile. Poverty rates are similar at 5 percent. Only 3 percent of households are car-free. ¹

¹ Source: U.S. Census Bureau, American Community Survey, 2017-2021, computed using geospatial intersection in Remix software.

Fiscal Impact – Eliminating the American River Canyon Drive loop, except for three trips a day, as proposed, would save approximately nine revenue vehicle hours per day—more than one operator shift. Annually, it would save approximately 2,200 revenue hours per year, more than one full-time equivalent position. This would save approximately \$305,000 per year. The proposed new weekend and holiday service would add approximately 3,000 revenue hours, costing approximately \$406,000 per year. Combined, the fiscal impact would be a net cost of \$101,000 per year, before counting potential increases in fare revenue. (This also excludes a planned \$245,000 savings from eliminating Route F30, as well as any potential savings on SacRT GO.)

Because the changes would be paid for by reallocating low-productivity service to more productive times, the changes would help improve the cost-effectiveness of Folsom bus service. Assuming 13,100 net new boardings per year from the new weekend service, the cost per passenger for the new riders would be less than \$8.00, which is below average for both the fixed-route bus system (\$12.37) as well as light rail (\$10.69) and the existing Route F10 (\$24.00).

If the proposed elimination of Route F30 is also factored in, the combined cost of the changes to Routes F10 and F30 would be a net *savings* of \$144,000, yet the ridership impact would be a net *gain* of 13,100 passenger boardings per year in Folsom. This is, of course offset, by approximately \$2.75 million per year in new costs for the major increase in service on the Gold Line in Folsom, discussed separately.



Service Changes for 2024
Revised June 10, 2024

**Proposed Schedule
Weekdays**

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
5:27a	5:42a	5:58a	6:08a	6:27a	6:52a	6:59a	7:02a	7:12a
6:27a	6:42a	6:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
7:21a	7:38a	7:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
8:21a	8:38a	8:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
9:21a	9:38a	9:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
10:21a	10:38a	10:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
11:21a	11:38a	11:58a	12:08p	12:31p	12:55p	1:03p	-	1:09p
12:21p	12:38p	12:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
1:21p	1:38p	1:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
2:21p	2:38p	2:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
3:20p	3:38p	3:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
4:20p	4:38p	4:58p	5:08p	5:31p	5:55p	6:03p	6:06p	6:19p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	7:05p	7:18p
6:20p	6:38p	6:58p	7:08p	7:33p	7:56p			

Under the proposed new weekday schedule, American River Canyon Drive would still have stops at 7:02 am and at 6:05 and 7:05 pm, but the remaining stops throughout the day would be eliminated.

**Proposed Schedule
Saturdays, Sundays, and Holidays**

To Iron Point			To Historic Folsom			North-of-River Loop		
Historic Folsom Light Rail	Folsom Lake College	Iron Point Light Rail	Iron Point Light Rail	Folsom Lake College	Historic Folsom Light Rail	Main & Madison	American River Canyon	Historic Folsom Light Rail
6:27a	6:42a	6:58a	6:08a	6:27a	6:52a	6:59a	-	7:05a
7:21a	7:38a	7:58a	7:08a	7:31a	7:53a	8:00a	-	8:06a
8:21a	8:38a	8:58a	8:08a	8:31a	8:53a	9:00a	-	9:06a
9:21a	9:38a	9:58a	9:08a	9:31a	9:53a	10:00a	-	10:06a
10:21a	10:38a	10:58a	10:08a	10:31a	10:53a	11:01a	-	11:07a
11:21a	11:38a	11:58a	11:08a	11:31a	11:53a	12:01p	-	12:07p
12:21p	12:38p	12:58p	12:08p	12:31p	12:55p	1:03p	-	1:09p
1:21p	1:38p	1:58p	1:08p	1:31p	1:55p	2:03p	-	2:09p
2:21p	2:38p	2:58p	2:08p	2:31p	2:55p	3:03p	-	3:09p
3:20p	3:38p	3:58p	3:08p	3:31p	3:55p	4:03p	-	4:09p
4:20p	4:38p	4:58p	4:08p	4:31p	4:55p	5:03p	-	5:09p
5:20p	5:38p	5:58p	5:08p	5:31p	5:55p	6:03p	-	6:09p
6:20p	6:38p	6:58p	6:08p	6:31p	6:55p	7:02p	-	7:08p
			7:08p	7:33p	7:56p			

The proposed new weekend and holiday schedule would not have any stops on American River Canyon Drive, but all trips would cross the river and stop on Main & Madison. There would not be a 5:27 am departure from Historic Folsom light rail station, but otherwise, the route would have the same number of trips and same approximate trip times as the weekday service, subject to some adjustments to account for differences in weekend traffic, including frequent special events in Downtown Folsom.

#137 UCDCM Elk Grove Express

Changes – On April 8, 2024, two new trips were added to the #137 UCDCM Elk Grove Express, departing from the UC Davis Medical Center (UCDCM) at 3:30 and 7:30 pm, which currently pays the operating cost for the route.

Background – The #137 UCDCM Elk Grove Express launched on September 5, 2023, with six morning and six afternoon trips between the UC Davis Medical Center and Elk Grove. Under a four-year cost-sharing agreement, UC Davis Health funds 100 percent of operating costs and has paid the cost for one new full-size bus used on the route.

Ridership is averaging over 100 daily passenger trips. At a cost of \$432,000 per year, the cost per passenger is currently \$17 or less, although 100 percent of that cost is covered by UC Davis.

Changes – The 3:30 and 7:30 pm trips added respond to requests from UCDCM employees with shifts ending at or around 3:00 and 7:00 pm and would have no impact on other trips in the schedule.

Public Engagement – In addition to the original Title VI report, , staff from SacRT and UC Davis Health gathered extensive input from existing riders as well as potential riders. Methods included face-to-face interactions at the bus stop at UCDCM and in ride-alongs on the route, email responses to promotional emails sent by UC Davis Health staff, and an open house held at UCDCM on November 1, 2023.

Other Alternatives – Other alternatives considered by staff include an additional later evening trip (e.g., 8:00 pm) as well as reverse-commuter service geared toward night shift workers.

The 8:00 pm trip may be helpful, as a backup option for customers who would normally take the 7:30 pm trip, but at this time, staff feels it is best to merely add the 7:30 pm trip. UC Davis Health already provides a guaranteed ride home program for employees, so an 8:00 pm trip designed almost strictly as a backup would be somewhat redundant of that service. The reverse-commuter service, though it would make efficient use of vehicles making a second route trip, would not be possible with the existing fleet without major schedule alterations to existing trips, which staff from SacRT feel is not a favorable tradeoff at this time.

Fiscal Impact – The cost for the proposed 3:30 and 7:30 pm trips is estimated at \$117,319, escalating each year, going forward. The implementation of these changes was conditioned on execution of an amendment to the existing cost-sharing agreement

whereby UC Davis Health would continue to pay 100 percent of the operating cost for the service, including these two new trips.

Demographics – Assuming demographics similar to other Elk Grove commuter routes, SacRT estimates that riders are 71.8 percent minority, slightly greater than the 67.5 percent for the SacRT system overall. However, #137 riders are only 5.3 percent low-income, considerably lower than the 55.5 percent for the SacRT system overall. As discussed in the Title VI section, this is statistically significant, and requires SacRT to consider alternatives and whether a substantial legitimate justification exists for proceeding despite the disparate impact.

Next Steps – Approval of a final version of this plan by the SacRT Board would authorize SacRT to implement service changes, as discussed here, but conditioned on the execution of an amendment to the existing cost-sharing agreement with UC Davis Health, to guarantee SacRT is reimbursed for the full cost of the new service.

Note – This change has already taken effect, on April 8, 2024, and the required agreement was completed and executed. The original language is being left in this revised plan to retain documentation of the original service description, justifications, etc.

**#137 UCDMC Elk Grove Express
Existing Route and Schedule**

Sacramento Regional Transit Updated 7/21/28

Route #137: UCDMC Elk Grove Express

Internal Preview Only - Not For Public Distribution – Subject to Change

Starting Tuesday

9/5/23

Sheldon Rd
State Hwy 99
E Stockton Blvd

Whitlock Pkwy
Bruceville Rd

Schedule

Monday to Friday *

Bruceville & Whitlock	Laguna & Bruceville	E. Stockton & Bond	Sheldon Park & Ride	45 th St & Y St (UCDMC)
5:45a	5:50a	5:56a	5:58a	6:15a
6:15a	6:20a	6:26a	6:28a	6:45a
6:45a	6:50a	6:56a	6:58a	7:15a
7:06a	7:12a	7:18a	7:20a	7:45a
7:36a	7:42a	7:48a	7:50a	8:15a
8:09a	8:15a	8:21a	8:23a	8:45a

45 th St & Y St (UCDMC)	Sheldon Park & Ride	E. Stockton & Bond	Laguna & Bruceville	Bruceville & Whitlock
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

Fares

\$2.50 Single Ride

SacRT fares apply
See sacrt.com for more information

* No service on New Years, MLK Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas

ACE/Airport Express

Proposed Changes – Create an express bus route from the future San Joaquin/Altamont Commuter Express (ACE) Natomas train station planned for Elkhorn Blvd, to begin service in 2027.

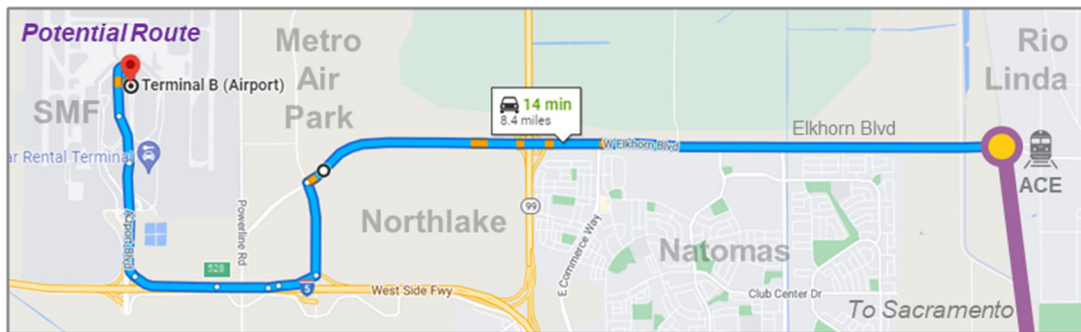
Background – The San Joaquin Regional Rail Commission (SJRRC), which operates the Altamont Commuter Express (ACE) commuter rail service, and the San Joaquin Joint Powers Authority (SJJPA), which operates the *San Joaquin* intercity train service, are developing the Valley Rail project, which will increase the number of ACE and San Joaquin trains to Sacramento on a new alignment on the 20th Street corridor through Downtown Sacramento. The Sacramento area is planned to have new stations in Elk Grove, at City College, in Midtown Sacramento, in North Sacramento (near Globe station) and in the Natomas/Rio Linda area. The Natomas station will be the northern terminus for the Valley Rail project, as currently in design (although there are future plans to extend the service north to Butte County). One of the main purposes of the Natomas station is to provide a location from which an express bus can take passengers the rest of the way to Sacramento International Airport.

ACE Valley Rail Plan



SacRT has coordinated with SJRRC/SJJPA throughout the Valley Rail project, with both agencies planning for the express bus service to be operated by SacRT but for the capital and operating costs to be funded by SJRRC/SJJPA. Staff for both agencies have been working on both a cost-sharing agreement, as well as identifying capital funds for the fleet. The new train service will operate under the ACE brand name, but will combine aspects and destinations of both the ACE and the San Joaquin route. Currently, trains are expected to begin serving the planned station under the new service plan beginning in 2026, with service levels ramping up through 2035. Both agencies have agreed that the express bus service, rather than being based on regular headways (e.g., every 30 minutes or every 60 minutes) should be timed to meet each of the train arrivals and/or departures. The parties do not believe that Phase 1 in 2026 would require or justify connecting bus service, based on the train times, which are not as geared around airport travel. Beginning in 2027, there would be three daily round trips which would justify connecting bus service; by build-out in 2035, there would be 15 round trips per day.

**Example Express Bus Route
From ACE Station to Airport**



Although the details of the 2027 bus service are subject to change, and conditional on approval of a cost-sharing agreement, at this time, staff believes that plans are firm enough that it is appropriate to circulate them for public review and evaluate the presumed changes as part of a Title VI service equity analysis, as required prior to approval of any major service changes.

Demographics – Likely riders are expected to be approximately 71 percent minority, which is slightly higher than the existing SacRT system overall, whose riders are 67.5 percent minority. Riders of the new service are also expected to be 28 percent low-income, which is significantly less than the existing SacRT system, whose riders are 55.5 percent low-income. This difference is more than 15 percent, which is statistically

significant, according to SacRT's standards; however, changes are also evaluated collectively (i.e., with all other changes combined) and impacts may be justified by the fact that the service would be funded by SJRRC/SJJPA. Please see the Title VI section of this report for more details.

Demographic data comes from SJRRC/SJJPA. Although the Valley Rail service will be branded as ACE service, and ACE is currently more commuter-oriented, the character of the Sacramento service will be more akin to *San Joaquin* intercity service, i.e., based around all-day/all-week travel, not just commute hours. Many of the trains will travel to/from the San Joaquin valley, rather than the San Jose/Livermore areas.

Fiscal Impact – Capital and operating costs for the new service would be covered by SJRRC/SJJPA under a cost-sharing agreement being developed, so there would be no net fiscal impact to SacRT. The fleet is planned to consist of four full-size battery-electric buses, at an estimated cost of \$5.3 million, including after-market equipment (e.g., fareboxes, radio, and bike rack) and sales tax. Annual operating cost would ramp up based on both increasing service levels and cost escalation, from approximately \$550,000 in 2027 to over \$1.5 million in 2033.

Note – *The plan for the ACE Express service was approved by the SacRT Board on March 11, 2024, and is not being reconsidered in this revised plan.* Approval of this plan is still conditioned on completion of a cost-sharing agreement with SJRRC/SJJPA formalizing the key terms and conditions described in this plan. The cost-sharing agreement will be presented to the Board for review and approval at a later date.



#33 Dos Rios

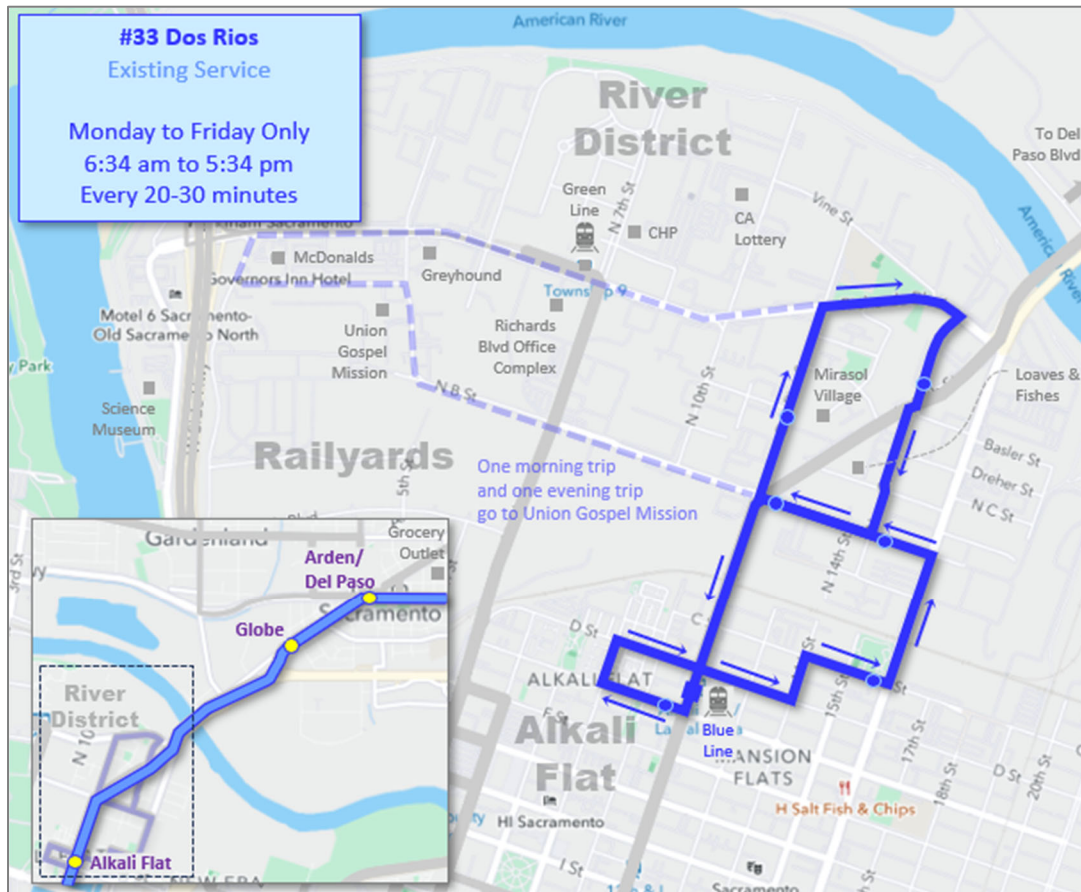
Proposed Changes – Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, providing a connection with Blue Line trains arriving at 6:38 and 6:39 pm, contingent upon securing approximately \$115,000 of grant funds.

Background – On November 13, 2023, the SacRT Board voted to not designate approximately \$10 million to close a funding gap for the Dos Rios light rail station project and keep the project on track for completion before expiration of a \$17 million Transformative Climate Communities (TCC) grant from the California Strategic Growth Council (SGC). In coordination with the Sacramento Housing and Redevelopment Agency (SHRA), SacRT developed potential improvements to Route 33 as one of several potential alternative projects that would benefit the Dos Rios area and the broader River District, which could be funded with the \$17 million and fully spent by June 30, 2027.

The decision of November 13, 2023 was ultimately reversed by the SacRT Board on January 8, 2024, so TCC funds are no longer potentially available for Route 33. However, in consultation with SHRA two elements of the TCC grant were found to be infeasible: Transit Passes for Boys & Girls Club and Bike Share. If approved by SGC, \$115,000 of grant funds originally designated for those two projects would instead be available to fund Route 33 service improvements. The proposed improvements to Route 33 would increase operating cost by approximately \$54,000 per year, so the \$115,000 in grant funds could cover a little over two years of the additional service.



Route History - Route 33 was created in 2004 as a shuttle from the Alkali Flat station to the Dos Rios area to essentially fill a gap in the light rail network, i.e., the lack of a Blue Line station in the Richards Blvd area. SacRT’s Short Range Transit Plan (S RTP) assumes Route 33 will be eliminated once the Dos Rios station is constructed, which would save approximately \$535,000 per year in current dollars.



Public Engagement – In anticipation of the potential cancellation of the Dos Rios station project, SHRA and several partnering community-based organizations began to conduct public engagement several months ago on potential alternative projects that might benefit the area and be eligible for TCC grant funds. This process led to the interest in improvements to Route 33, including later evening service, weekend service, and an extension west on Richards Blvd.

Following the SacRT Board’s decision on November 13, SacRT staff immediately began conducting ride-alongs and other site visits to observe the route’s performance and solicit community input on board the route and in Mirasol Village, to supplement the effort led by SHRA and assure adequate SacRT involvement in the public input process. This

included three visits to Mirasol Village, a series of conversations with the property manager and several long-time residents, phone discussions with other residents and employees, discussions with all three regular operators and conversations with a number of long-time passengers. SacRT's findings were largely in agreement with those of SHRA and partner groups.

Public Engagement Results - The two most commonly-observed groups of users on Route 33 are: (1) visitors to Loaves and Fishes, and nearby social services in the B Street area; and (2) residents at Mirasol Village, on Dos Rios St and Richard Blvd. Residents of Mirasol Village expressed a number of transportation needs, including the following, broken down by direction:

- *West* – Many residents currently walk west on Richards Blvd, since there's no bus service. A key destinations is the transfer point to #11 Truxel, which takes people to Bel Air in Natomas, Walmart and other shopping on Truxel, and Natomas High School. Other destinations include McDonalds and other food services farther west on Richards Blvd.
- *South* – Many residents also travel south, via Alkali Flat light rail station, for example, to Target on Broadway, Safeway on S Street, or other destinations downtown.
- *Northeast* – Some residents like to shop at Grocery Outlet on Del Paso Blvd or to Grant High School (via a transfer to Route 15). Arden Way is also a transfer point to several other SacRT bus routes used to get to various destinations throughout the region.



Other input captured from bus operators, customers, and first-hand observations included the following:

- *Weekend Service* - Since the introduction of Route 33 over twenty years ago, the area has grown and developed. The focus of the route was originally limited to daytime travel to social services, but with the residential population growing, weekend service is even more needed than ever.
- *Evening Service* - Many of the visitors to the area take advantage of daytime services, and the 5:34 pm end time was reasonable for many of those customers, but with the growing residential population, evening service is also needed, for example, so residents can complete errands and attend meetings and other social functions.
- *SmaRT Ride* - SmaRT Ride already serves Mirasol Village with a single hot spot, which is useful, but it would be more useful if the hot spot was enlarged to include one or two other bus stops where residents are used to boarding Route 33. (This is something staff is evaluating separately and independently.)



A follow-up visit to Mirasol Village was made on Wednesday, November 15, where staff shared project status and conceptual plans with several residents, and gathered additional input, including:

- *#11 Evening Service* – Currently, the last trip on Route 11 to Natomas comes through the area around 7:00 pm. If SacRT extends evening hours on Route 33 to approximately 9:30 pm, it would make sense to do the same to Route 11.
- *Wheelchair Capacity* – The cutaway bus currently used on Route 33 has two wheelchair spaces, but the space between them is not wide enough to easily accommodate two modern larger-sized wheelchairs at the same time.
- *Wheelchair Pass-ups* – Because of the existing capacity problems, it is crucial to keep Route 33 frequency at every 20 minutes or better. If it was lengthened to every 30 minutes, there would likely be an increase in wheelchair pass-ups, and a longer wait for a wheelchair customer for the next bus.
- *Evening Connections* – For the potential new schedule for Route 33, in the evening, it is important to have well-timed connections with light rail, coming back from Arden/Del Paso, because the train is at longer 30-minute headways at that point.
- *Morning Connections* – In the morning, it will be important for the potential new Route 33 schedule to be well-timed with Route 11 headed north to Natomas, which comes only every 30 minutes, for students who need to get to school on-time.

Demographics – Route 33 riders are estimated to be 70.4 percent minority and 91.7 percent low-income, both well-above systemwide averages for SacRT. Improvements to Route 33 would be favorable from the standpoint of SacRT’s Title VI civil rights policy, as discussed in Section II of this report.

Existing Ridership – Today, Route 33 averages approximately 107 daily passenger boardings. Over its 11.5 hour service day, this yields a productivity of 9.3 boardings per vehicle hour, about two-thirds of SacRT’s systemwide average of 14.4. While it is below average, it is still approximately double Smart Ride’s productivity, and staff has never considered it a candidate for elimination due to poor productivity. Since it uses a smaller bus, and because many passengers use wheelchairs or bring other baggage, the route typically feels relatively full. The route runs a very short-distance loop with just about a half-dozen bus stops, most of which have some activity on every round trip. As mentioned above, wheelchair capacity can be an issue. Wheelchair pass-ups were a common complaint.

Key Parameters – Based on public input collected so far, SacRT’s Operating Budget forecasts for the coming years, existing performance of Route 33 today, and other investments being made in the area (i.e., the Dos Rios station project) staff feels the following are key parameters for any improvements to Route 33:

- *Single Bus* – Service needs to remain operable by a single bus. A longer route on the same frequency or better frequency on the existing route would require a second bus. SacRT does not have any additional buses available in the fleet and, in addition, increasing the operating requirement from one to two buses would approximately double the existing operating cost of \$535,000.
- *High Frequency* – Current frequency is typically every 20 minutes, with occasional gaps where there are 30 minutes between buses (to recover the schedule and allow break time for the operator). Staff believes frequency should remain the same or better, primarily for wheelchair capacity. The route already experiences some wheelchair pass-ups. If it came fewer times per hour, wheelchair pass-ups would be likely to increase, wait time for the next bus would be longer, and there would be a greater likelihood of compounding problems (i.e., getting passed up twice in a row).
- *Cost-Neutrality* – Based on the considerable investments being made in the area (i.e., the Dos Rios station project) improvements to Route 33 should be fully covered by grant funds, at least approximately until the station construction is complete.
- *Limited Term* – In view of the long-term cost-effectiveness of serving the area with an infill light rail station, rather than Route 33, SacRT should consider improvements to Route 33, as well as the route itself, to remain as temporary solutions, to be discontinued when the station is opened.
- *Community Support* – Whatever is put forward must have community support.

Based on these parameters, SacRT could add one extra hour of service on weekdays, but could not add weekend or holiday service, as the increase in operating cost would exceed the grant funds.

East/West Service – Many residents requested Route 33 be extended west on Richards Blvd, to add connections to Route 11, the Green Line, state offices, Greyhound, and eateries. However, if additional miles are added to the route, then the single bus cannot come as frequently, and staff feels it essential to maintain the existing frequency (e.g., for wheelchair capacity). Nevertheless, staff is investigating possible alternative routes that

might be faster or more compact, so that at least some new stops could be added without the need for a second bus and operator.

Planning staff will be investigating these options and holding follow-up meetings with residents (e.g., at Mirasol Village), project partners (e.g. SHRA), and advisory committee members for the project.

Fiscal Impact – The proposed improvements to Route 33 would increase direct operating costs by approximately \$53,823 per year.

This would be offset by \$115,000 of new grant revenue, which would cover the increase in operating costs for approximately 28 months, from August 25, 2024 through December 31, 2026, when the grant expires and the station is expected to be complete. Over this 28-month period, this works out to \$49,285 of grant support per year, for a net cost of \$4,538 per year.

If the new service was continued beyond December 31, 2026, SacRT would have to cover the entire \$53,823 annual cost, unless other funding sources could be found.

Note that the fiscal impact from the proposed Route 33 improvements arise strictly from the additional hour of evening service. The potential change in route alignment (e.g., west on Richards Blvd) will be recommended in the final version of this plan only if staff can devise a new route that meets all the key parameters, including continuing to serve all existing key destinations in a convenient and reliable way, remaining operable with just one bus, and having clear community support.

Ridership – The additional hour of service on Route 33 would generate an estimated 3,870 new passenger boardings per year, at a rate of \$14.00 per passenger. If the route alignment is changed, that would likely change ridership, although it is difficult to predict if the results would be favorable or unfavorable, and to what degree.

Future Changes - Historically, SacRT has planned to discontinue Route 33 if and when the Dos Rios light rail station is constructed, because light rail would provide frequent 15-minute service, direct to all the numerous destinations along the Blue Line, and seven-day service with longest-in-the-system hours of service. Staff believes it is appropriate for SacRT to adhere to that plan; however, the current proposal does not commit SacRT to a specific end date for the Route 33 service improvements. Discontinuation of these improvements or of Route 33 altogether would require a new affirmative act of the SacRT Board.

Summary

Cumulatively, the proposed service changes would have an annual cost of \$2.35 million per year excluding fare revenue. They would generate approximately 163,666 new passenger boardings per year, at a rate of \$14.36 per passenger, slightly above SacRT's systemwide average of approximately \$10. Net cost, after fare revenue, would be \$2.17 million per year.

Cost estimates are computed using budgeted hourly rates for FY 2024. Staff believes these figures are reasonably conservative for FY 2025. Although costs typically increase each year, through the first half of FY 2024, Light Rail operating expenses have been approximately 5.2 percent under budget. Also, hourly rates tend to decrease when service is increased, because some costs are relatively fixed (e.g., no new supervisors will be needed to cover the new service).

- *Gold Line* - Folsom-15 service accounts for \$2.49 million of the total and would generate 137,913 new passenger boardings, at a rate of \$18.05 per passenger.
- *Folsom Bus Service* - Changes would result in net savings of approximately \$144,000 per year, but are expected to nevertheless generate an additional 13,000 passenger boardings per year.
- *SacRT Bus Evening Service* - Previously approved changes would be rescinded so that there would be no change to cost or ridership, compared to existing conditions.
- *#33 Dos Rios* – Improvements to Route 33 would cost approximately \$54,000 per year and generate approximately 3,900 new passenger boardings, at a rate of approximately \$14 per passenger, but be supported by \$49,285 per year of grant funds, for a net cost of \$4,538 per year.
- *UCDMC Elk Grove Express* – Two new trips are proposed, to be funded 100 percent by UC Davis Health. Note: These changes already took effect on April 8, 2024.
- *ACE Airport Express* – Approval of the original plan on March 11, 2024 authorized staff to develop a cost-sharing agreement under which SJRRC would fund 100 percent of operating cost and four new buses, for new service to be introduced in 2027.

The effective date would be August 25, 2024 for all changes, except the #137 UCDMC Elk Grove Express changes, which were implemented in April 2024, the new ACE Airport

Express route, which is expected to launch in 2027, and the new Gold Line service, which will open upon completion of construction and other required projects, potentially as early as July 1, 2024.

Section II of this report, the Title VI service equity analysis, analyzes the effects of the proposed changes on minority and low-income populations.

SacRT Service Changes Proposed for 2024

Route	O&M Cost Per Year	New Psgrs Per Year	Cost Per Psgr
Folsom Bus and Light Rail			
Gold Line - 15m Weekdays	\$2,489,328	137,913	\$18.05
F10 Folsom - Weekend Service	\$101,347	12,887	\$7.86
F30 Folsom Prison - Discontinue	<u>(\$245,477)</u>	<u>0</u>	<u>\$0.00</u>
Subtotal	\$2,345,198	150,800	\$15.55
Other SacRT Bus			
33 Dos Rios *	\$53,823	3,870	\$13.91
137 UCDMC Elk Grove Commuter *	<u>\$131,654</u>	<u>8,996</u>	<u>\$14.63</u>
Subtotal	\$185,477	12,866	\$14.42
External Subsidy *			
33 Grant Revenue (\$115k / 28mo)	(\$49,285)	n/a	n/a
137 UC Davis Health Contribution	(\$131,654)	n/a	n/a
ACE Airport Express	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
Subtotal	(\$180,939)	0	0
Total (Gross)	\$2,349,736	163,666	\$14.36
Fare Revenue	<u>(\$181,669)</u>	<u>n/a</u>	<u>n/a</u>
Net Cost	\$2,168,067	163,666	\$13.25

See Section II for demographic data and equity analysis.

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.²

Project Description

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

Gold Line Improvements – Improve frequency and span of service on the Gold Line.

Folsom Bus Route Changes – Eliminate certain stops on Route F10 during off-peak hours, add weekend service to Route F10, and eliminate Route F30.

#33 Dos Rios – Extend evening hours from 5:34 p.m. to approximately 6:44 pm.

#137 UC DMC/Elk Grove Express – Add three new daily commuter trips, pending completion of an amendment to the existing cost-sharing agreement with UC Davis Health.

ACE/Airport Express Bus – Create a new express bus route from a planned new train station to the Sacramento airport, beginning in 2027 with three round trips per day, and increasing to fifteen round trips per day by 2033, pending completion of a cost-sharing agreement with the San Joaquin Regional Rail Commission (SJRRRC).

The service changes being considered are described in more detail in Section I of this report. A draft version of this report was made available online at sacrt.com for a 30-day public review period beginning January 31, 2024. A final plan and Title VI analysis was approved on March 11, 2024. This revised version reflects changes to the plan, including elimination of planned improvements to Gold Line headways in Folsom on weekends, and planned improvements or alterations to Routes 1, 26, 51, 81, 84, and 93, as described in more detail in Section I.

² 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 plan for public review on January 31, 2024 and the Board of Directors approved a revised and final version on March 11, 2024. This revised plan is being presented for approval by the SacRT Board of Directors on June 10, 2024.

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.³

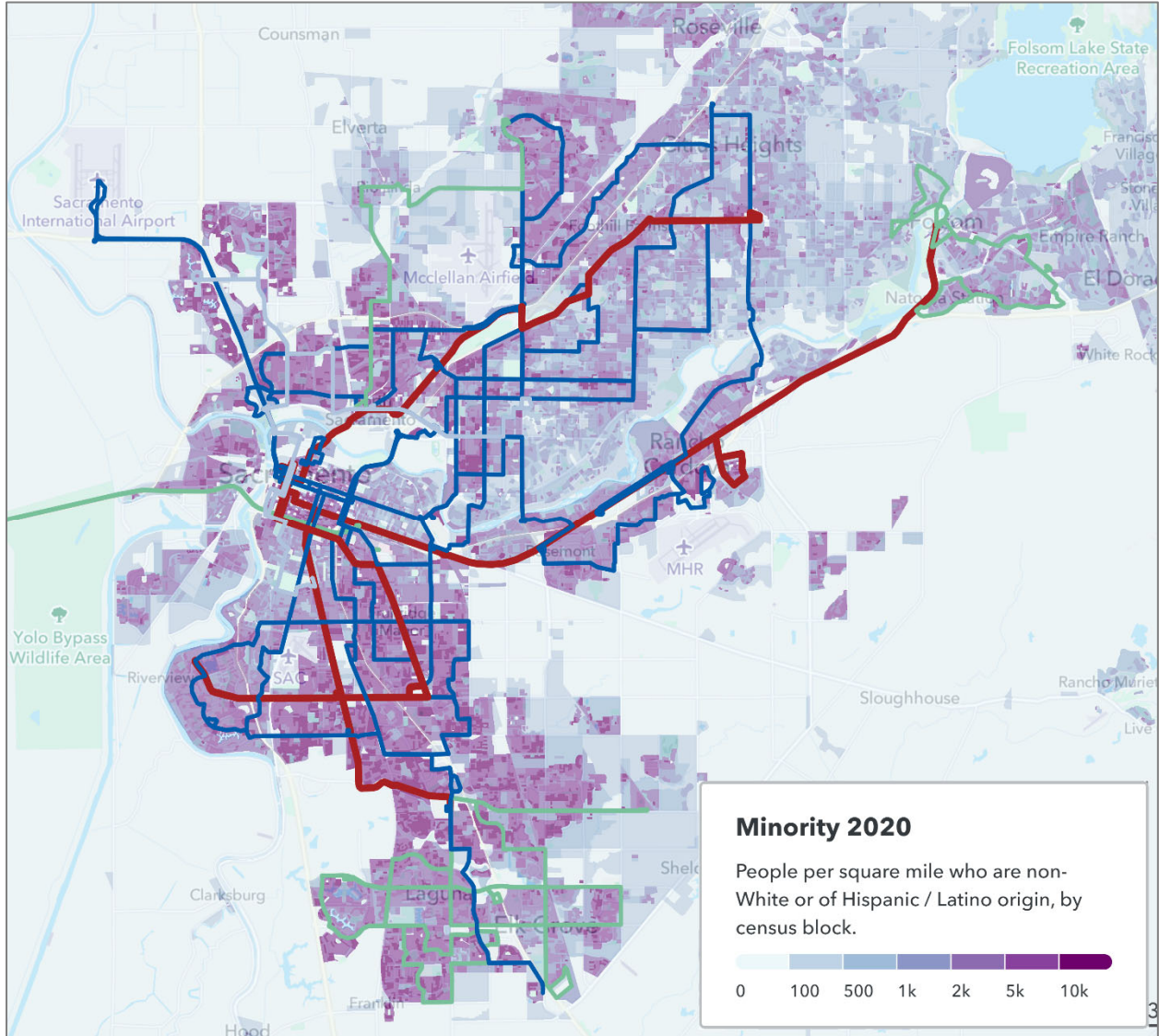
Baseline Data

Census Data – Based on Census data, the SacRT service area is 56.7 percent minority and 20.0 percent low-income.⁴ 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.

³ For 2022, the poverty threshold is \$27,750 for a family of four in the 48 contiguous states.

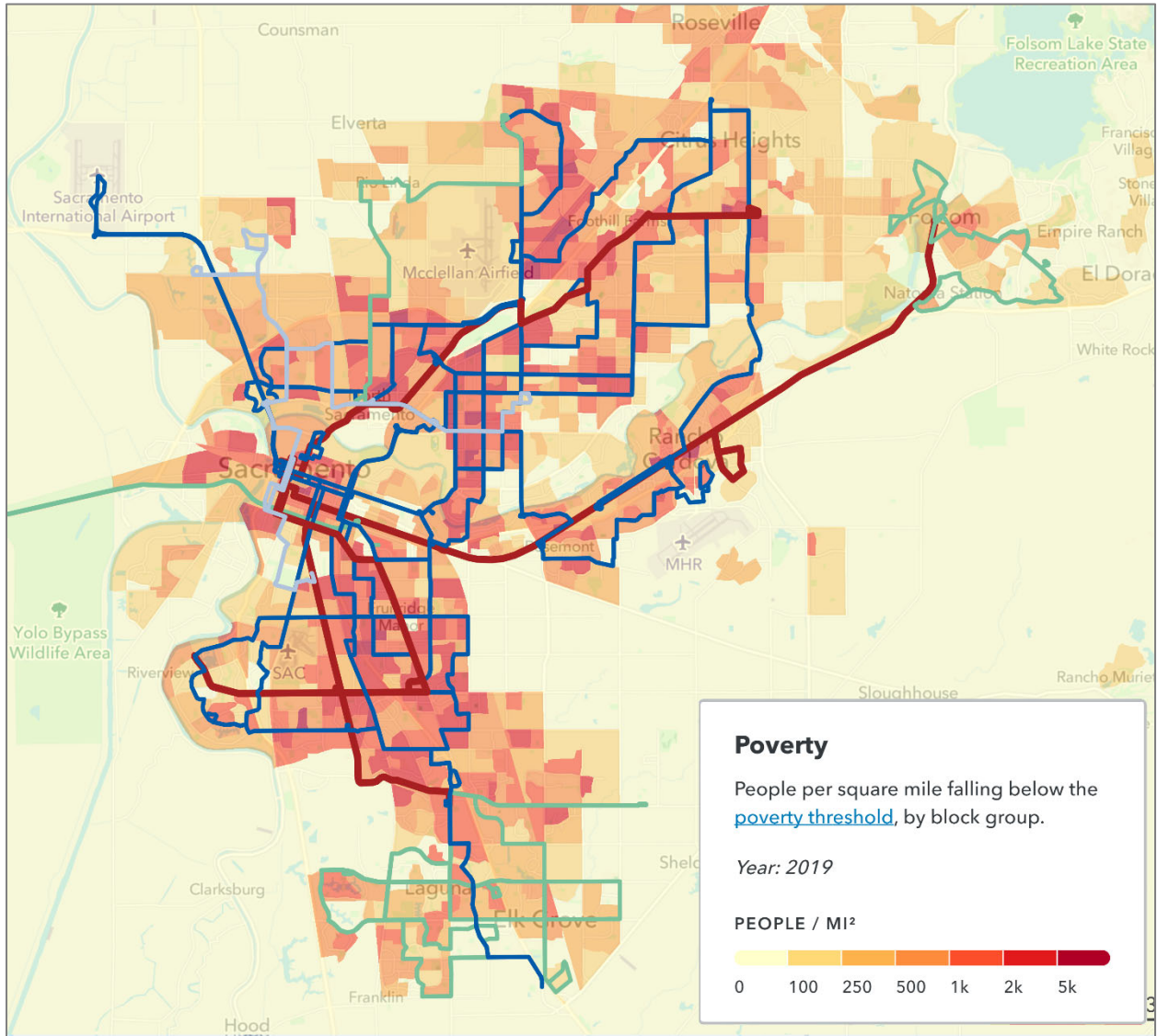
⁴ Computed in Remix software platform based on Census 2020 data and reflecting SacRT's annexed service area, effective July 1, 2022, following Elk Grove's annexation into the SacRT district.

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 67.5 percent minority and 55.5 percent low-income. Systemwide customer demographics are from in-person passenger surveys. Bus data was collected in 2020. Light rail data was collected in late 2022. SacRT plans to update the 2020 bus data, but at this time, it is the best data available, as the previous data set was collected ten years ago in 2013.

Existing SacRT Demographics

	Service Area	Actual Customers
Minority	56.7%	67.5%
Low-Income	20.0%	55.5%
Source:	2020 Census	Passenger Surveys 2020, 2023

For the Gold Line, survey data was filtered to include only riders using the Hazel, Iron Point, Glenn and Historic Folsom stations. Surveys were also conducted on Folsom bus routes in August 2023, because they had not been surveyed as part of the larger 2020 survey project. Demographics for the UCDMC/Elk Grove Express are assumed to be similar to demographics for the other Elk Grove express buses. SJRRC provided demographic data on its riders based on similar surveys.

A significant fraction of the service improvements in the proposed changes are for the Gold Line in Folsom. Those riders are estimated to be only 56 percent minority, about 12.5 percent lower than SacRT riders overall. The remainder of the routes with proposed changes have rates of minority utilization that are similar to or greater than the SacRT systemwide averages.

Gold Line riders in Folsom are also only 41.2 percent low-income, which is 14.3 percent less than SacRT's systemwide average of 55.5 percent. Folsom bus riders, on the other hand, are estimated to be 64.0 percent low-income, which is 8.5 percent greater than the SacRT systemwide average. The SacRT bus routes have mostly above-average rates of low-income ridership. The two subsidized services have notably low rates of low-income utilization. The UCDMC/Elk Grove Express is estimated to have only 5.3 percent low-income riders and the ACE Airport Express is also expected to have only 28 percent low-income riders.

Demographics of Affected Routes

Route	Percent Minority	Percent Low-Income
Gold Line	56.0%	41.2%
F10 Folsom	56.0%	64.0%
F30 Folsom Prison	56.0%	64.0%
33 Dos Rios	70.4%	91.7%
137 UCDCM Elk Grove Express	71.8%	5.3%
ACE Airport Express	71.0%	28.0%
Benchmark: SacRT System	67.5%	55.5%

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

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.

Evaluation of Changes

Cumulative Effects - SacRT policy does not require, nor does Federal guidance suggest, that individual elements of a service change plan be approved one-by-one. Instead, SacRT is supposed to consider only the aggregate effects of all proposed changes. But given that the proposed changes to Route 137 and the ACE Airport Express have considerable independence as separate projects, with potentially different start dates, different impacts on disadvantaged populations, and may not occur if external subsidy contracts/amendments are not executed, staff has analyzed those proposed services separately.

Evaluation of Non-Subsidized Service

Since Route 137 and the ACE Airport Express would be fully funded by outside partners and will not be implemented in the absence of those funding arrangements, SacRT evaluated the impacts of the non-subsidized service alone.

As noted above, Folsom riders on both the Gold Line and on Folsom bus routes are below average for minority and low-income composition. Combined and weighted by revenue miles, improvements to Folsom bus and light rail service is expected to be used 56.0 percent by minority populations (compared to 67.5 percent systemwide) and 43.4 percent by low-income populations (compared to 55.5 percent systemwide).

	Percent Minority	Percent Low-Income
Folsom Changes Alone	56.0%	43.4%
Non-Folsom, Non-Subsidized Changes	70.4%	91.7%
Total - Non-Subsidized Changes	56.1%	44.1%
Benchmark: SacRT System	67.5%	55.5%

The original plan, approved on March 11, 2024, included improvements to SacRT bus routes that made the overall plan more favorable to disadvantaged populations. The only

non-Folsom, non-subsidized route in the revised is Route 33. While Route 33 is actually much higher percentage disadvantaged (70.4 percent minority and 91.7 percent low-income) because it is much fewer revenue miles than all the other SacRT routes that were in the prior plan, the overall effect is that the combined changes in the revised plan are slightly less favorable to disadvantaged populations than the originally approved package. However, the deficiencies of the revised plan, with respect to disadvantaged populations is still not statistically significant.



Evaluation of Subsidized Service

Minority and Low-Income Impacts – Proposed new subsidized service includes the UCDMC Elk Grove Express, ACE Airport Express. Ridership on proposed new subsidized service is expected to be 71.1 percent minority, slightly higher than SacRT’s systemwide average of 67.5 percent, but only 24.0 percent low-income, significantly lower than SacRT’s systemwide average of 55.5 percent. This is driven largely by the fact that the UCDMC Elk Grove Express and ACE Airport Express have an estimated 5.3 percent and 28.0 percent low-income riders, respectively.

Route	Percent Minority	Percent Low-Income
137 UCDMC Elk Grove Express	71.8%	5.3%
ACE Airport Express	71.0%	28.0%
Total – Subsidized Service	71.1%	24.0%
Benchmark: SacRT System	67.5%	55.5%

If these changes were being considered alone, there would be a potential disproportionate burden on low-income populations, because of the underrepresentation of low-income populations in the benefits. This would require a substantial legitimate justification to be approved by the SacRT Board before they could be approved.

Justification - Staff believes a substantial legitimate justification can be approved by the SacRT Board based on the fact that SacRT would not operate this service without a funding contribution and the funding partners would not fund an alternative service that would not result in a disparate impact/disproportionate burden.

Recommendation - As discussed above, each of the proposed subsidized services would have potential disproportionate burdens on low-income populations, if considered alone and independently. On March 11, 2024, the SacRT Board adopted substantial legitimate justifications for both, on the basis that their being fully funded by outside partners assures that no disadvantaged populations would be denied benefits from SacRT implementing the changes.

Evaluation of All Proposed Changes

All proposed service changes (subsidized and non-subsidized) were analyzed in aggregate, in accordance with SacRT policy. Combined, these proposed changes would increase service levels considerably, by 314,092 vehicle revenue miles.

Minority Impacts - Minority populations would receive 59.3 percent of the benefit, which is 8.2 percent less than their 67.5 percent representation among SacRT ridership; however, the difference does not exceed SacRT's 15 percent threshold of statistical significance.

Low-Income Impacts – Low-income populations would receive 39.9 percent of the benefit, which is 15.6 percent less than their 55.5 percent representation among SacRT ridership; this exceeds SacRT's 15 percent threshold of statistical significance.

As discussed above, the proposed subsidized service, if considered alone, would have a potential disproportionate burden on low-income populations, but there is a substantial legitimate justification for it, because it is fully funded by outside partners. The non-subsidized service, if considered alone, would not be advantageous for minority or low-income populations, but the deficiency would not be statistically significant.

When the subsidized and non-subsidized service are combined and analyzed together, the overall proposed service change is less favorable for minority populations and would result in a potential disproportionate burden on low-income populations.

Conclusion – Staff believes that because the non-subsidized services alone would not result in a potential disparate impact on minority populations nor a potential disproportionate burden on low-income populations, and because there is a substantial legitimate justification to approve the subsidized changes, that there is a substantial legitimate justification to approve the combined revised plan.

Demographic Analysis Proposed Service Changes

Route	Revenue Miles	Percent Minority	Percent Low-Income	Minority Rev Miles	Low-Income Rev Miles
Gold Line – Weekdays	218,237	56.0%	41.2%	122,213	89,914
F10 Folsom	34,414	56.0%	64.0%	19,272	22,025
F30 Folsom Prison	-7,480	56.0%	64.0%	-4,189	-4,787
33 Dos Rios	2,285	70.4%	91.7%	1,608	2,095
Subtotal - Non-Subsidized	247,455	56.1%	44.1%	138,904	109,246
137 UCDCM Elk Grove Express	11,887	71.8%	5.3%	8,535	630
ACE Airport Express	54,750	71.0%	28.0%	38,873	15,330
Subtotal - Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
Non-Subsidized	247,455	56.1%	44.1%	138,904	109,246
Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
Total	314,092	59.3%	39.9%	186,311	125,206
Benchmark: SacRT System		67.5%	55.5%		

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVING AN EXCEPTION TO THE CALIFORNIA BUILDING CODE STANDARDS FOR DIRECTIONAL TILE AT LIGHT RAIL VEHICLE DOOR OPENINGS UNDER GOVERNMENT CODE SECTION 4451(F)

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving an exception to the California Building Code requirement for directional boarding tile requirement will provide for equivalent facilitation and protection of individuals with disabilities while Sacramento Regional Transit District (SacRT) runs both low-floor and high-floor vehicles before the high-floor vehicles are decommissioned.

FISCAL IMPACT

No fiscal impact.

DISCUSSION

Under Government Code Section 4451, SacRT must comply with all building standards published in the California Building Standards Code (CBC)(Title 24, California Code of Regulations) relating to access for persons with disabilities.

Subsection 11B-7095 of the CBC requires that transit boarding platforms have detectable directional textures, also known as door indicator tiles, “aligning will all doors of the transit vehicles where passengers will embark” to aid individuals with visual impairments in locating a door for boarding.

The typical SacRT light rail station platform layout includes a mini-high platform at the end of the station platform, aligning with the first door of the first vehicle in a train set. The mini-high platform primarily serves mobility device users who require deployment of a ramp for level boarding. As noted in prior Board actions, the stations are currently being converted so that a portion of the station platform is 8” above the original grade for boarding of the new S700 low floor light rail vehicles.

Because service may operate with only a single vehicle, the existing door indicator tiles are placed at the station platform to align with the first vehicle of a train set composed of high-floor vehicles (original Siemens or CAF vehicle). The door indicator tiles on the platform are located at the second, third, and fourth doors of the first vehicle since the first door of the first vehicle lines up at the mini-high platform.

Later this year (2024), SacRT will introduce new Siemens S700 low-floor light rail vehicles. The length and center door locations of the new vehicles do not match the legacy fleet. In addition, the new low floor vehicles will not use the mini-high platforms for mobility device users since the new vehicles include passenger-activated bridge plates to access the train from the newly-raised boarding platform.

When SacRT begins operating both the high-floor and low-floor LRV fleets, the doors for each train will be at different locations depending on whether it is a high or low floor train. If SacRT complied with the literal requirements of the CBC and provided door indicator tiles for all doors of the S700 vehicles, in addition to the existing legacy fleet indicator tiles, there would be potential confusion and safety concerns for users. Users with visual impairments might be directed to a location that did not align with a vehicle door for the particular train arriving in the station.

Under Government Code Section 4451(f), the Board can adopt an exception to the literal requirements of the CBC if it is “clearly evident that equivalent facilitation and protection that meets or exceeds the requirements under federal law are thereby secured.” There is no federal requirement for door indicator tiles and Staff believes that an alternative is available to the literal CBC requirement that provides greater accessibility and usability and presents the least risk of harm, injury or hazard to individuals with disabilities.

Staff is proposing to provide equivalent facilitation of the accessibility required under the CBC for individuals with visual impairments through the following means:

- (1) Installing a single door indicator tile on the raised portion of the station platform where the S700 vehicles will stop to align with one of the S700 doors; and
- (2) Removing all other existing door indicator tiles and directing individuals with visual impairments to board high-floor vehicles at the mini-high platform.

This solution clearly directs individuals with visual impairments to a guaranteed door location for their safety and convenience. As part of SacRT’s Contract for Light Rail Communication Enhancement Service, audible announcements will be implemented to notify waiting passengers whether the next arriving train will be a high-floor “legacy” train or a new Siemens S700 train, so that individuals with both mobility and visual impairments will be directed to the appropriate door location for boarding. This will be a temporary solution until the legacy fleet is retired, at which point SacRT will comply with the CBC standards.

RESOLUTION NO. 2024-06-062

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

June 10, 2024

APPROVING AN EXCEPTION TO THE CALIFORNIA BUILDING CODE STANDARDS FOR DIRECTIONAL TILE AT LIGHT RAIL VEHICLE DOOR OPENINGS UNDER GOVERNMENT CODE SECTION 4451(F)

WHEREAS, Government Code Section 4551(c) requires that SacRT comply with all building standards published in the California Building Standards Code (CBC)(Title 24, California Code of Regulations) relating to access for persons with disabilities; and

WHEREAS, the CBC requires the installation of detectable directional texture on transit boarding platforms aligning with “all doors” of transit vehicles where passengers will embark; and

WHEREAS, Government Code Sections 4453 and 4451(f) permit the governing body of an agency subject to compliance with the CBC to make an exception to the literal requirements of the CBC when it is clearly evident that equivalent facilitation and protection that meets or exceeds the requirements under federal law are thereby secured; and

WHEREAS, both high-floor and low-floor light rail vehicles will operate on SacRT’s light rail system until such time as the high-floor vehicles are retired; and

WHEREAS, door indicator tiles cannot be placed to guarantee that the tile will line up with a door locations because each type of LRV has different door locations, presenting a safety hazard and potentially preventing individuals with visual impairments from boarding.

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

THAT, the Board of Directors finds that the following alternative to placement of door indicator tiles at “all doors” provides equivalent facilitation for individuals with visual impairments in that it provides greater accessibility and usability and presents the least risk of harm, injury or hazard to individuals with disabilities:

- (1) Installing a single door indicator tile on the raised portion of the station platform where the S700 vehicles will stop to align with one of the S700 doors; and
- (2) Removing all other existing door indicator tiles and directing individuals with visual impairments to board high-floor vehicles at the mini-high platform.

THAT, for the foregoing reason, the Board approves a temporary exception to the literal requirements of Subsection 11B-7095 of the California Building Code (CBC).

THAT, this exception will expire at the time the high-floor vehicle fleet is removed from service.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 10, 2024

TO: Sacramento Regional Transit Board of Directors

FROM: Devra Selenis, VP, Communications and Partnerships

SUBJ: RATIFYING THE GENERAL MANAGER/CEO'S EXECUTION OF THE THIRD AMENDMENT TO THE CONTRACT FOR THE TRANSIT WATCH MOBILE APPLICATION WITH ELERTS CORPORATION; APPROVING A SOLE SOURCE PROCUREMENT; AND APPROVING THE FOURTH AMENDMENT TO THE CONTRACT

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving the recommended actions will retroactively authorize payment previously made to ELERTS Corporation ("ELERTS") for Transit Watch Mobile Application based on the inadvertent execution of the Third Amendment to the Contract, which was in excess of the General Manager/CEO's amendment authority under the Procurement Ordinance and allow SacRT to continue use of the existing Alert SacRT application on a sole source basis for one additional year while SacRT evaluates options for the mobile application consolidation project.

FISCAL IMPACT

In 2016, the original 38-month Contract was awarded to ELERTS in the amount of \$75,000. The First Amendment extended the contract for three additional years and increased the total consideration to \$138,000 (+\$63,000). The Second Amendment was approved by the Board under Resolution 2022-04-040 to extend the contract for one year and increase the total consideration from \$138,000 to \$161,975 (+\$23,975).

The Third Amendment to the Contract was for a one-year extension and included an option to extend the Contract for an additional year and increased the total consideration from \$161,975 to \$187,868 (+\$25,893). The payment for the Third Amendment was budgeted and made; however, it was not authorized under the Procurement Ordinance (see discussion below).

The Fourth Amendment would exercise the option year and increase the total consideration from \$187,868 to \$215,056 (+\$27,188).

Operating funds will be used to pay for hosting and maintenance fees. This amount is considered fair and reasonable, as it is consistent with what SacRT has been paying for the service each of the four previous contracted years. The cost of the Fourth Amendment is included in the FY25 Operating Budget.

DISCUSSION

In July 2015, SacRT issued a Request for Quote (RFQ) for Transit Watch Mobile Application. ELERTS was determined to be the most qualified proposer, and in May 2016 SacRT entered into a 38-month Contract with ELERTS to customize and host “Alert SacRT,” the free interactive mobile security and reporting application, which is a SacRT-specific application used by employees and riders for transit security and facilities notification services, including an incident description, report type, photo, video, and a location map. It also includes a Text-A-Tip option that allows non-smartphone users to report concerns directly to SacRT. Alert SacRT has been recognized by the Federal Transit Administration (FTA) for its improvement to SacRT’s safety and security measures.

The ELERTS software is proprietary and is only available directly through ELERTS. For that reason, the contract has been continued multiple times on a sole-source basis since 2019.

Under the Procurement Ordinance, the General Manager/CEO’s authority to execute amendments to Contracts originally approved by the General Manager/CEO is limited to an aggregate amount of \$150,000, considering both the original contract value and all previously-executed amendments. Staff inadvertently neglected to consider whether the Third Amendment was within the General Manager/CEO’s authority before it was provided to him for execution. Based on the value (combined with the original contract and First Amendment), the Third Amendment should have been approved by the Board and is, therefore, considered an unauthorized procurement as defined by the Procurement Ordinance that requires Board ratification. Staff believes the criteria for ratification under the Procurement Ordinance have been met, since the only defect with respect to the Third Amendment is that it was executed by the General Manager/CEO rather than the Board.

Because the Alert SacRT application is widely in active use, it is in SacRT’s best interest to continue using the app for one additional year, or until a new solution is implemented. On April 15, 2024, SacRT released a Request for Proposal (RFP) for a new Account-Based Transit Payment Platform. Staff anticipates that the new transit payment platform will consolidate many services currently offered by SacRT (including fare payment, trip planning, and incident reporting) and will introduce new features and enhancements that will improve the overall customer experience.

Exercising the option year (Fourth Amendment to the Contract) with ELERTS will ensure a seamless transition for SacRT customers through the Account-Based Transit Payment Platform RFP process, which is expected to be completed later in FY25.

RESOLUTION NO. 2024-06-063

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

June 10, 2024

**RATIFYING THE GENERAL MANAGER/CEO'S
EXECUTION OF THE THIRD AMENDMENT TO THE CONTRACT FOR
TRANSIT WATCH MOBILE APPLICATION WITH ELERTS CORPORATION**

WHEREAS, under Section 1.505 of the Procurement Ordinance (2022-12-01), the General Manager/CEO's authority to approve amendments to contracts originally approved by the General Manager/CEO is limited to \$150,000 in the aggregate (combining the value of both the original contract and all amendments); and

WHEREAS, the value of the original contract, First Amendment, Second Amendment, and Third Amendment to the Contract for Transit Watch Mobile Application with ELERTS Corporation, collectively exceeds \$150,000; and

WHEREAS, consequently, execution of the Third Amendment was an Unauthorized Procurement under the Procurement Ordinance that is void and invalid unless ratified by the Board of Directors; and

WHEREAS, Section 1.105 of the Procurement Ordinance permits ratification of unauthorized procurements under specified circumstances.

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

THAT, the Board finds that the criteria for ratification under the Procurement Ordinance are satisfied with respect to the General Manager/CEO's execution of the Third Amendment to Contract for Transit Watch Mobile Application by and between Sacramento Regional Transit District (therein "SacRT") and ELERTS Corporation (therein "Contractor"), because the services have been provided to and accepted by SacRT, or SacRT otherwise has obtained or will obtain a benefit resulting from performance; the resulting contract would otherwise have been proper if made by an appropriate contracting officer; the price has been determined to be fair and reasonable, as it was consistent with the amounts paid in prior years; and sufficient funds are available.

THAT, the General Manager/CEO's determination that it was in the best interest of SacRT to continue the Contract on a sole source basis was justified under Section 1.405.B.2 of the Procurement Ordinance.

THAT, the Third Amendment to the Contract for Transit Watch Mobile Application by and between Sacramento Regional Transit District (therein "SacRT") and ELERTS Corporation (therein "Contractor"), whereby the term of the Contract was extended by one year from July 1, 2023 to June 30, 2024, with an option to extend for one additional year, and the Total Consideration was increased by \$25,893 from \$161,975 to \$187,868, is hereby ratified.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-06-064

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

June 10, 2024

APPROVING A SOLE SOURCE PROCUREMENT AND THE FOURTH AMENDMENT TO CONTRACT FOR TRANSIT WATCH MOBILE APPLICATION WITH ELERTS CORPORATION

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

THAT, under Section 1.405.B.2 of the Sacramento Regional Transit District (therein "SacRT") Procurement Ordinance (21-10-01) a sole source procurement for services is permitted upon a finding that it is in the best interest of SacRT to proceed without a competitive solicitation.

THAT, ELERTS Corporation has successfully supported the "Alert SacRT" mobile application since a Contract was awarded in 2016 and it is in the best interest of SacRT to maintain continuity of the application for an additional year while consolidation of SacRT's Account-Based Transit Payment Platform RFP is evaluated.

THAT, the Fourth Amendment to the Contract for Transit Watch Mobile Application by and between Sacramento Regional Transit District (therein "SacRT") and ELERTS Corporation (therein "Contractor"), whereby SacRT exercises the option year extending the term of the Contract by one year, from June 30, 2024 to June 30, 2025, and the Total Consideration is increased by \$27,188 from \$187,868 to \$215,056 is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: FY 24-25 INSURANCE RENEWALS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the renewal of the Excess General Liability, Employment Practices Liability, Property and LRV Coverage, Boiler & Machinery, Excess Workers' Compensation, Crime/Errors and Omissions (E&O), Cyber Privacy & Network Liability, Storage Tank Pollution Liability, Elk Grove Pollution Liability, and Flood Insurances for the period of July 1, 2024, through June 30, 2025.

Authorize the General Manager/CEO to approve the renewal of insurance coverages at a not to exceed amount of \$14,563,398 for the period of July 1, 2024, through June 30, 2025, and negotiate the renewal of the Inland Marine Property Insurance at a not to exceed amount of \$2,800,000 for the period of July 1, 2024, through June 30, 2025.

FISCAL IMPACT

FY24-25 Insurance Renewal Policy Coverages and Costs are summarized below for easy reference as Attachment 1. Attachment 1 includes a fiscal year historical comparison of insurance policy premium costs by coverage type.

FY24-25 Insurance Renewal Premium Summary						Exhibit 1
Policy Coverage Type	FY 24-25	FY 23-24	FY 22-23	FY 21-22	FY 20-21	FY 19-20
	Premium	Premium	Premium	Premium	Premium	Premium
Excess General Liability	11,132,550	9,718,725	8,977,044	8,420,507	5,650,899	2,480,000
Employment Practices	81,710	79,379	79,379	75,524	73,321	73,154
Property, Buses, LRVs, Equip,	2,800,000	2,442,432	2,600,647	2,523,616	1,500,000	716,777
Boiler & Machinery	18,410	16,512	14,239	11,999	10,817	11,205
Excess Workers' Compensation	349,000	243,462	242,000	217,692	184,632	159,087
Crime, Errors & Omissions	14,002	14,681	15,454	16,266	17,123	18,024
Cyber Privacy & Network	133,103	150,074	149,507	93,529	25,080	23,690
Pollution Liability -Tanks	7,510	6,906	6,017	5,527	5,025	4,876
Pollution Liability -EG	7,331	7,331	3,614	3,614	3,606	3,612
Flood	19,782	19,772	12,345	12,345	12,346	12,500
Total Premium	\$ 14,563,398	\$ 12,699,274	\$ 12,100,246	\$ 11,380,619	\$ 7,482,849	\$ 3,502,925

Attachment 1 represents estimated not to exceed amounts totaling \$14,563,398 that are included in the proposed FY24-25 Operating Budget.

DISCUSSION

Alliant Insurance Services, Inc. (“Alliant”) has been Sacramento Regional Transit District’s (“SacRT”) insurance broker since 2017. With direction from SacRT, Alliant continues to examine the district’s insurance coverage needs, contractual obligations, and risk exposures. Alliant conducts extensive marketing of SacRT’s insurance placements to current and prospective insurers worldwide. This results in more competitive proposals containing multiple options both from a coverage and pricing standpoint.

The following is a summary of the significant changes, coverages, and premiums for SacRT’s FY24-25 insurance placements.

Excess General Liability Insurance:

SacRT purchases commercial liability coverage inclusive of auto liability, general liability (including rail), and professional liability, renewed on an annual basis. SacRT is required to maintain a per occurrence limit up to the Federal FAST Act rail passenger transportation liability cap (inclusive of a \$2,000,000 Self-Insured Retention), to comply with Union Pacific (UP) contract requirements. The FAST Act limit was raised to \$322,864,228 from \$294,278,983 on February 25, 2021. The cap is adjusted per the consumer price index every five years. This limit is the federal dollar cap amount that a railroad is liable for passenger injuries incurred in a single occurrence. There is no cap or maximum claim amount set on a federal or state level for liabilities incurred by pedestrians or bus passengers.

No one insurer can provide a policy meeting the FAST Act limit, and multiple carriers in the global markets are engaged to secure the amount of limits required. Meeting UP’s requirement represents approximately 15% of SacRT’s total annual excess liability premium cost, a significant amount.

At SacRT’s request, Alliant successfully bifurcated the excess general liability limits over \$100,000,000 in 2017 to cover only the portion of track subject to the UP requirement up to the federal cap for passenger liability. This proved to be a valuable and cost-effective strategy in the past that has resulted in more accurate risk assessment and significant savings for SacRT.

The liability market continues to be very challenging, largely driven by unpredictable and proportionally larger jury verdicts and settlement amounts, particularly in California. Insurance carriers continue to reduce the coverage limits offered or have exited the state marketplace. Some insurers have stopped writing public entity business altogether.

Few new carriers have entered the excess commercial general liability class given the overall adverse loss experience. The entire global insurance market was accessed for FY25 replacement quotes again this year, and SacRT was able to retain most incumbent carriers, including US, London, and Bermuda carriers.

SacRT bus ridership continues to rebound, with ridership estimates having increased 14%, along with an 8.3% rail ridership increase, which drove a 12-13% premium increase coupled with the adverse liability market conditions.

Despite the continued and increasing potential for claims to exceed SacRT’s \$2,000,000 self-insured retention (SIR), SacRT have been able to maintain the desired retention level again this year with its longstanding lead partner, Munich Re. The value of SacRT’s long-term partnership, communications, and familiarity of operations with Munich Re cannot be overstated, as they would not be willing to offer a \$2,000,000 SIR for new California transit accounts. Also, again for the FY25 renewal year, SacRT was able to maintain non-aggregated limits for auto liability, an uncommon California policy provision.

SacRT insurance layers up to \$50,000,000 limits are formally quoted while the layers above that are not. To provide a Not-To-Exceed number to complete all FY25 liability placements, an estimated 15% increase on coverage layers above \$50,000,000 is included. Insurance negotiations are ongoing, and it is fully anticipated that the final excess liability premium to be within the Not-To-Exceed estimate.

As in previous years, coverage for Errors & Omissions, Employment Practices Liability, Employee Benefits Liability, and Sexual Molestation coverage is not available in the market excess of the \$40,000,000 layer on the program.

FY24-25 Excess Liability Renewal Premium: \$11,132,550

Employment Practices Liability (EPL):

Arch Insurance Company continues to offer competitive quotes and proves to be a stable partner. EPL provides a \$2,000,000 limit and \$250,000 deductible (essentially “buying down” the self-insured retention for EPL claims under the master GL program). SacRT was able to retain current limits and deductible with 2.94% premium increase from FY23-24. EPL is written on a Claims-Made, not occurrence coverage basis.

EPL Limit of Insurance & Deductible

EPL Limit of Insurance per Claims Made	\$2,000,000
Basic Deductible	\$250,000

FY24-25 Employment Practices Liability Renewal Premium: \$81,710

Property Insurance (Non-LRVs):

The current property policy was re-evaluated and moved in FY23-24 to Allianz from Travelers based on competitive quotes and coverage terms. SacRT increased its *Total Insured Value* (TIV) for buses by 21% during FY23-24, to account for 41 new GILLIG buses and CNG fleet re-tanking upgrades. These new 41 GILLIG buses and upgrades increased the TIV by \$35,000,000. To offset additional premiums, SacRT retired 24 ORION buses and began self-insuring vehicles for individual values below the \$500,000 policy deductible.

Property coverage is underwritten on Deluxe Property Form Coverage, allowing SacRT to consolidate multiple property coverage provisions and property types under one

blanket policy.

Property Coverage Limits of Insurance & Deductibles

Property: Buildings, Business Personal Property, Personal Property of Others:

Buildings	\$105,475,174
Business Personal Property Contents	\$71,101,961
Extra Expense	\$8,818,461
Buildings and BPP Deductible	\$250,000

Property Coverage Limits of Insurance & Deductibles

Revenue Vehicles: buses (electric, CNG, Elk Grove) and light-rail specialty vehicles. Includes short-term leased or rented vehicles not specifically listed on the master vehicle fleet schedule. No coverage provided for light-rail trains railroad rolling stock, as trains are insured under separate Property-Inland Marine policies. SacRT is self-insured for its Paratransit fleet and non-revenue vehicles having values under the policy deductible.

Total Insured Vehicle Value	\$227,805,250
Property Limit of Insurance per Occurrence	\$20,000,000
Flood Limit & Flood Aggregate of Insurance	\$10,000,000
Earth Movement Limit & Aggregate of Insurance	\$10,000,000
Basic Deductible, except as noted	\$500,000
Flood Deductible	\$750,000
Earth Movement Deductible	\$750,000
Windstorm Deductible	\$500,000
No Coinsurance	

FY24-25 Property (Buildings, Buses) Premium: \$1,007,302

Property Insurance – Railroad Rolling Stock (LRVs):

For the prior FY23-24 coverage year, SacRT reduced TIV on 41 light rail vehicles to their book values from \$5,500,000 to \$2,500,000. From November 2023 through March 2024, SacRT added 20 new S700 low floor LRVs with a TIV of \$5,500,000 each.

For the FY24-25 Property insurance renewal of light rail vehicles, the impending markets of Mitsui Inland Marine, Old Republic, and Chubb have offered renewals providing up to \$100,000,000 of property coverage limits. To compete with the incumbent market, Allianz has also quoted the light rail vehicle property coverage. Switching LRV property coverage from incumbent markets to Allianz provides discounted rates and would place all property coverages under one insurer.

Property Coverage Limits of Insurance & Deductibles

IM Railroad rolling stock (LRVs):

Inland Marine Limits of Insurance per occurrence	\$100,000,000
Flood Limit & Flood Aggregate of Insurance	\$10,000,000
Track bed and Catenary	\$10,000,000
Earth Movement Limit & Aggregate of Insurance	\$10,000,000
Deductible, comprehensive	\$500,000

Deductible, collision, overturn	\$1,000,000
Collision (LRV vs. LRV)	\$2,000,000
Flood Deductible	\$500,000
Earth Movement Deductible	\$500,000
Windstorm Deductible	\$500,000

FY24-25 Property-IM-Rolling Stock Premium: \$1,758,389

Boiler & Machinery Insurance:

Travelers has been the insurer for Boiler & Machinery coverage for several years and consistently offers competitive terms and pricing. This year Allianz has offered to add boiler coverage to the current property policy 35% below Travelers CY23-24 Rate. All other terms and conditions are the same.

Boiler & Machinery Limits of Insurance & Deductibles

Comprehensive Coverage per SacRT Scheduled Statement of Values:

Limits of Insurance per occurrence	\$10,000,000
Utility interruption	\$250,000
Hazardous substance	\$250,000
Ordinance or Law	\$500,000
Water Damage	\$250,000
Deductible	\$25,000

FY24-25 Boiler & Machinery Premium: \$18,410

Excess Workers' Compensation:

SacRT changed Workers' Compensation providers during FY21-22, from a traditional insurer offering a \$25,000,000 limit, to PRISM, a risk pooling JPA offering California Statutory limits coverage needed to meet various contract requirements. PRISM continues to be a cost effective, service-oriented provider of Statutory Excess Workers' Compensation coverage and services. PRISM has improved program integrity with utilization of its claims audit division in conjunction with SacRT's third party claims administrator. In addition to the increased statutory limits, membership in PRISM comes with resources including extensive online training, crisis incident management, actuarial analyses subsidies, and discounts on goods and services.

Excess Workers' Comp Limits of Insurance & Deductibles

Limit of Insurance per each Occurrence	Statutory Limits
Employers' Liability Limit	\$5,000,000
Exposure Basis	Payroll (per \$100)
Self-Insured Retention	\$2,000,000

FY24-25 Workers' Comp Excess Premium: \$349,000

Crime/Errors and Omissions:

FY24-25 was a favorable renewal year for E&O insurance. SacRT maintains a

\$3,000,000 limit for this coverage with a premium decrease of 4.63% from the prior year. The deductible remains \$2,500 which is no longer offered to new clients; however, the carrier has agreed to grandfather the deductible for SacRT.

Crime, Errors and Omissions Limits of Insurance & Deductibles

Limits of Insurance each Occurrence	\$3,000,000
Deductible:	\$2,500
Forgery or Alteration	
Inside the Premises – Theft of Money and Securities	
Inside the Premises – Robbery & Safe Burglary of Other	
Funds Transfer & Computer Fraud	
Money Orders & Counterfeit Money	

FY24-25 Crime Premium: \$14,002

Cyber Privacy & Network Liability:

This coverage line has stabilized over the last two terms. The incumbent insurers have offered favorable renewal terms this year due to SacRT implementing Multi-Factor Authentication (MFA). The total cyber liability insurance placement provides up to \$4,000,000 aggregate coverage with a \$2,000,000 per occurrence limit.

Cyber Privacy & Network Liability Limits of Insurance & Deductibles

Security & Privacy Liability	\$2,000,000
Network Interruption & Recovery	\$2,000,000
Multimedia & Intellectual Property Liability	\$2,000,000
Network Extortion	\$2,000,000
Privacy Regulatory Defense and Penalties	\$2,000,000
Notification Expenses	\$2,000,000
PCI Fines	\$2,000,000
18 hours for Business Interruption	\$2,000,000
Deductible	\$250,000

FY24-25 Cyber Privacy & Network Liability Premium: \$133,103

Pollution Liability – Storage Tanks:

Coverage will be renewed with Liberty at an 8.75% premium rate increase due to the age of the storage tanks, additional years of retroactive date coverage, standard inflation/market rate increases, and the addition of a new 500 gallon above ground storage tank at the light rail operations and maintenance facility.

Pollution Liability (Tanks) Limits of Insurance & Deductibles

Exposure Basis: Number of tanks (10), capacity, contents, monitoring, and type containment system.	
Deductible Each AST	\$5,000
Deductibles A/USTs Vary by Tank Age	\$25,000 & 100,000
Deductible for 1985 Storage Tank	\$250,000

Insured Limit per occurrence \$1,000,000

FY24-25 Pollution (Tanks) Premium: \$7,510

Pollution Liability – Elk Grove:

The contract with Elk Grove requires SacRT to provide a specialized pollution policy to cover potential pollutants on or migrating off-site arising from SacRT’s use of Elk Grove’s bus maintenance facility. The carrier has offered a flat renewal and discounted premiums for the second year of a three-year flat rate policy.

Pollution Liability (EG) Limits of Insurance & Deductibles

Exposure Basis:	Statement of values for buildings and business personal property.
Deductible	\$5,000
Insured Limit per occurrence	\$1,000,000

FY22-25 Pollution (EG) Premium: \$7,330

Flood:

Switching the primary property policy to Allianz increased the flood deductible from \$500,000 to \$750,000. SacRT purchased a secondary buy-down policy to cover buildings with a \$250,000 deductible gap. Tokio Marine Specialty has indicated a renewal submission was not needed this year and offered a flat premium renewal for the Flood coverage effective July 1, 2024, through June 30, 2025.

Flood Limits of Insurance & Deductibles (Primary)

Exposure Basis	Based on Schedule of Total Insured Values for buildings and business personal property.
Buildings Property	\$2,500,000
Business Personal Property/Contents	\$1,412,000
Business Income & Extra Expense	\$0
Deductible	\$50,000

Flood Limits of Insurance & Deductibles (Secondary)

Buildings Property	\$1,250,000
Business Personal Property/Contents	\$ 500,000
Business Income & Extra Expense	\$ 0
Deductible	Exhaustion of Primary Limits

FY24-25 Primary Flood Premium:	\$12,345
FY24-25 Secondary Flood Premium:	<u>\$ 7,437</u>
FY24-25 Total Flood Premium:	\$19,772

RESOLUTION NO. 2024-06-065

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

June 10, 2024

FY 24-25 INSURANCE RENEWALS

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

THAT, the Board hereby approves the renewal of the Excess General Liability, Employment Practices Liability, Property, Boiler & Machinery, Excess Workers' Compensation, Crime, Cyber Privacy & Network Liability, Underground Storage Tank Pollution and Liability, Elk Grove Pollution Liability, and Flood Insurances for the period commencing July 1 2024, through June 30, 2025.

THAT, the Board hereby authorizes the General Manager/CEO to negotiate the renewal of the Property Insurance – Railroad Rolling Stock (LRVs) insurance at a not-to-exceed amount of \$1,765, 668 for the period commencing July 1, 2024, through June 30, 2025.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING (1) THE ADDENDUM TO THE SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND (2) REVISED MITIGATION MONITORING AND REPORTING PLAN

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving adoption of an Addendum to the Initial Study/Mitigated Negative Declaration (IS/MND) CEQA document for the Sacramento Valley Station Area Improvements Project to reflect the revised project description and changes to the CEQA regulations since the 2016 adoption of the IS/MND.

FISCAL IMPACT

None

DISCUSSION

The Sacramento Valley Station (SVS) is one of the busiest rail hubs in the nation and is the main mobility hub in the Sacramento region. As the region's main Amtrak station, several improvement projects have been planned for this location. A major improvement, being undertaken by the City of Sacramento is the construction of a regional bus mobility center. This regional bus mobility center will be located directly adjacent to the existing Amtrak rail platform. To make way for the regional bus mobility center, the existing SacRT light rail station located at SVS must be relocated from an east-west orientation to a north-south orientation.

The realigning of SacRT's light rail station at SVS received a \$25M construction award through the Solutions for Congested Corridors grant program in 2023. This funding started the clock moving on getting the project environmentally cleared, designed, and constructed, so that further improvements at SVS can take place.

The original CEQA environmental document for the SVS Area Improvements Project was approved in 2016 as an IS/MND. With the incorporation of the approved Mitigation

Monitoring and Reporting Plan (MMRP), the environmental impacts of the project were determined to be less than significant.

The Project calls for double tracking along H Street, ending at SVS with a new light rail station, now turned at 90 degrees from its current orientation.

In 2016, the project included not just the station realignment, but also completion of a loop track connecting through the Railyards to the existing tracks on 7th Street, construction of a station at 7th Street and Railyards Boulevard, and an electric charging station on H Street.

The revised project excludes those elements, which have been deferred until additional project funding is available and adds storage tracks to the north of the station and removal of the existing SacRT light rail station and storage tracks, including rail, ties, special trackwork, and overhead contact system (OCS) infrastructure, along H Street between 5th Street and where the storage tracks currently terminate, and restoration of the pedestrian crossing used by passengers between the depot and the intercity rail platforms.

Taking into account the age of the IS/MND, the project changes, regulatory changes, and changes in the built environment since 2016, an update or CEQA addendum, was necessary to evaluate these changes to determine whether they would affect the conclusions in the previously-approved environmental document. The addendum to the IS/MND was developed in collaboration with the City of Sacramento, which has a bicycle project along H Street taking place within the defined area of potential effect of the SVS Project.

A key change to the CEQA process since the prior IS/MND was prepared is a requirement for additional engagement and consultation regarding tribal cultural resources (known as AB52 consultation based on the statute enacting these changes). The project area includes known areas of buried cultural resources and human remains, as it is located within Native American archaeological site P-34-002359. Cultural resource mitigation measures were included in the 2016 MMRP to address potential cultural resources that might be discovered or disturbed during construction; however, there was no prior AB52 consultation process. As part of the addendum process, SacRT consulted with three Native American tribes, which collectively agreed that the Shingle Springs Band of Miwok Indians (SSBMI) would lead tribal consultation for the project. After discussions, the prior mitigation measures in the MMRP related to cultural resources were substantially revised and two new tribal cultural resources mitigation measures were added: (a) coordinating with SSBMI to determine how to best honor the indigenous community that lived in the area prior to colonization, which could include installation of an information panel or plaque that describes the importance of the area and Sutter Lake/China Slough to Native American tribes, and incorporation of indigenous art and design elements and native plants into the design of the relocated light rail station; and (b) accommodating ceremonial practices at the project site, such as part of the ground-breaking ceremony for the project, to help preserve and restore the sacredness of the significant tribal cultural resources that will be impacted by construction.

In addition to the changes related to tribal cultural resources, two changes would be made to the noise mitigation measures to eliminate the obligation to mitigate noise at 7th Street and F Street, which are no longer part of the project area with the revised project description.

Ensuring bicycle and pedestrian access to the SVS was of paramount importance to the City of Sacramento during this effort. SacRT staff met with City representatives to discuss alignment of the SacRT tracks and how it would interact with upcoming bike/pedestrian improvement projects. It was agreed that SacRT would continue to collaborate with the City of Sacramento during the design phase.

The CEQA Addendum and revised MMRP are included as Exhibits to the Resolution.

RESOLUTION NO. 2024-06-066

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

June 10, 2024

APPROVING (1) THE ADDENDUM TO THE SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND (2) REVISED MITIGATION MONITORING AND REPORTING PLAN

WHEREAS, in 2016, by Resolution 16-06-0058, the Board adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for the Sacramento Valley Station Area Improvements Project and approved the Mitigation Monitoring and Reporting Plan; and

WHEREAS, the current project has been revised to defer construction of the loop track, the 7th and Railyards Station, and an electric charging station on H Street to a later project or projects and instead construct storage tracks north of the relocated station; and

WHEREAS, due to the age of the IS/MND, the project changes, regulatory changes, and changes in the built environment since 2016, an update or CEQA addendum was necessary to evaluate these changes to determine whether they would affect the conclusions in the previously-approved environmental document.

THEREFORE, BE IT RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the entire record:

THAT, the Addendum to the Sacramento Valley Station Area Improvements Project Initial Study/Mitigated Negative Declaration has been prepared pursuant to California Environmental Quality Act (CEQA);

THAT, the Sacramento Valley Station Area Improvements Project ("Project"), as revised, does not have any significant impacts that cannot be mitigated and therefore qualifies for an Initial Study/Mitigated Negative Declaration consistent with state and SacRT guidelines implementing CEQA;

THAT, the Board certifies the Addendum has been completed and is in compliance with CEQA and is consistent with state and SacRT guidelines implementing CEQA and that the Addendum does not identify any changes that would require a subsequent or supplemental EIR;

THAT, due to project and regulatory changes, new mitigation measures have been identified that will reduce the project impacts to less than significant;

THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the Project, as revised;

THAT, the Board has reviewed and considered the Addendum and the revised Mitigation Monitoring and Reporting Plan, which reflects the Board's independent judgment;

THAT, based on the evidence presented and the records and files presented, the Board determines that the Project, as revised and as mitigated with the revised Mitigation Monitoring and Reporting Plan, will not have a significant effect on the environment;

THAT, the Board approves and adopts the Addendum and revised Mitigation Monitoring and Reporting Plan for the Sacramento Valley Station Area Improvements Project as set out in Exhibits A and B;

THAT, the Board approves the Revised Project and directs staff to file a Notice of Determination with the California State Clearinghouse within five working days of this approval;

THAT, the Board designates the Director, Engineering and Construction, or their designee, located at 1102 Q Street, Suite 4100, Sacramento, CA 95811, as the custodian of the records in this matter.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Addendum to the
Sacramento Valley Station Area
Improvements Project
Initial Study/Mitigated Negative Declaration

State Clearinghouse No. 2016032084

Sacramento Regional Transit District
1102 Q Street, Suite 4100
Sacramento, CA 95816
Contact: Anthony Adams, Director, Planning and Grants

June 2024

Addendum to the

Sacramento Valley Station Area

Improvements Project

Initial Study/Mitigated Negative Declaration

State Clearinghouse No. 2016032084

Prepared for:

Sacramento Regional Transit District
1102 Q Street, Suite 4100
Sacramento, CA 95816
Contact: Anthony Adams, Director, Planning and Grants

Prepared by:

AECOM Technical Services, Inc.
2020 L Street
Sacramento, CA 95811

June 2024

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- Appendix A SVS Relocation Project - Preliminary Design and Architectural Plans
- Appendix B Air Quality/Greenhouse Gas/Health Detailed Report
- Appendix C Sacramento Valley Station Relocation Project–Noise and Vibration Study
- Appendix D AB 52 Native American Tribal Consultation

ACRONYMS AND ABBREVIATIONS

2016 IS/MND	Adopted 2016 Initial Study/Mitigated Negative Declaration for the Sacramento Valley Station Area Improvements Project
AB	Assembly Bill
AREMA	American Railway Engineering and Maintenance-of-Way Association
Basin Plan	Water Quality Control Plan
bgs	below ground surface
BMP	best management practice
C&D	construction and demolition
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CALGreen	California Green Building Standards
CalNAGPRA	California Native American Graves Protection and Repatriation Act
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CCSP	Central City Specific Plan
CEQA	California Environmental Quality Act
CFR	Code of Federal Register
City	City of Sacramento
CRHR	California Register of Historical Resources
dB	decibels
dBA	A-weighted decibel(s)
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
ERC	Environmental Resources and Constraints
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographic information system
GSP	Groundwater Sustainability Plan
HABS	Historic American Building Survey form
historic SVS	the original Southern Pacific Railroad Sacramento Depot/Sacramento Valley Station
I-5	Interstate 5
ID	Identification
IS	Initial Study
L _{eq}	equivalent sound level

LOS	level of service
LRT	light rail train
LTS	Less-than-Significant Impact
LTS-M	Less-than-Significant Impact with Mitigation
MLD	most likely descendent
MM	mitigation measure
MND	Mitigated Negative Declaration
MT CO ₂ e	metric tons carbon dioxide equivalent
MTP	Metropolitan Transportation Plan
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
N/A	Not applicable
NAHC	Native American Heritage Commission
NI	No Impact
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OCS	overhead contact system
OPR	Governor’s Office of Planning and Research
PRC	Public Resources Code
revised project	Sacramento Valley Station Relocation Project
RPS	Renewables Portfolio Standards
RSHS	Raised Streets Hollow Sidewalks
SACOG	Sacramento Area Council of Governments
SacRT SVS	Sacramento Regional Transit District’s proposed relocated Gold Line northern terminus station, to be sited in the Railyards area oriented north-south, compared to the west-east orientation along H Street
SacRT	Sacramento Regional Transit District
SB	Senate Bill
SCS	Sustainable Communities Strategy
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SRA	State Responsibility Area
SRHCR	Sacramento Register of Historic and Cultural Resources
SVS	Sacramento Valley Station
SWPPP	Storm Water Pollution Prevention Plan
UAIC	United Auburn Indian Community of the Auburn Rancheria
UDP	Unanticipated Discoveries Plan
UPRR	Union Pacific Railroad
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
VOC	volatile organic compound

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1. Introduction

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is certified and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways in which the project may impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether they would affect the conclusions in the previously approved environmental document. The purpose of this Addendum is to evaluate the changed conditions associated with the proposed Sacramento Valley Station (SVS) Relocation Project (revised project) in relation to the previously prepared and adopted 2016 Initial Study (IS)/Mitigated Negative Declaration (MND) (SacRT 2016) for the SVS Area Improvements Project. The Sacramento Regional Transit District (SacRT) is the lead agency for compliance with CEQA.

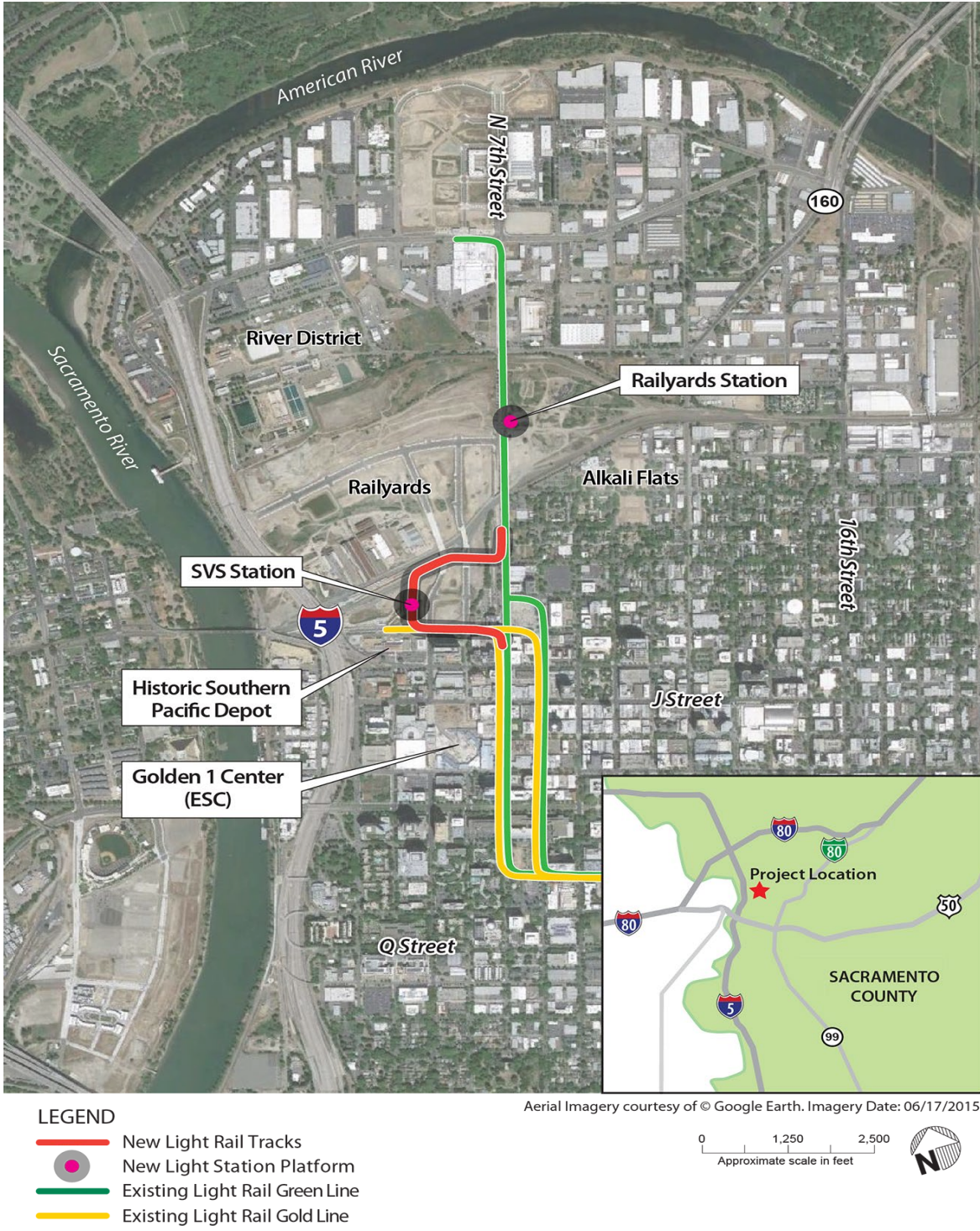
Background

In 2016, SacRT completed advanced planning, environmental, and engineering activities for the SVS Area Improvements Project, to be implemented behind (north of) the historic Southern Pacific Railroad Sacramento Depot at 401 I Street in Sacramento, California (refer to Figure 1 for the general project vicinity). The improvements that were approved by SacRT in coordination with the City of Sacramento (City) included the two light rail stations and the tracks indicated with the red line in Figure 1. More specifically, the project components included:

- a new second light rail track along H Street, starting at 7th and H Streets intersection
- relocating the existing Gold Line terminus station from its east/west orientation along H Street, within a transit easement granted to SacRT on a City parcel, to a north/south oriented through station within the Railyards area just north of H Street and west of 5th Street
- extending the light rail tracks past the relocated station eastward to 7th Street, thereby completing a loop so that light rail trains (LRT) could continue north or south along the Green and Gold Line routes, respectively
- a new station along 7th Street at Railyards Boulevard
- an electric charging station

The SVS project in 2016 also expected that the Downtown/Riverfront Streetcar Project, connecting West Sacramento and the SVS, downtown, and Midtown neighborhoods and districts in Sacramento, would be approaching the historic Southern Pacific Railroad Sacramento Depot from the west, via 3rd Street with new tracks and stopping at the SacRT SVS west of 5th Street.

Figure 1 SVS Area Improvements Project Vicinity



Source: AECOM 2023

SacRT is now proposing revisions to the approved project that involve minor adjustments to the trackwork, deferring the full loop and Railyards Station to a later phase, providing storage tracks where LRT can be stored temporarily when not needed for service, and eliminating the electric charging station. The revisions to the project are intended to further SacRT's original project objectives and to support the City of Sacramento's transportation and land use vision for the 31-acre SVS area that encompasses the SacRT revised project, and to be consistent with the City's 2021 SVS Area Plan (City of Sacramento 2021c), which will transform the area into a sustainable regional mobility hub integrated with high-density, mixed use projects.

Details and a comparison of the 2016 project and proposed revised project are presented in Section 2 of this Addendum.

Prior CEQA Review

The proposed loop track originally was an element of SacRT's 2003 adopted Locally Preferred Alternative for the planned extension of the project that was evaluated in its 2008 Program Environmental Impact Report (EIR) for light rail service to the Sacramento International Airport, and then also was included subsequently when SacRT prepared a 2008 Program EIR for the same airport extension. Furthermore, the loop track was an element of the 2009 Environmental Assessment that was prepared by the City, the California Department of Transportation (Caltrans), and the Federal Highway Administration for a multi-phased improvement program for the SVS area, including rehabilitation of the historic Southern Pacific Railroad Sacramento Depot, relocation of the mainline Union Pacific Railroad (UPRR) heavy rail and Amtrak passenger platform approximately 750 feet to the north, and other areawide upgrades to circulation. In 2014, SacRT initiated more detailed designs for the loop track and a relocated light rail station. SacRT released an IS/Proposed MND, analyzing the potential environmental impacts of the designs pursuant to CEQA, for public review and comment on March 29, 2016. The SacRT Board of Directors held a public hearing to receive comments on the environmental document. Comments were received from the Judicial Council of California, Sacramento Superior Court, Sacramento County Sheriff's Office, Sacramento Municipal Utility District (SMUD), Sacramento Metropolitan Air Quality Management District (SMAQMD), Central Valley Regional Water Quality Control Board, and United Auburn Indian Community. The public review period closed on April 28, 2016, after which SacRT prepared a summary of the written comments and responses to those comments. After consideration and review of the responses and the associated revisions based on the comments, the SacRT Board of Directors adopted the IS/MND on June 13, 2016, and filed a Notice of Determination on June 20, 2016 with the Governor's Office of Planning and Research (OPR), signaling the Board's approval of the project.

CEQA Guidelines Regarding Changes to a Project

Section 15162 of the CEQA Guidelines specifies the type of documentation required when changes are proposed to a project, stating:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on

the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.
- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other

responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Section 15164 of the CEQA Guidelines addresses preparation of an addendum for situations when a subsequent or supplemental EIR is not required, as follows:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Based on the refinements to the approved project and potential new environmental effects of the revised project and the changed conditions since adoption of the 2016 IS/MND, SacRT has determined that the revised project:

- would not result in any new significant environmental effects,
- would not substantially increase the severity of previously identified effects,
- would not result in mitigation measures or alternatives previously found to be infeasible becoming feasible, and
- would not result in availability/implementation of mitigation measures or alternatives that would be considerably different from those analyzed in the previous document, which would substantially reduce one or more significant effects of the project on the environment.

This Addendum to the 2016 IS/MND for the SVS Relocation Project provides the substantial evidence for the above determinations and documents the environmental consequences of the revised project.

2. Revised Project

This section of the Addendum describes refinements made to the project approved by SacRT in 2016. To assist with this comparison of the prior project and the revised project, the 2016 project is described first.

Project Approved in 2016

SacRT undertook advanced planning, environmental, and engineering activities for the SVS area, located in Sacramento, California behind (north of) the historic Southern Pacific Railroad Sacramento Depot at 401 I Street in 2014 and 2015. SacRT's light rail station, across the street from the historic depot, is the northern terminus of the Gold Line that connects the SVS area, downtown Sacramento, and Folsom. SacRT also operates the Green Line light rail service nearby on 7th Street; however, the Green Line does not directly serve the SVS. A key objective of the project is to extend Green Line service to the SVS, which would be accomplished by installation of a new "loop" track and relocation of its station in the SVS area. This objective is consistent with SacRT's long-term plans for light rail service in the SVS area and an extension of the Green Line to the Sacramento International Airport.

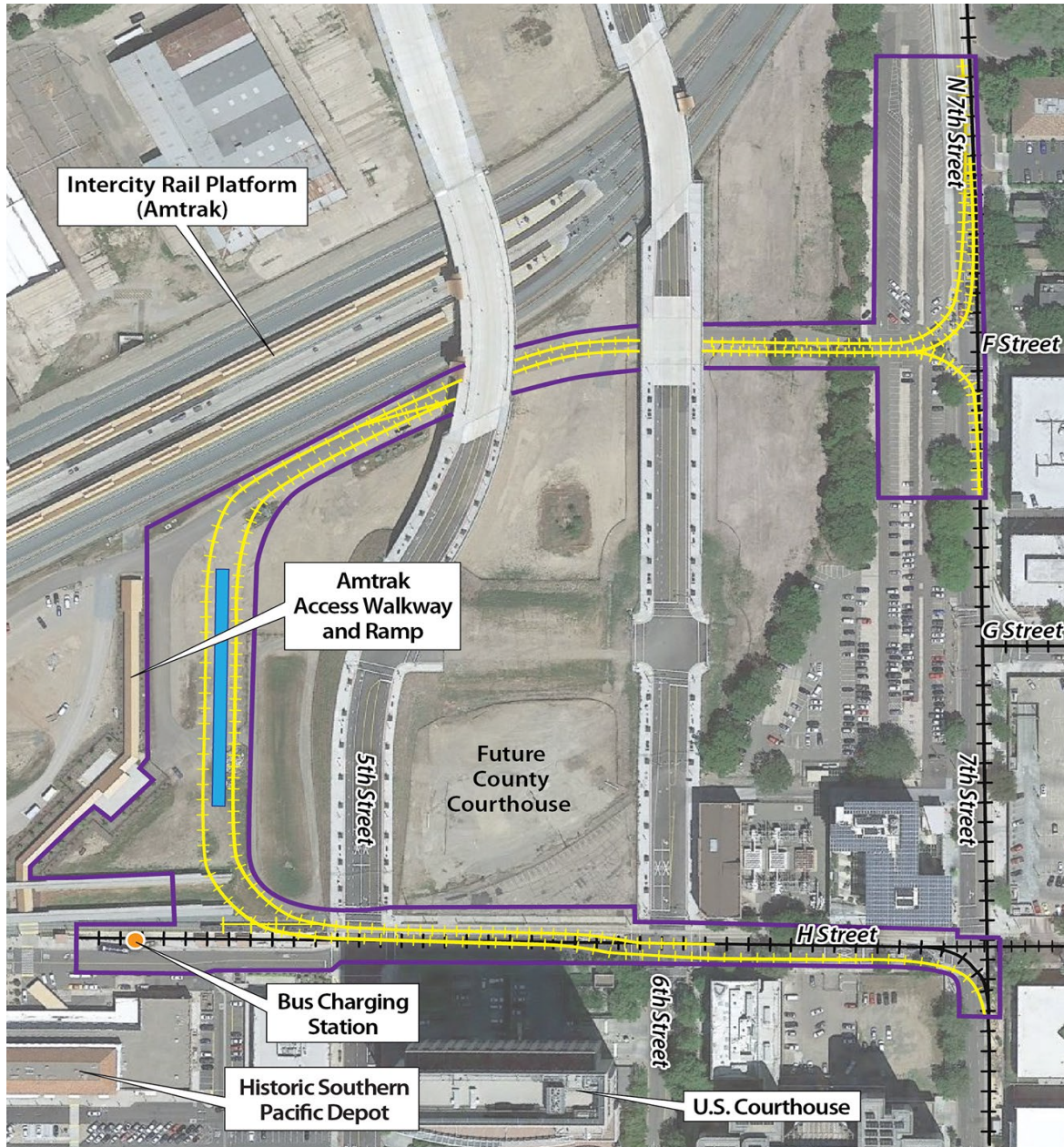
The loop track, relocated station, and other components of the project that SacRT approved in 2016 in coordination with the City are illustrated in Figure 2. The project would serve the following local and regional objectives:

- Improve transit connections for SacRT bus and light rail transit services such as the Gold Line, Green Line, and SacRT buses;
- Improve transit connections between SacRT facilities and other rail and bus facilities;
- Facilitate the inclusion of the proposed Downtown-Riverfront Streetcar Project (Streetcar Project), proposed to serve the West Sacramento downtown and riverfront areas, the Sacramento downtown, Midtown, and SVS area, into existing and future transit connections; and
- Support efforts by the City to create a mixed-use intermodal area with improved pedestrian and transit service.

Two options for the station layout were evaluated and both were considered feasible, including a side-boarding platform with light rail tracks between the platforms and a center-boarding platform with the light rail tracks on both sides of the platform. Figure 2 only shows a center-boarding platform. Selection of a preferred configuration was to be made in consultation with the City that was preparing plans to enhance the design and function of this area; to promote access to the light rail and nearby passenger rail service offered by Amtrak, the Capitol Corridor Joint Powers Authority, and the San Joaquin Joint Powers Authority; create convenient and safe pathways for pedestrians and bicyclists; and to identify sites for transit-supportive land uses.

As part of the SacRT project, a concept plan for pedestrian circulation was also prepared at the request of the City and is illustrated in Figure 3.

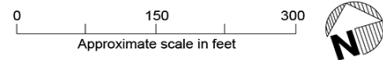
Figure 2 2016 Approved SVS Area Improvements Project – Loop Track with Center-Boarding Platform Option



Aerial Imagery courtesy of © Google Earth. Imagery Date: 06/17/2015

LEGEND

- Relocated Light Rail Station
- New Light Rail Tracks
- Existing Light Rail Tracks
- Disturbance Area



Source: Adapted from 2016 IS/MND by AECOM in 2023

Proposed Revisions to the Approved Project

Figure 4 provides an overview of the revised project, with specific revisions to the 2016 approved project described in the following paragraphs and figures (see Appendix A for revised project plans). The revised project includes the following primary elements; the third and fourth elements were not included as part of the 2016 project:

- Two tracks along H Street (one of which already exists and serves the existing light rail station) that would curve north into the Sacramento Railyards area in the vicinity of the historic Sacramento Valley Station that was the original depot opened by Southern Pacific in 1926 for passenger rail service;
- Relocation of the SacRT light rail station along H Street (also named the Sacramento Valley Station [SVS]) that serves as the northern terminus of Sacramento Regional Transit District's Gold Line, to a new north/south-oriented site in the Railyards area;
- Storage tracks for LRT that are not needed for revenue service during the day; and
- Removal of the existing SacRT light rail station and storage tracks, including rail, ties, special trackwork, and overhead contact system (OCS) infrastructure, and station amenities along H Street between 5th Street and where the storage tracks terminate, and restoration of the pedestrian crossing used by passengers between the depot and the intercity rail platforms.

Approved project components not included in the revised project would be the full loop track, the second light rail station at 7th Street and Railyards Boulevard, and a bus electric charging station on H Street. The anticipated area of disturbance that illustrates the revised project construction footprint, including possible construction staging areas is presented in Figure 5.

Trackwork

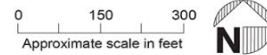
The proposed trackwork at its northern end that would stop approximately 150 feet west of the 5th Street Overpass would be used for storage during those periods when the light rail vehicles are not needed (see Figure 6a). This track segment for non-revenue service trains would extend past an existing City fence and access gate, approximately where the tracks curve to the northeast. The fence and gate would be relocated further east, approximately at the 5th Street Overpass, to secure City property and SacRT light rail vehicles. On the right side of Figure 6a, the double tracks can be seen curving from the relocated station onto H Street. The existing tracks that continue westward along H Street (approximately 520 feet) that serve the existing station and function as storage tracks would be removed. Figure 6b shows the double tracks entering H Street from the Railyards. The northern track (closest to the County Courthouse on the north side of H Street) between 5th and 6th Streets closely follows the project alignment approved in 2016. The existing track between 5th and 6th Streets would be removed. A new track (westbound) would be constructed 8 feet to the north. The new southerly (eastbound) track segment between these streets would be approximately 6 feet further south of the approved alignment, to accommodate the crossover tracks that are proposed between 5th and 6th Streets. This crossover would allow westbound LRT access to either of the tracks along the SVS platform. Trains departing from the easterly track at the relocated station toward downtown would use the crossover to access the eastbound track on H Street. Between 5th and 6th Streets, the centerlines of the two tracks would be approximately 14 feet apart.

Figure 4 Revised Project



LEGEND

- Relocated Light Rail Station
- New Light Rail Tracks
- Existing Light Rail Tracks (to the end of the line) to be removed
- Existing Light Rail Tracks



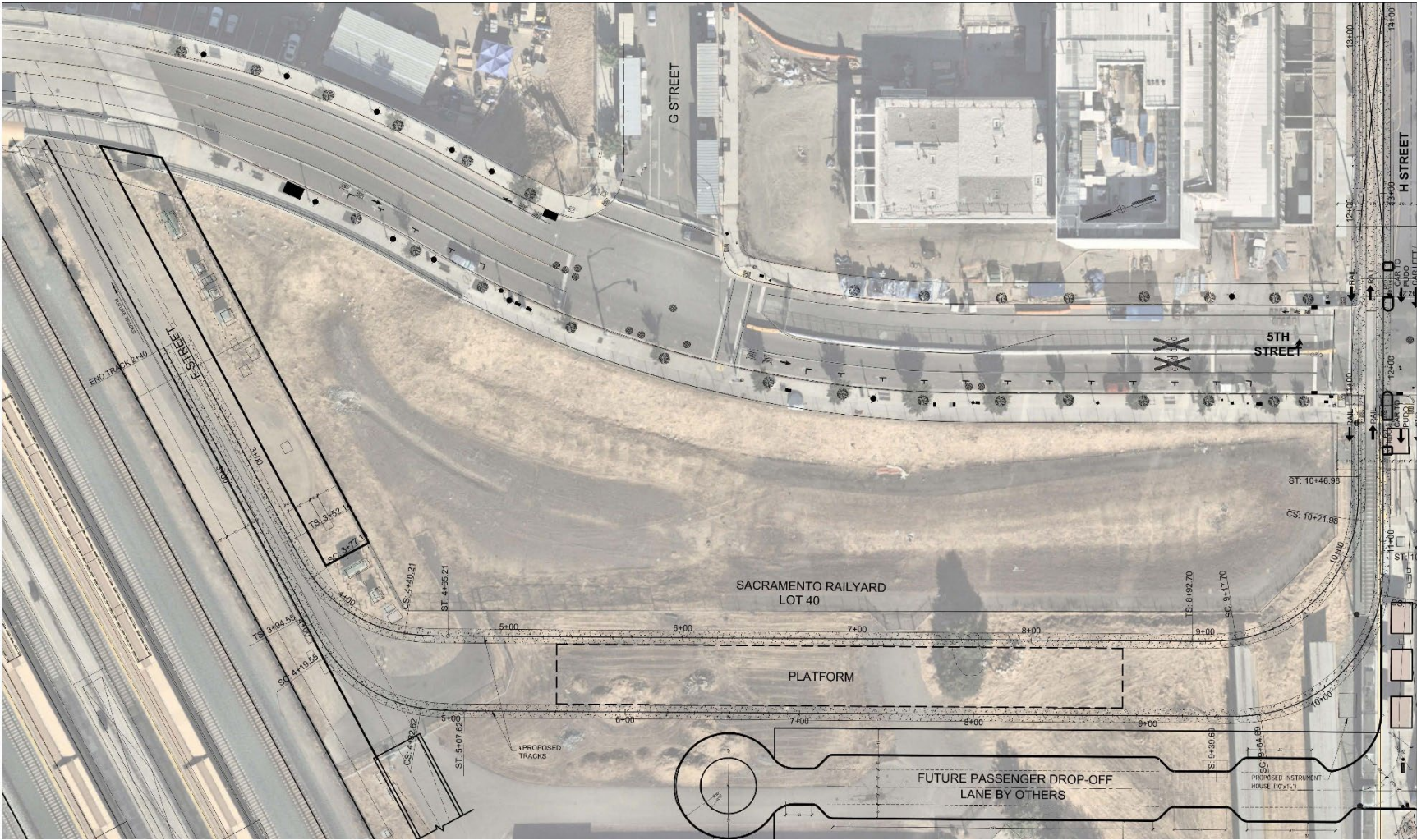
Source: Compiled by AECOM in 2023

Figure 5 Approximate Disturbance Area for Construction



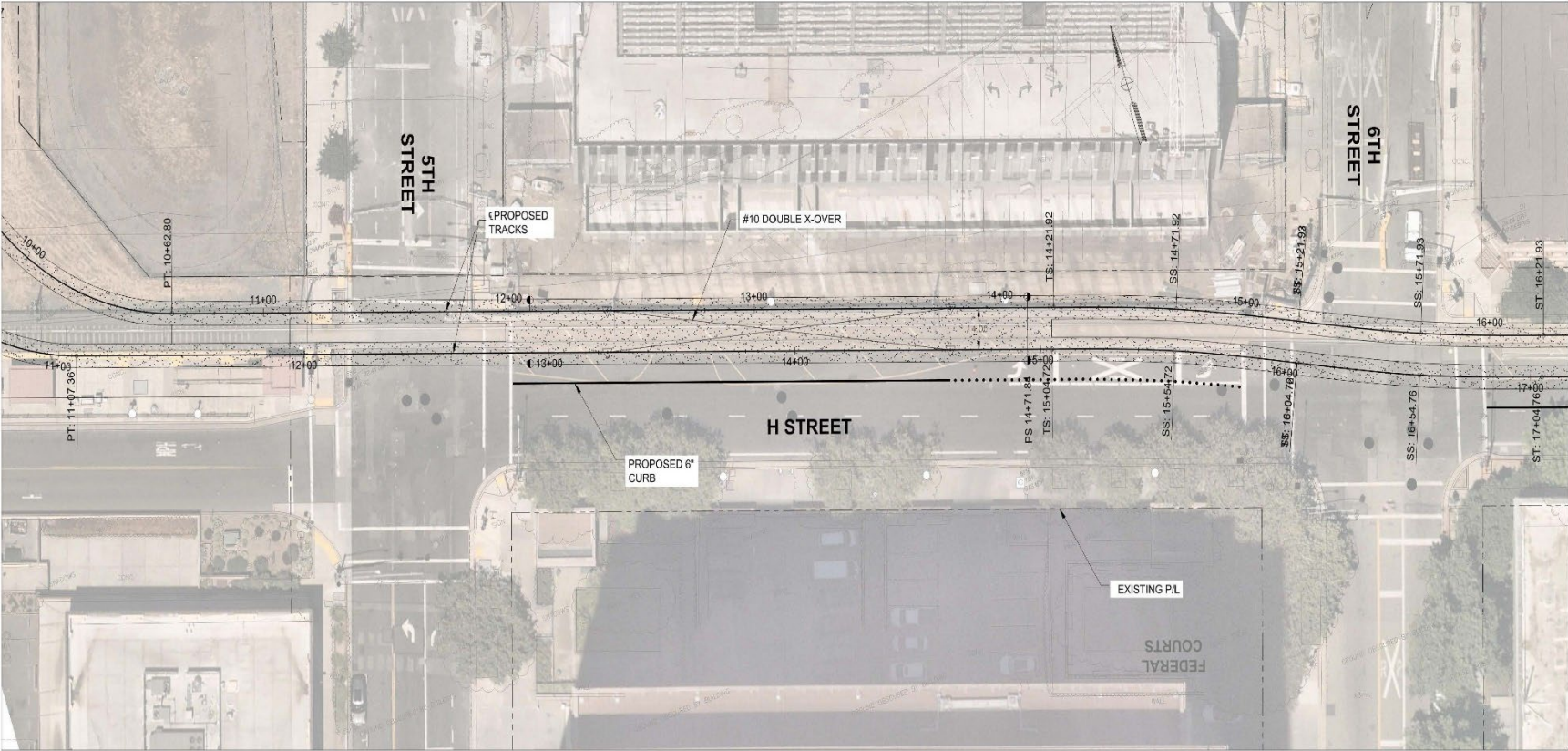
Source: AECOM 2023

Figure 6a Plan View of SVS Light Rail Tracks, Storage Tracks, and Relocated Station (north is to the left of the page)



Source: AECOM 2023

Figure 6b Plan View of SVS Light Rail Tracks along H Street between 5th and 6th Streets (north is to the top of the page)



Source: AECOM 2023

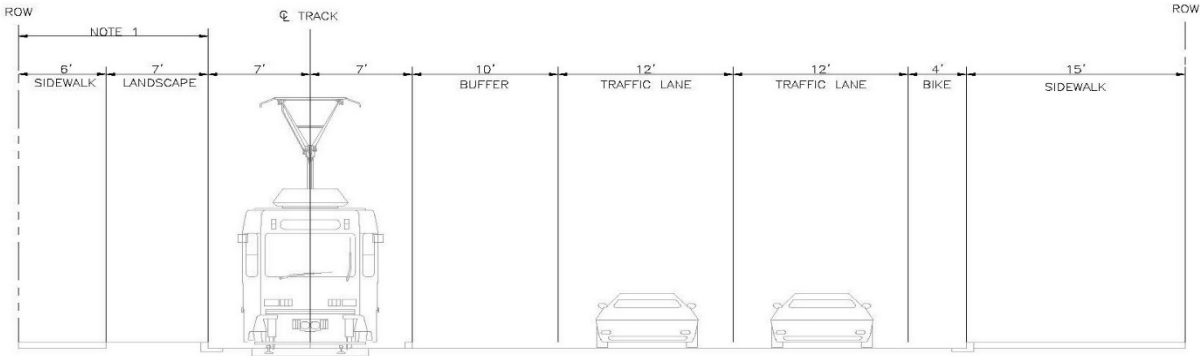
Continuing eastward, Figure 6c shows the track alignments shifting southward so that the northerly track would align with the existing light rail track on H Street. The southerly track would parallel the existing track and curve from H Street onto 7th Street. Between 6th and 7th Streets, the centerlines of the two tracks would be approximately 12 feet apart. The track turnout on H Street would be replaced by a new tangent (straight) track, to complete the connection to the existing track east of 7th Street. The entire alignment is approximately 3,230 linear feet. Track construction would be embedded concrete slab track, and its design would conform with SacRT's light rail design criteria, which include technical standards for horizontal and vertical alignments along straight sections and curves, subgrade and track structure requirements, provisions for safe operating speeds, and traction electrification standards.

Typical cross sections along H Street are shown in Figure 7. The northern portion of H Street (the left side of the cross sections) shows the trackway proposed by SacRT; the southern portion of H Street would be modified as part of a City-sponsored transportation study, addressing vehicular circulation, including the addition of a two-way cycle track.

Along 7th and H Streets, the new tracks would continue to be embedded concrete slab in the street. North of H Street, within the Railyards area, the site for the tracks and relocated station generally is undeveloped but is planned to be integrated with the City's SVS Area Plan, which would transform this area for new development and intermodal transit facilities. Based on these plans, SacRT would extend the new tracks into this area following the same trackway design as on H Street, where the tracks would be embedded into a concrete slab (refer to Figure 8). The paved area would extend approximately 10 feet from the track centerlines and provide space for train operators to access the vehicles safely.

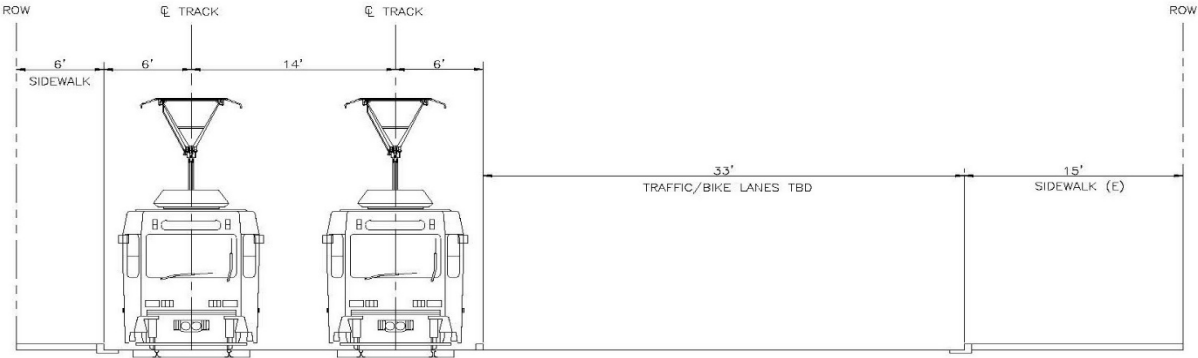
The revised project would include signal modifications and traffic controls at street crossings, and safety features for bicycles and pedestrians—all project elements of the 2016 IS/MND. The street crossing upgrades would include coordinating automobile and SacRT light rail signal interface and timing along H Street at 5th, 6th, and 7th Streets.

Figure 7a Typical H Street Cross Sections with Light Rail Tracks (facing east)



**H STREET - 5TH TO 6TH
 EXISTING**

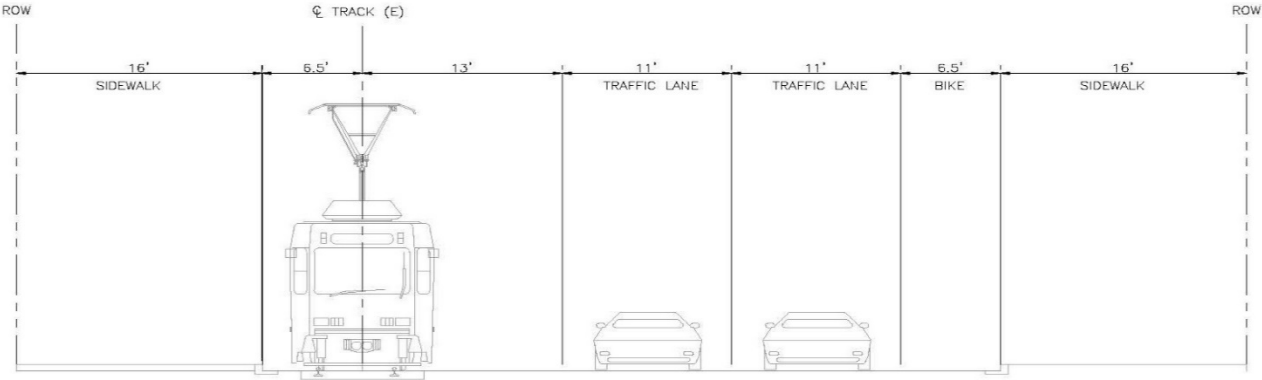
Note 1: New Courthouse Construction



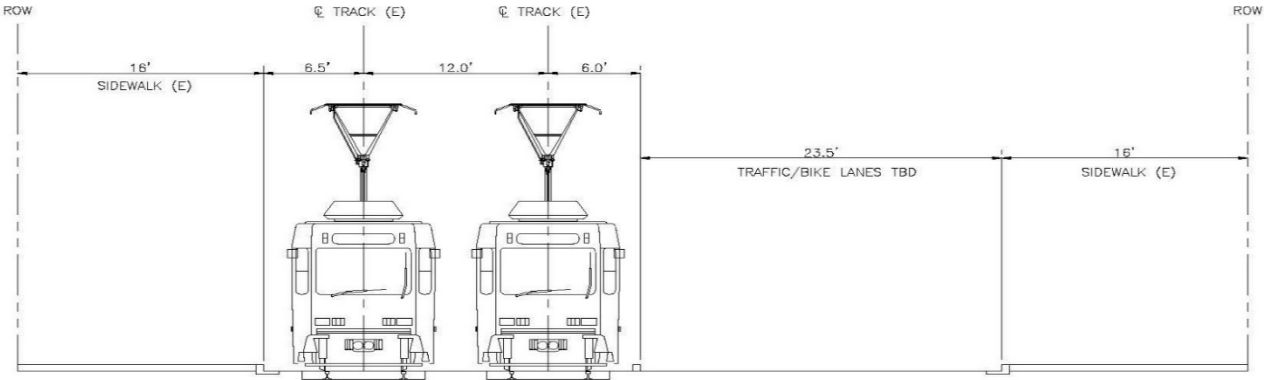
**H STREET - 5TH TO 6TH
 PROPOSED**

Source: AECOM 2023

Figure 7b Typical H Street Cross Sections with Light Rail Tracks (facing east)



H STREET - 6TH TO 7TH
EXISTING



H STREET - 6TH TO 7TH
PROPOSED

Source: AECOM 2023

Figure 8 Photographs along H Street of Typical Light Rail Embedded Track on Concrete



Source: Photos taken by AECOM

Relocated Sacramento Valley Station Light Rail Station

In the section of the proposed alignment where the two tracks would be in a north/south orientation, SacRT would construct the relocated light rail station, which would replace the existing light rail station along H Street. The new north/south light rail station would be part of a larger intermodal transportation facility, proposed by the City to enhance connections among Amtrak, the Capitol Corridor, and San Joaquin Regional Rail intercity rail services; SacRT light rail service and buses; City and regional bus routes; and a proposed streetcar service between Sacramento and West Sacramento. To be consistent with the City's SVS Area Master Plan, the center-boarding platform option would be included as part of the revised project, as shown in Figure 6a, and the side-boarding platform that was included as part of the 2016 project as an option would be withdrawn. The platform would be approximately 325 feet long and 34 feet wide. The platform also would be shifted from its previously approved location slightly south, to accommodate the storage tracks north of the relocated station. The station platform would be approximately 8" above the top of the rail, and the platform to the top of the overhead canopy would be approximately 13'-3-1/2". Figure 6a also shows a drop-off/pick-up access road from H Street immediately west of the relocated station that would also provide emergency/fire vehicle access. This road is not a part of SacRT's revised project, but would be implemented as part the City's SVS Area Plan. Lot 40 immediately east of the station is planned for mixed uses in the City's SVS Area Plan, which also proposes vertical access from G Street and the mixed use development to the SVS platform below.

The SacRT SVS would comply with the Americans with Disabilities Act and SacRT station design criteria and safety standards. According to the design criteria, typical stations include the following:

- Passenger comfort features, such as canopies and seating
- Light fixtures and standards
- Security features, such as surveillance cameras
- Kiosks with route maps and schedule information
- Directional signs

- Fare vending machines
- Trash receptacles
- Temporary mini high platforms for ADA boarding

The station platform height is designed to accommodate SacRT's future low-floor, light rail vehicles. Because the revised project is expected to be operational before SacRT completes acquisition of its new low-floor vehicle fleet, the station would also include temporary mini-high platforms at either end of the station to provide a level boarding surface for passengers with mobility restrictions.

Overhead Contact System

The transmission of electrical power to propel the light rail vehicles would be implemented using an overhead contact system (OCS), common throughout downtown Sacramento, including H Street (refer to Figure 9). The OCS used by SacRT in the downtown environment is single electrical contact wire.

The OCS poles would be spaced 75 to 100 feet apart, be approximately 30 feet tall, and have an overhead support structure approximately 14 feet wide, depending on the track spacing. The foundations for new OCS poles would be a maximum of 30 feet deep. The precise siting and depths would be determined during later design phases, depending on the track alignment (i.e., straight or curved), pole loading, pole size, and geotechnical conditions.

The revised project would not require new traction power substations and would continue to receive electrical power from the existing SacRT traction power substation on 6th Street behind the historic SMUD substation.

Storage Tracks

The storage tracks would extend approximately 350 feet beyond the SVS platform and would terminate approximately 150 feet west of the 5th Street overpass (refer to Figure 6a). The centerlines of the two tracks would be approximately 12 feet apart. The tracks would be used for temporary storage of light rail vehicles, when not needed for service (e.g., when the number of trains are reduced during the off-peak commuting hours). Train operators would be able to walk along the paved areas next to the storage tracks to access the vehicles safely, as needed to start or end revenue service. The alignment of these tracks would be consistent with the City's SVS Area Plan and Railyards Improvement Plans, including the F Street extension, with which the storage tracks would align.

Figure 9 Photographs of Overhead Contact System



Source: Photo taken by AECOM

Operations

After project completion, no changes to Gold Line revenue service are expected other than the change in the location of the terminus station. SacRT would maintain the existing service frequency and operating hours, as follows:

- Weekday trains leave SVS every 30 minutes between 4:49 a.m. and 9:49 a.m., increasing to 15-minute headways between 9:49 a.m. and 4:49 p.m., and then reverting to 30-minute headways from 4:49 p.m. to end of service at 8:49 p.m.
- On Saturdays, trains depart the SVS every 30 minutes between 4:49 a.m. and 8:49 a.m., at which time service increases to 15-minute headways until 7:19 p.m., and then switches back to 30-minute headways until end of service at 8:49 p.m.
- Sundays and holiday service are similar to Saturday service, except the morning 30-minute headways continue 1 hour more to 9:49 a.m., with the higher frequency 15-minute schedule continuing to 4:49 p.m., and then service reverting to 30-minute headways until end of service at 8:49 p.m.

On weekdays, SacRT would operate two-car trains from 10 a.m. until 2 p.m. During the other hours, a three-car train would be used.

Six trains would unload one car each on the new storage tracks between 9 a.m. and 10 a.m., and six trains would pick up one car each from the new storage tracks between 2 p.m. and 3 p.m. Trains on the new storage tracks would operate at a maximum of 10 miles per hour.

A new instrument house would be installed south of the new platform, adjacent to the westerly curved track as illustrated in Figure 6a, above. The instrument house would occupy an area approximately 10 feet by 14 feet and be approximately 10 feet tall. control train movements into and out of the SVS and the powered turnouts within the double crossover on H Street.

Station communications would include public address announcements for expected train arrival and departure times, as well as for patron safety information.

Light rail vehicle bells would be activated in accordance with standard SacRT operating procedures. LRT would activate the bells twice for each movement, which would include starting from station or traffic light and starting any movements on the storage tracks. They also would be activated when the LRT are arriving at stations.

Maintenance

Maintenance of the new facilities would be consistent with general SacRT maintenance practices. The new light rail station would be maintained by regularly scheduled cleaning crews, for services such as trash removal, with periodic steam cleaning, and similar intensive maintenance. Most station maintenance activities would occur at night or during off-peak hours. The new light rail tracks would require little maintenance but occasionally would be repaired by maintenance-of-way equipment, such as rail grinders that would remove irregularities from worn rail tracks.

Project Construction and Phasing

Project construction would involve standard methods and materials. After completion of final design, acquisition of city easement, temporary construction easements, and required real estate, and selection of a construction contractor, the construction contractor would determine the construction sequence. The following sequence provides an overview to the various construction activities and how they could occur; however, the construction phasing may vary. For example, in Phase 1, the removal of the existing storage tracks and station could occur later.

1. Demolition of existing structures, including portions of the existing H Street curb, gutter, and sidewalk improvements, and portions of the original Amtrak station overhead canopy shelters where the platforms and tracks had been sited before being relocated. No existing buildings would be displaced. The existing light rail track west of 5th Street, including the storage tracks west of the existing light rail station (approximately 520 feet), and the station itself, including the shelters, mini-high ramps, fare vending equipment, benches, trash receptacles, and detectible warning tiles, would be removed as part of the revised project. SacRT would restore the pedestrian crossing used by passengers between the historic depot and the walkway leading to the intercity passenger rail platforms. These conditions and the extent of restoration improvements acknowledge that the City plans to modify and upgrade the street configuration, circulation, and pedestrian and bicycle facilities as part of its SVS Area Plan, and the sequencing and timing of these City improvements are still to be determined by the City.
2. Relocation of aboveground utilities, including traffic signals, and potentially the relocation of underground utilities in various undetermined locations along the track alignment.
3. Installation of underground utilities, including all electrical systems needed for traffic control systems at street crossings as well as underground pipes needed for drainage. Underground wires for light rail signals and operation of power switch machines on the double crossover could be installed during this phase. Installation of foundations for poles supporting the overhead contact wires; each pole would require a shaft of up to 30 feet deep and would be backfilled with concrete.

4. Grading to create proper site elevations, primarily in the undeveloped portions of the SVS area. Track bed preparation would require excavation to a depth of a maximum of 36 inches.
5. Installation of trackwork along H Street and within the Railyards area.
6. Installation of asphalt and concrete works including curbs, gutters, sidewalks, and pedestrian crossings. This includes all necessary paving for the relocated light rail station.
7. Installation of aboveground electrical utilities to support light rail operations, including power poles and overhead contact wires. The project would not include installation of a new electrical substation.
8. Completion of all architectural features for passenger service at the new light rail station.

The construction duration is estimated conservatively at approximately 3 years. A preliminary estimate of the timeline, typical construction equipment, truck trips, and construction worker trips by phase is presented in Table 1. The phases in Table 1 simplify and combine several of the construction sequence steps itemized above and are those used for air quality, noise, and other analyses.

Table 1 Preliminary Construction Scenario by Phase

Phase	Duration (in number of working days)	Typical Construction Equipment	Daily Haul Truck Trips	Daily Construction Workers Onsite
Grubbing/land clearing (site preparation)	66	Excavators, signal boards, tractors/loaders/backhoes	11	4
Grading/excavation (grading)	150	Excavators, graders, rollers, rubber-tired dozers, rubber-tired loaders, signal boards, tractors/loaders/backhoes	5	9
Drainage/utilities (building construction)	130	Air compressors, generator sets, graders, plate compactors, pumps, rough terrain forklifts, signal boards, tractors/loaders/backhoes, welders	0	12
Track installation/surfacing (building construction)	172	Bore/drill rigs, forklifts, generator sets, pavers, paving equipment, rollers, signal boards, welders	4	10
Street improvements/station (building construction)	130	Air compressors, cement and mortar mixers, forklifts, generator sets, signal boards, welders	2	8

Source: AECOM 2023

During the construction period, when the tracks are being installed and the light rail station is relocated, SacRT will identify ways to maintain access to and from the Southern Pacific Railroad Sacramento Depot for Gold Line light rail passengers.

3. Environmental Analysis

The following environmental analysis is based on the CEQA Guidelines Environmental Checklist Form (Appendix G). It considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) to identify the degree to which the issue was considered in the 2016 IS/MND for the project, and whether changes in the revised project or conditions under which it would be implemented as described in this CEQA Addendum constitute new information of substantial importance relative to each environmental issue. The questions posed in each column are described next.

Environmental Analysis Overview

The environmental analysis in this section of the Addendum addresses the provisions of Section 151612 of the CEQA Guidelines, described in Section 1, Introduction, “CEQA Guidelines Regarding Changes to a Project.” These provisions are reflected in tables at the beginning of each resource topic that is analyzed in this section. Specifically, the tables provide information on each of the following items.

Significance Determination from the 2016 CEQA Checklist

This column lists the significance determination from the CEQA Checklist found in Appendix A of the 2016 IS/MND. For each impact identified, a level of significance of the impact is shown. Although criteria for determining significant impacts are unique to each issue area, the environmental analysis applies a uniform classification of the impacts based on the following definitions, consistent with CEQA and its implementing CEQA Guidelines:

- **No Impact (NI):** A designation of no impact is given when no changes in the environment would occur.
- **Less-than-Significant Impact (LTS):** A less-than-significant impact would cause no substantial adverse change in the environment.
- **Less-than-Significant Impact with Mitigation (LTS-M):** A less-than-significant impact with mitigation incorporated would minimize substantial adverse impacts on the environment.

Significance Determination for the Revised Project

This column lists the significance determination for the revised project. The questions in the columns to the right of this significance determination correspond to the items in Section 151612 of the CEQA Guidelines on whether an addendum can be used to fulfill CEQA review for the revised project. These questions are described next.

Does the revised project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts? In accordance with Section 15162(a)(1) of the CEQA Guidelines, this question asks whether changes associated with the revised project would necessitate major changes to the 2016 IS/MND because of new

significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND? In accordance with Section 15162(a)(2) of the CEQA Guidelines, this question asks whether changes to the circumstances under which the revised project would be undertaken have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures? In accordance with Sections 15162(a)(3) of the CEQA Guidelines, this question asks whether new information of substantial importance is available, which was not known and could not have been known with the exercise of reasonable diligence at the time that the 2016 IS/MND was adopted in March 2016, and where this information could result in new or more significant impacts, or a change in the feasibility of mitigation measures adopted to reduce the significance of impacts.

Discussion and Conclusion Sections

The Discussion section presents information about the particular environmental topic, the 2016 IS/MND's determination of the project's effects on the topic, and the adopted mitigation measure(s) required for implementation to reduce potentially significant impacts to a less-than-significant level. The Discussion section then compares and contrasts the effects of the revised project relative to the project described in the 2016 IS/MND. The analysis of the revised project also includes a description of substantial changes to the CEQA Guidelines Appendix G environmental checklist that were adopted by California in 2019, and the revised project's impacts relative to new checklist items.

The Conclusion section summarizes whether the revised project would involve new significant impacts and/or substantially more severe impacts, or would introduce new information in response to the questions described above that may require major changes to the 2016 IS/MND. If the answer to any of these questions is "yes," then a subsequent or supplemental IS/MND would be needed for the revised project. If the answers to all the questions described above is "no," then an addendum would provide the level of CEQA review needed for the revised project.

Aesthetics

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Have a substantial adverse effect on a scenic vista?	NI	NI	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	NI	NI	No	No	No
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	LTS	LTS	No	No	No
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND determined that no scenic vistas or designated state scenic highways are in the project area, and therefore no impact would occur.

The visual character of the project area as evaluated in the 2016 IS/MND consisted of high-rise buildings along H Street, two-story commercial buildings, undeveloped areas, and historical Southern Pacific Railyards buildings that are planned for development and redevelopment pursuant to the City’s Railyards Specific Plan, adopted in 2007 and subsequently updated, and the Railway Express Agency building (historical building) adjacent to the Southern Pacific Railroad Sacramento Depot/Sacramento Valley Station (historic SVS). The 2016 IS/MND evaluated at-grade elements, such as new trackwork, two light rail stations, OCS, and an electric bus charging station. The 2016 analysis noted that none of these facilities included structures of a scale, mass, or height that would exceed the existing buildings or structures in the area. Furthermore, the proposed SVS would be consistent with the City’s SVS program and the Railyards Specific Plan, as updated. Furthermore, development of the approved SacRT SVS would comply with the design guidelines that have been established by SacRT for its facilities. Therefore, the 2016 IS/MND found that the then-proposed project would not substantially degrade the existing visual character or quality of the surrounding area, and the impact would be less than significant.

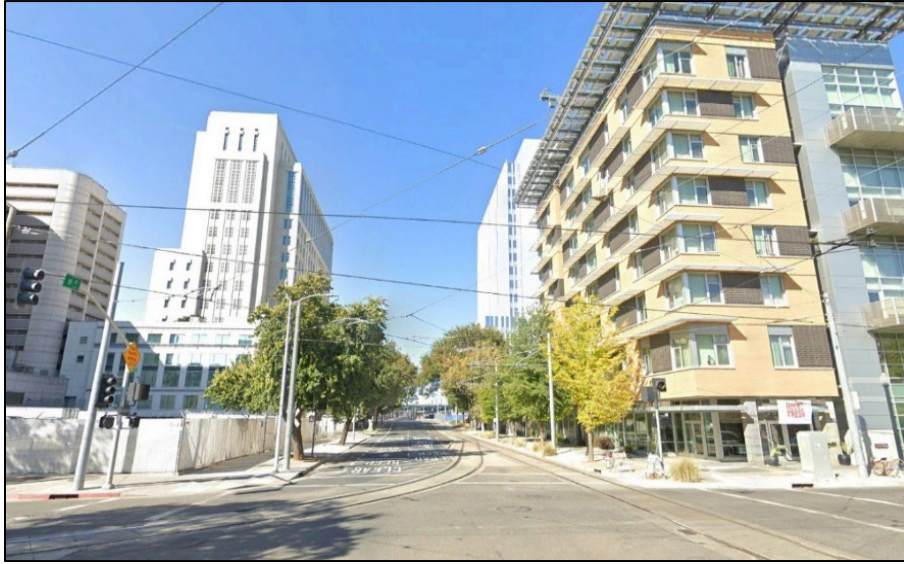
The 2016 project included lighting for pedestrian circulation and safety at the loading platforms and passenger connections to and from the SVS area. As explained in the 2016 IS/MND, the proposed lighting would be compatible with and similar to lighting at the existing light rail station, along the commuter rail platform and along the elevated 5th and 6th street overcrossings of the existing commuter rail tracks. Furthermore, the new lighting would minimize glare and light trespass into the adjacent neighborhoods, in accordance with SacRT design guidelines. Therefore, the 2016 IS/MND concluded that no impact related to substantial new light or glare would occur.

Revised Project Analysis. After completion of the 2016 IS/MND, the CEQA Appendix G checklist was updated. In this update, the environmental checklist item c in the summary table (shown at the start of this section) was modified to direct the analysis to consider urban versus non-urban areas; clarify that public viewpoints, rather than private viewpoints, should be the focus of the analysis; and require an analysis of potential conflicts with adopted regulations that govern scenic quality. Accordingly, the impact analysis for the revised project addresses these revisions to the CEQA Appendix G checklist.

Key Observation Points and Changes to the Visual Setting. The 2016 IS/MND provided a brief description of the existing setting and the associated visual character but did not provide photographs or illustrate the visual character of the revised project site. To provide a better context for this urban setting and the visual landscape in the surrounding area, the following descriptions and photographs depict the visual setting. Since the 2016 IS/MND was prepared, the only changes related to the existing viewshed and existing visual character are the new 18-story Sacramento County Criminal Courthouse, under construction on the north side of H Street between 5th and 6th Streets and the completion of the 5th and 6th Street overpasses over the commuter rail tracks. Both the plans for the courthouse development and the street infrastructure were known at the time of the 2016 IS/MND and do not represent new information. As indicated in the 2016 IS/MND, the SacRT SVS site was and now continues to be in a highly urbanized area of downtown Sacramento, with surrounding development occurring consistent with the City's Railyards Specific Plan, adopted in 2007 and subsequently updated, and the more recent SVS Area Plan that was adopted in May 2021.

Viewpoint 1. H Street at 7th Street (refer to Figure 10). Existing light rail tracks that are embedded in the H and 7th Streets intersection, along with electrical power poles with OCS overhead wires, and street trees are visible in the foreground and middleground along H Street.

Figure 10 Viewpoint 1 from 7th and H Street Intersection (looking west)



Source: Google Earth 2022

Under the revised project, the curved tracks would be reconstructed but remain embedded in H Street, parallel to and south of (to the left of) the existing tracks. The 8-story building housing the 7th & H Housing Community (residential apartments) also is visible in the foreground on the right. In the middleground and background, the Sacramento Superior Court and the Robert T. Matsui U.S. Courthouse are visible on the left. In the middleground on the right, the new Sacramento County Criminal Courthouse is visible. With implementation of the revised project, the only change in the existing viewshed from this viewpoint would be a second set of tracks embedded in the street.

Viewpoint 2. H Street at 6th Street (refer to Figure 11). Overhead traffic signals, existing light rail tracks embedded in H Street, and with electrical power poles with OCS lines are visible in front of the new 18-story Sacramento County Criminal Courthouse on the right side of the photo in the foreground and middleground.

Figure 11 Viewpoint 2 from 6th and H Street Intersection (looking west)



Source: Google Earth 2022

The proposed new light rail tracks would be embedded in H Street, and both would shift northward slightly toward the courthouse. On the left side of the photo, street trees, overhead streetlights, and the Robert T. Matsui U.S. Courthouse are visible. With revised project implementation, the only change in the existing viewshed from this viewpoint would be a second set of tracks embedded in the street.

Viewpoint 3. H Street at 6th Street (refer to Figure 12). The SMUD historical Station A brick building, overhead streetlights and traffic signals, light rail tracks embedded in H Street, and electrical power poles and overhead OCS lines are visible in the foreground and middleground on the left. A portion of the Sacramento County Courthouse is visible on the right, along with street trees on both sides of H Street in the foreground and middleground. In the background, the 7th & H Housing Community building is visible on the left.

Figure 12 Viewpoint 3 from H Street and 6th Street (looking east)



Source: Google Earth 2022

With implementation of the revised project, the only change in the existing viewshed from this viewpoint would be a second set of tracks embedded in the street.

Viewpoint 4. H Street at 5th Street (refer to Figure 13). The boarding platform for the existing SacRT SVS, light rail cars, overhead streetlights, light rail tracks embedded in H Street, and electrical power poles with associated overhead OCS lines are visible in the foreground on the right. The historic SVS (the original Southern Pacific Railroad Depot) and commercial development are visible in the foreground and middleground on the left. An existing detention basin (also known as Lot 40, planned for mixed-use development) as well as the site for the proposed relocated SacRT SVS are visible in the foreground and middleground, respectively, on the right in the grassy area. In the center background, the elevated on-ramp to Interstate 5 (I-5) is visible. In the background to the right, historic buildings associated with the former Southern Pacific Railyards are visible.

Figure 13 Viewpoint 4 from H Street at 5th Street (looking west)



Source: Google Earth 2022

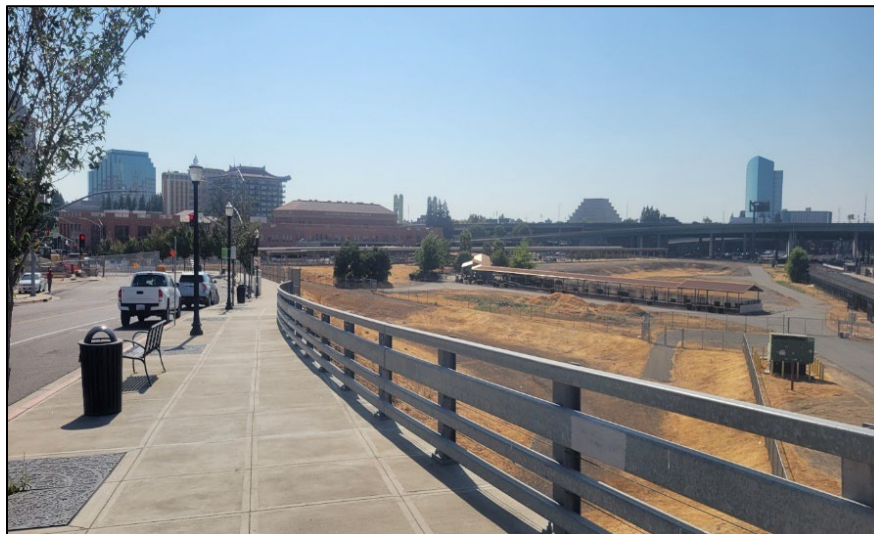
With implementation of the revised project, including relocation of the existing light rail station into the grassy area to the north (right side of the photograph), the viewshed from this viewpoint would change. However, this alteration to the viewshed would not affect the existing visual elements (i.e., the buildings on the south side of H Street at the left edge of the photograph, the elevated I-5 ramps, and the historic buildings on the right beyond the passenger rail tracks and platforms). The siting of the relocated station would be essentially the same as that discussed in the 2016 IS/MND, and thus the change in the visual setting would not be affected by the revised project.

However, the City's 2021 SVS Area Plan would substantially alter the views and the design, function, and appearance of this area around the SacRT SVS. Although not a part of the revised project, this plan in combination with the relocated SacRT SVS would affect the visual setting cumulatively. At the core of the City's plan is a multi-level bus mobility center and a new station concourse north and west of the relocated SacRT SVS. Intermixed with this planned intermodal

transit hub would be high-intensity mixed uses that would increase the height, scale, and massing of development as seen from this viewpoint. With implementation of the revised project, the embedded double tracks and the low-rise, relocated SacRT SVS (with its passenger shelter approximately 13.5 feet above the station platform) would be visible. However, as the City's SVS Area Plan is implemented, the new SacRT SVS would be obscured by development at Lot 40 (in the foreground), which could have street wall building heights of up to 65 feet along the property's edges (including its western boundary adjacent to the station), with maximum building heights of 205 feet according to the Railyards Specific Plan Special Planning District (Ordinance No. 2016-0045) (City of Sacramento 2016a).

Viewpoint 5. 5th Street North of G Street (refer to Figure 14). Sidewalk, benches, trash receptacles, streetlights, small street trees, and fencing along the elevated 5th Street Overpass are visible in the foreground and middleground. The grassy area in the middleground shows a portion of Lot 40, Amtrak walkway tunnel, and the north end of the proposed relocated SacRT SVS, boarding platform, and new tracks, including the proposed light rail storage tracks that would be north (to the right) and east (toward the photo viewpoint) of the station and connecting to the future extension with F Street (F Street pavement is visible in the far right foreground). The historic SVS is visible in the center middleground (red brick multi-story building). Taller multi-story buildings that make up part of the downtown Sacramento skyline are visible in the background, along with the Tower Bridge, spanning the Sacramento River. With implementation of the revised project, the relocated LRT station would be visible in the middleground views and would be visually similar to and consistent with the surrounding existing development. The low-profile SacRT SVS and associated OCS and storage tracks would be visible.

Figure 14 Viewpoint 5 from 5th Street Overpass (looking southwest)



Source: Taken by AECOM in 2023

As described for Viewpoint 4, as the City's SVS Area Plan is implemented, Lot 40 (in the foreground between this viewpoint and the relocated SacRT SVS) would block views of the revised project

from this vantage point, and instead would provide views of high-intensity, mid- to high-rise mixed-use commercial buildings.

Scenic Resources within a State Scenic Highway. Like the 2016 IS/MND, the revised project would have no impacts related to scenic vistas or scenic resources within a State scenic highway because these resources are not present in the project area. The nearest scenic highway is Garden Highway, approximately 1.5 miles north of the project site.

Visual Quality, Character, and Adopted Plans and Policies. Like the 2016 IS/MND, the visual effects from the revised project would be less than significant because permanent changes to the urban landscape from the project elements would be similar to and blend in with the existing built environment, which includes the existing SacRT SVS and boarding platform, Amtrak pathway and boarding tunnel, historic SVS, high-rise buildings, elevated street overpasses, urban street trees, light rail tracks embedded in H Street and 7th Street, and overhead utilities (e.g., traffic signals, streetlights, and light rail electrical poles and OCS wires). The revised project would not include structures of a scale, mass, or height that would exceed those of the existing buildings or structures in the area, and it would not include colors that would stand out in the surrounding viewshed. Furthermore, the revised project would be consistent with the City's SVS Area Plan and the Railyards Specific Plan, and with the existing land use designations and zoning. Both plans call for the transformation of the area to a multi-modal transit hub with higher-density mixed uses, and the City's SVS Area Plan, adopted in May 2021, was developed in coordination with and identifies the relocated SacRT SVS in its proposed location. In addition, development of the revised project would comply with the development guidelines and design standards established by SacRT for its facilities (Sacramento Regional Transit District 2018). Therefore, the revised project would not conflict with applicable zoning and other regulations governing scenic quality. The impact would be less than significant.

Light and Glare. Consistent with the 2016 IS/MND, although the revised project would include additional lighting at the relocated SacRT SVS platform, this lighting would comply with applicable SacRT design criteria standards for wattage (expressed in footcandles) and shielding, to reduce light intensities and minimize off-site light trespass (Sacramento Regional Transit District 2018). It also would be consistent with and similar to the existing lighting at the existing SacRT SVS immediately to the south that is proposed to be relocated. Therefore, the revised project would not create a substantial new source of nighttime lighting or glare. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on visual resources. No mitigation measures to address visual impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Agriculture and Forestry Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NI	NI	No	No	No
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	NI	No	No	No
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	NI	NI	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?	NI	NI	No	No	No
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, the project area is in the northwestern portion of downtown Sacramento. The project area consists of undeveloped parcels that are planned for mixed uses and multi-modal transportation facilities as well as urban uses, including roadways, light rail operations, housing, commercial businesses, and public court facilities. The area neither contains nor is immediately adjacent to any agricultural or forest land. Therefore, the 2016 IS/MND concluded that no impacts on agricultural or forest lands would occur with project implementation.

Revised Project Analysis. The existing and planned urban development where the revised project would be implemented, and the absence of agriculture and forest resources have not changed since the 2016 IS/MND was adopted. Therefore, the revised project would continue to traverse a highly developed urban setting, with no effects on agriculture or forestry resources. Thus, no impact would occur.

Conclusion

Revised project implementation would not alter the findings of the 2016 IS/MND, because no agricultural or forest land would be affected. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Conflict with or obstruct implementation of the applicable air quality plan?	LTS	LTS	No	No	No
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	LTS	N/A	N/A	N/A	N/A
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	LTS	LTS	No	No	No
d) Expose sensitive receptors to substantial pollutant concentrations?	LTS	LTS	No	No	No
e) Create objectionable odors affecting a substantial number of people?	LTS	LTS	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, the project would not conflict with or obstruct implementation of the applicable air quality plan. With implementation of best management practices (BMPs) related to fugitive dust control, emissions associated with project construction would not exceed the SMAQMD thresholds of significance. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor result in a cumulatively considerable net increase of ozone or particulate matter. Because of the anticipated project construction phasing and temporary nature of construction, the project would not expose sensitive receptors to substantial pollutant concentrations nor create objectionable odors affecting a substantial number of people.

In addition, the analysis in the 2016 IS/MND reported that the project would be part of a long-term plan for the expansion and enhancement of public transit in downtown Sacramento, which

would improve the regional transportation network efficiency and help relieve traffic congestion on roadways. Thus, the project was included in the 2012 Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (SACOG 2012). The analysis also reported that because light rail is electrically powered, criteria air pollutant and toxic air contaminant emissions from the LRT movements are not expected during project operation. The impact would be less than significant.

Revised Project Analysis. When the CEQA Appendix G checklist was updated in 2019, checklist item b (shown in the summary table at the start of this section) regarding whether the project would violate any air quality standard or contribute substantially to an existing or projected air quality violation was deleted. Thus, the summary table indicates N/A for the changes that may affect the 2016 IS/MND LTS significance determination for checklist item b. Checklist items c and e also were revised slightly but remained substantively the same.

The revised project would not conflict with air quality plans, including the SACOG 2020 MTP/SCS (SACOG 2019) the City of Sacramento 10 key strategies for the 2040 General Plan Update (City of Sacramento 2021b), and the Sacramento Region air quality plans. The revised project is included in the 2020 MTP/SCS list of programmed transportation improvements (ID #REG18043). Although the MTP/SCS has been updated since the 2016 IS/MND, the SacRT SVS relocation continues to be identified as a project that would help achieve regional goals, including attainment of regional air quality standards. The revised project would include the relocated station that would be part of a larger intermodal transportation facility to enhance connections with other rail services, as detailed in Section 2 of this Addendum. The revised project also would include convenient and safe pathways for pedestrians and bicyclists, which would be consistent with goals and policies included in the mobility strategy of the City of Sacramento's Draft 2040 General Plan for providing alternative transportation options. The applicable air quality plan in the SMAQMD also includes the Sacramento Regional 2015 Ozone Attainment and Reasonable Further Progress Plan, which seeks to attain State and federal air quality standards of ozone. The revised project would be consistent with the transportation control measures included in the air quality plan, which also encourage alternative transportation options. Therefore, the revised project would not conflict with or obstruct implementation of the applicable air quality plan.

Furthermore, as shown in Table 2, with the exception of carbon monoxide (CO), emissions from construction activities associated with the revised project would be lower than the construction emissions presented in the 2016 IS/MND. SMAQMD has not adopted a threshold of significance for CO emissions. Therefore, with implementation of BMPs related to fugitive dust control in compliance with SMAQMD Rule 403, the revised project would not exceed the SMAQMD thresholds of significance.

Table 2 Summary of Construction-Related Emissions of Criteria Air Pollutants and Precursors

Description	Maximum Daily Emissions ROG (pounds per day)	Maximum Daily Emissions NOx (pounds per day)	Maximum Daily Emissions CO (pounds per day)	Maximum Daily Emissions PM10 (pounds per day)	Maximum Daily Emissions PM2.5 (pounds per day)	Maximum Annual Emissions PM10 (tons per year)	Maximum Annual Emissions PM2.5 (tons per year)
Revised Project Construction Emissions	2.53	23.4	28.40	4.22	2.18	0.37	0.19
2016 Project Construction Emissions	2.88	30.22	20.85	7.98	4.82	0.43	0.28
SMAQMD Significance Threshold ¹	N/A	85	N/A	80	82	14.6	15
Exceed SMAQMD Thresholds?	N/A	No	N/A	No	No	No	No

Notes:

N/A = Not applicable

NO_x = oxides of nitrogen

PM₁₀ = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less

PM_{2.5} = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less

ROG = reactive organic gases

SMAQMD = Sacramento Metropolitan Air Quality Management District

1. Represents SMAQMD threshold of significance with the application of Best Management Practices (BMPs) and Best Available Control Technology (BACT).
2. Appendix B provides detailed construction inputs and model output files.

Source: Modeled by AECOM in 2024

Construction emissions associated with the revised project would occur intermittently throughout the day and would not occur as a constant plume of emissions from the project site. In addition, site work, rail work, and light rail track/OCS and signals would be completed in segments, like a moving assembly line. Therefore, trucks and off-road equipment would not operate in the immediate vicinity of sensitive receptors for an extended period. The revised project would modify existing light rail track and an existing light rail station; project operational emissions would not be anticipated to increase above existing conditions. Furthermore, rail propulsion would be electrically powered, and thus no criteria pollutant or toxic air emissions would be generated from project operations. Therefore, the revised project would not expose sensitive receptors to substantial pollutant concentrations. Furthermore, the revised project would not generate other emissions, such as those leading to odors, which would adversely affect a substantial number of people. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on air quality. No mitigation measures to address air quality impacts have been identified that would need to be implemented because of changed conditions. New plans have been adopted locally and regionally, but they do not present new information of substantial importance that would suggest a new significant impact. Therefore, none of the conditions described in CEQA Guidelines Sections 15162 and 15163 calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Biological Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?	LTS-M	LTS-M	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?	NI	NI	No	No	No
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	NI	No	No	No
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NI	NI	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NI	NI	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, the project could have potentially significant impacts on several special-status wildlife species and nesting birds that are protected by State and federal regulations, which could occur inside or along the edge of the proposed alignment. The action by the SacRT Board to adopt the 2016 IS/MND included mitigation measures (MM) to be implemented for biological resources:

- MM BIO-1: Nesting Birds (site preparation, preconstruction surveys, establishment of a nest buffer)
- MM BIO-2: Preconstruction Surveys for Swainson’s Hawks (preconstruction surveys, construction free-buffers, reporting requirements)
- MM BIO-3: Preconstruction Surveys for Burrowing Owls (preconstruction surveys, construction-free buffer zones)
- MM BIO-4: Roosting Bats (preconstruction surveys, construction-free buffer zones)

Implementation of these mitigation measures, adopted as part of and incorporated into the approved project, would reduce the significant impacts to a less-than-significant level.

In addition to the above species- and habitat-related significant impacts, the 2016 IS/MND identified suitable habitat (elderberry shrubs [*Sambucus* spp.]) for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*; Federally Threatened) approximately 300 feet from

the southern portion of the project area. The 2016 IS/MND relied on 1999 guidance from the U.S. Fish and Wildlife Service (USFWS), which stated that complete avoidance would require a 100-foot setback from the dripline of elderberry shrubs (USFWS 1997, 1999). Updated guidance from USFWS in 2017 conservatively would extend this setback distance to 165 feet (USFWS 2017). Although the recommended avoidance buffer increased slightly since the 2016 IS/MND, the elderberry observed near the project site still is outside this updated recommended avoidance buffer. As discussed in the 2016 IS/MND, the elderberry shrubs were outside the recommended avoidance buffer, and therefore the 2016 IS/MND concluded that no impact would occur on valley elderberry longhorn beetle or its habitat.

Although the project as described in the 2016 IS/MND could have potential impacts on the above-mentioned wildlife species and street trees, because it would traverse an urbanized corridor on paved streets with no native habitat, the project would have no impact on riparian habitats, sensitive natural communities, wetlands, wildlife corridors, or native nurseries.

Revised Project Analysis. The revised project would operate within an urban corridor on paved streets with no native habitat. Therefore, the revised project, like the 2016 project, would have no potential to affect riparian habitats, sensitive natural communities, wetlands, wildlife corridors, or native nurseries.

The revised project potentially could impact the same species that were identified in the 2016 IS/MND, including Swainson's hawk (*Buteo swainsonii*; State Threatened), white-tailed kite (*Elanus leucurus*; State Fully Protected), burrowing owl (*Athene cunicularia*; State Species of Special Concern), purple martin (*Progne subis*; State Species of Special Concern), pallid bat (*Antrozous pallidus*; State Species of Special Concern), and Townsend's big-eared bat (*Corynorhinus townsendii*; State Candidate for Threatened Listing). Consequently, the same mitigation measures identified in the 2016 IS/MND (i.e., MM BIO-1 through MM BIO-4) would apply to the revised project. Because they were adopted as part of the 2016 project that is being replaced by the revised project, implementation of these same mitigation measures would reduce the potentially significant impact on listed species to a less-than-significant level.

Because the 2016 IS/MND was adopted 7 years ago, an updated query of the California Natural Diversity Database RareFind 5 was performed to identify newly listed species not previously reported that could be affected by the revised project. Based on this updated research, multiple species have been listed as threatened, endangered, or as a candidate for listing pursuant to the California Endangered Species Act and/or the federal Endangered Species Act. Of these species, Monarch butterfly (*Danaus plexippus*) (Federal Candidate for Listing), Crotch's bumblebee (*Bombus crotchii*; State Candidate for Listing), and tricolored blackbird (*Agelaius tricolor*; State listed threatened) have historic ranges that overlap the project area. However, because of the disturbed nature of the project area, these species are not expected to occur in the project vicinity. Therefore, the impact would be less than significant.

As discussed in the 2016 IS/MND, during vegetation mapping for the Railyards Specific Plan EIR (City of Sacramento 2007), elderberry shrubs were identified along 7th Street near F Street, more than 100 feet from the project footprint. The revised project would not extend to 7th and F Streets

as it did with the 2016 project. In addition, many of the trees and shrubs in this area have been removed to accommodate construction on 5th, 6th, and F Streets within the Railyards Specific Plan Area. Because of the reduced project footprint and probable absence of elderberry shrubs from the area, the impact would be avoided, and the revised project would have a less-than-significant impact on the valley elderberry longhorn beetle and its habitat.

The revised project would have no impact on any special-status plants. No proposed or adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans encompass the project area. Thus, the revised project would have no impact on such conservation plans.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on biological resources. No new mitigation measures to address biological resource impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, including the updated database search for special-status species, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Cultural Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	LTS-M	LTS-M	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	LTS-M	LTS-M	No	No	No
c) Disturb any human remains, including those interred outside of formal cemeteries?	LTS-M	LTS-M	No	No	No
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	LTS-M	N/A	N/A	N/A	N/A
e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NI	N/A	N/A	N/A	N/A

Discussion

Prior 2016 Analysis. The existing cultural resource conditions in the project area and potential project effects were addressed in the 2016 IS/MND. The analysis was based on the following technical reports that were prepared for related transit projects overlapping the project area: Archaeological Resources Assessment for the Downtown/Riverfront Streetcar Project (URS 2015), and the Built Environment Resource Report Downtown/Riverfront Streetcar Project (JRP 2015).

The project would be designed to avoid adverse effects on known historical resources and buried cultural resources to the extent feasible. Project operation would result in a less-than-significant impact on archaeological resources. The project would result in no significant effects on historical architectural resources. However, ground disturbance activities inadvertently could result in an impact on buried elements of the Raised Streets Hollow Sidewalks (RSHS) Historic District, tribal cultural resources, and on unknown buried historical and Native American archaeological

resources that could be determined eligible for listing in the California Register of Historical Resources (CRHR) and Sacramento Register of Historic and Cultural Resources (SRHCR). Construction activities also could disturb buried paleontological resources.

To address these potentially significant impacts associated with ground-disturbing activities, the 2016 IS/MND required implementation of the following five mitigation measures:

- MM CUL-1: Preconstruction Resource Identification
- MM CUL-2: Cultural Sensitivity Training and Monitoring
- MM CUL-3: Discovery (discovery of cultural resources, hollow sidewalks, human remains)
- MM CUL-4: Preparing an Unanticipated Discoveries Plan (UDP)
- MM CUL-5: Protocols for Discovery of Human Remains

Implementation of these mitigation measures would avoid and minimize potential impacts related to known historical resources and inadvertent discovery during construction, and the impact would be reduced to a less-than-significant level.

No significant impacts were identified for project operation. The project would add a second track with and relocate the existing SacRT SVS approximately 130 feet to the north within the Railyards area. No significant vibration or visual effects from project operation would cause a substantial adverse change to any of the built environment historical resources within the project area, including the historic SVS, the Railway Exchange Agency building adjacent to the Amtrak building (constructed in 1926 to distribute mail and freight), and the SMUD Station A building on the northeast corner of 6th and H Streets. Project operation would not require ground-disturbing activities in new areas. Post-construction activities would involve maintenance at the relocated station and along the tracks, but no new ground disturbance would occur. Because a potential impact on archaeological resources would occur only during ground disturbance in previously disturbed areas, the 2016 IS/MND concluded that the operational impact on archaeological resources would be less than significant.

Nevertheless, the 2016 IS/MND reported that relocation of the SacRT SVS would require removing approximately 50 feet of the easternmost portions of the two extant umbrella sheds, or canopies that served the passenger rail platform before the City relocated the platform as part of its Sacramento Valley Station Intermodal Phase 1. The canopies, each 1,000 feet long, are contributing elements to the Sacramento Southern Pacific Railroad Station District, which is listed on the National Register of Historic Places (NRHP) and CRHR. Removal of approximately 5 percent of each canopy would shorten each of these contributing elements but was determined to not materially alter the current configuration of the existing canopies for passengers or any other elements of the historical resource that would contribute to its NRHP/CRHR eligibility, and to not cause a substantial adverse change as defined under Section 15064.5(b)(2) of the Public Resources Code (PRC).

In addition, the existing SacRT SVS platform has an east/west orientation and is directly south of and parallel to the light rail tracks and the southernmost of the canopies within the historic SVS

boundaries. The project would re-orient the platform directly east of the canopies in a north/south orientation. The platform currently is integrated into the SacRT SVS and would be relocated in the same area. Therefore, construction of the new platform would not compromise the historic SVS integrity by inserting a new element in an area of the historical resource that has not accommodated a light rail platform previously.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the CEQA Guidelines Appendix G environmental checklist items d and e (shown in the summary table at the start of this section) regarding unique paleontological resources and unique geologic features and tribal cultural resources were moved; checklist item d became part of Geology and Soils, and checklist item e became part of Tribal Cultural Resources. Accordingly, the effects of the revised project on these issues are addressed in the applicable sections of this Addendum.

For the revised project, the area of ground disturbance during construction would be smaller than was identified in the 2016 IS/MND (because the loop track would not be constructed from the relocated station eastward through the Railyards to 7th Street); the vertical disturbance would be identical to that described previously; and the same historic resources are present, including the historic SVS and its contributing elements, the Railway Express Agency building adjacent to the Amtrak building, and the SMUD Station A building at 6th and H Streets. The existing SacRT light rail station, storage tracks, and OCS facilities that were constructed in 2005 along the north side of H Street would also be removed. Therefore, because of the reduced amount of ground disturbance, the revised project would have a similar, although slightly less, potential to affect buried cultural resources and human remains, where ground disturbance would occur in the undeveloped portions of the Railyards area and along 7th and H Streets. Because of this ground disturbance and the known sensitivity of the area for cultural resources and human remains, the same mitigation measures in the 2016 IS/MND that were adopted and incorporated into the project would continue to apply. However, modifications of these mitigation measures are proposed as follows, to better address the known historical resources in the project area, to be more precise in the types of cultural resources that may be affected, and to better identify protocols for potential discoveries during construction. The mitigation measures have also been reorganized to acknowledge that paleontological resources are not addressed in this section (so that MM CUL-5 now addresses procedures and treatment of human remains which had been in MM CUL-3) and there is a new resource topic on tribal cultural resources (so that consultation and procedures and treatment of resources of significance to indigenous populations now in MM CUL-4 are found partially incorporated in the mitigation measures in this section as well as in the tribal cultural resources section).

- MM CUL-1. Additional identification efforts will consist of further archival research and subsurface exploration to avoid impacts on historical resources~~properties~~. As the project design advances, additional archival research will be conducted to help identify specific locations in the disturbance area where contributing elements of the Raised Streets and Hollow Sidewalks (RSHS) Historic District may exist. ~~This research will target those areas of the design that coincide with known or likely below-grade hollow sidewalks or raised street structures.~~ Prior to preparing the final design, design engineers will walk the

alignment with representatives of the Shingle Springs Band of Miwok Indians¹ (SSBMI) to discuss areas of special concern, and to receive advice from tribal members who have worked extensively in the project area and who were present during the installation of the existing light rail track. This field review will work to identify ways to limit new ground disturbance and to use existing infrastructure. Preconstruction subsurface explorations will be conducted where construction is anticipated to approach the vertical limits of the disturbance area in areas sensitive for ~~prehistoric and historical cultural resources~~ Native American and historic-era archaeological resources, and tribal cultural resources. Preconstruction subsurface explorations for tribal cultural resources will be designed in collaboration with the SSBMI, if deemed appropriate by the SSBMI, and general methods will be described in the Unanticipated Discoveries Plan developed under MM CUL-4.

~~RT will also coordinate with the City of Sacramento and property owners to obtain permission to access any remaining hollow sidewalk segments that are identified or suspected to exist in areas that could be affected by construction, particularly installation of overhead catenary system poles. If access is obtained and hollow sidewalks are present, the potentially affected hollow sidewalk segment(s) will be field recorded and the data collected will be added to the existing RSHS Historic District DPR 523 form, following the protocol described in an UDP (see MM CUL-4). This recordation will capture data about the hollow sidewalks and raised streets that are not readily available and improve access to information about these historical resources. If access cannot be obtained, SacRT will use ground penetrating radar or other means to confirm the presence or absence of hollow sidewalk segments in the construction footprint.~~

~~Should hollow sidewalks be identified in areas where overhead contact system (OCS) poles could potentially be installed, avoidance options will be implemented. These options include modifying the proposed OCS pole locations, modifying the pole foundation type, using a building attachment, or attaching span or pull-off wires to a backbone wire between two other poles or structures. The attachment of wires to adjacent buildings may require modification of the disturbance area to accommodate those buildings. No historical structures would be selected for wire attachment.~~

Furthermore, if research or field investigation confirms the presence of ~~historical or prehistoric~~ Native American archaeological resources, and historic-era archaeological resources, or tribal cultural resources that are eligible for the California Register of Historic Resources (CRHR), and that would be in conflict with project construction, SacRT will revisit the design to avoid adverse effects to historic properties resources as much as

¹ By mutual agreement, the other two consulting Native American tribes for the project, the United Auburn Indian Community and the Wilton Rancheria, have agreed to consultations and collaborations with SacRT on this project can be overseen by SSBMI. See the Tribal Cultural Resources section of this addendum, for a full discussion on the communications and consultations between the tribes and SacRT.

feasible. Where redesign is not feasible, the protocols identified in MM CUL-4 to address impacts on buried resources will be implemented.

- MM CUL-2. A cultural resources sensitivity training program will be provided to all construction personnel active on the project site during earth-moving activities. The training will be provided prior to the initiation of ground-disturbing activities. The training will be developed and conducted in coordination with a qualified archaeologist meeting the U.S. Secretary of Interior guidelines for professional archaeologists and a representative or representatives from consulting Native American tribe(s). The program will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological or tribal resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any finds of significance to Native Americans, consistent with Native American tribal values.

All ground-disturbing activities will be monitored by compensated representatives of the SSBMI and a qualified archaeologists and, when appropriate, a Native American representative of any tribe that has been determined a consulting party to the project. If any prehistoric Native American or historical-era archaeological resources, or tribal cultural resources are exposed during construction, work will stop in the immediate vicinity and be redirected to allow for recordation, including photography, measurements, and GIS data. SSBMI monitors will determine if photography of Native American archaeological and tribal cultural resources is appropriate. Historic-era resources will be photographed. Field recordation data will be added to the existing RSHS Historic District DPR 523 forms for previously recorded historical resources.

Monitors (both archeological and Tribal) will be responsible for working with construction personnel and identifying cultural resources, including tribal cultural resources, that may be uncovered during ground disturbance. When if unanticipated cultural materials are unearthed, the monitors will have the authority to immediately halt work to allow the onsite archaeological monitor and Tribal monitor to inspect and assess the materials, determine whether additional analysis of the find is warranted, and whether construction can proceed without further analysis.

SSBMI inspectors, who have specific knowledge of the tribal cultural resources within the project area, shall direct construction and archaeological workers when midden soils, or other types of soils that contain human remains, cultural materials, and sacred items are uncovered. Sensitive soils that require additional attention from the Tribal and archaeological monitors shall be placed in a safe and secure location for storage, provided by SacRT, until they are thoroughly inspected.

- MM CUL-3. If cultural or tribal cultural resources are encountered in locations not identified by research or other investigations during the pre-construction period ~~are inadvertently exposed during project construction~~, work will stop or be redirected within 50 feet of the finds to allow for recordation, including ~~photography~~, measurements, and GIS data in accordance with the UDP (see MM CUL-4). If human remains or spiritual items are encountered, the work buffer will be expanded to 100 feet. All Native American resources will be photographed only with permission from the SSBMI. All historic-era resources will be photographed.

If previously unidentified RSHS Historic District features hollow sidewalk features or raised street structures and additional elements of known Native American resources are exposed, the field recordation data collected (e.g., photography as appropriate, field measurements, and GIS data) will be added to the existing ~~RSHS DPR 523 forms~~. This recordation will follow the protocol for treating discovered cultural or tribal cultural resources ~~identified as inadvertent discoveries~~ described in the UDP for the project. Newly identified cultural sites or features will be recorded on new DPR forms. The UDP will describe treatment for both prehistoric Native American and below-grade historical-era archaeological resources, including all elements that contribute to the RSHS Historic District and known indigenous sites. Treatment for tribal cultural resources will be developed in collaboration with the SSBMI.

- MM CUL-4. The UDP will be ~~developed~~ prepared in collaboration with the SSBMI, prior to the initiation of construction. SacRT shall continue consultation with the Tribe throughout the duration of the project. The UDP will provide ~~detailed descriptions of protection and mitigation measures~~ protocols for treating archaeological and tribal cultural resources in the disturbance-area during preconstruction explorations and project construction. The UDP will include guidelines for the following:
 - Avoidance of historical resources properties, including tribal cultural resources, and establishment of environmentally sensitive areas
 - Data recovery guidelines for known historical resources properties and resources that cannot be avoided by project design
 - Protocols for treating cultural resources identified during preconstruction subsurface explorations, monitoring activities, and unanticipated discoveries, including human remains
 - Monitoring during construction by archaeologists and Tribal monitors
 - Responsibilities and coordination with the SSBMI Native American tribes and individuals
 - Curation of recovered historic-era materials that are not associated with Native American tribes, and the appropriate storage of Native American resources.

The UDP will address treatment for both Native American archaeological/prehistoric resources and tribal cultural resources, including human remains, and historical-era resources, including all elements that contribute to the RSHS Historical District. In collaboration with the SSBMI, ~~a~~All activities outlined in the UDP will be conducted under the direction of individuals who meet the professional qualification standards in Archaeology and Historic Preservation, Secretary of Interior's Standards and Guideline (Federal Register, Volume 48, No. 190, September 29, 1983).

As project design progresses, the design team will work in collaboration with the SSBMI to ensure all efforts will be made to avoid known Native American historical resources/tribal cultural resources/properties in the disturbance area. Resources avoided by project design will be identified as environmentally sensitive areas so that these locations are not inadvertently encroached upon during construction. New cultural resources (i.e., those that have not previously been identified or recorded), including tribal cultural resources, identified during preconstruction subsurface explorations, monitoring activities, and ~~as inadvertent discoveries during construction~~ will require testing to assess their research potential and be assessed for eligibility for the listing in the CRHR.

Evaluation efforts will involve archival research, ~~and~~ archaeological fieldwork, and Tribal consultation and coordination. Fieldwork methodologies will be tailored to the location, circumstance, and nature of the find. Therefore, it may be appropriate to use mechanical trenching techniques, controlled excavation units, or block exposures, shovel sampling explorations, or any combination of these. All newly identified historic-era resources will be thoroughly mapped, photographed, located through GIS, and recorded on DPR 523 forms. Native American resources will be recorded at the direction of the SSBMI and will be photographed only with their permission. Native American human remains will never be photographed.

If resources are determined to be eligible to the CRHR and cannot be avoided by construction, data recovery will be required. Data recovery may involve archaeological excavation or, for historic-era resources ~~such as hollow sidewalks~~ associated with the RSHS Historical District, detailed recordation on DPR 523 forms. Any Native American belongings or human remains that are collected and are subject to CalNAGPRA, will be returned to the SSBMI who will be compensated for any costs to repatriate the items. No laboratory analysis of Native American belongings is permitted without expressed permission from the SSBMI.

- MM CUL-5. The following measures shall be implemented should construction activities result in the ~~accidental~~ discovery of human remains and associated cultural materials. The SSBMI will have full responsibility for identifying ancestral burials and spiritually associated materials, including soils. The treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activities shall comply with applicable state laws. This shall include the following:

- Immediate notification of the coroner of the county in which the project is located.
- In the event of the coroner's determination that the human remains are Native American, notification of the California NAHC, which shall appoint a most likely descendent (MLD) (PRC Section 5097.98).
- SacRT shall make all reasonable efforts to develop an agreement with the SSBMI for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, ~~curation~~, and final disposition of the human remains and associated or unassociated funerary objects.
- The PRC allows 48 hours for the MLD to make recommendations after access has been allowed to the remains. If the MLD and the other parties do not agree on the reburial method, SacRT shall follow Section 5097.98(b) of the PRC, which states that "the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."

The revised project, similar to the 2016 project, would have no direct effect on known historical resources of the built environment, except the loss of 75 feet to each of the canopies at the historic SVS. Although the revised track alignment would result in up to 25 more feet of the canopies being affected, this change would not alter the current configuration of the existing canopies or any other elements of the historical resource that would contribute to its NRHP/CRHR eligibility. Because most of each canopy would remain intact, the umbrella sheds would continue to retain all seven elements of integrity (i.e., location, design, setting, materials, workmanship, feeling, setting) pursuant to Title 36, Section 60.4 of the Code of Federal Regulations (CFR). Furthermore, truncation of the canopies would be conducted so that the end portions would have a finished edge, similar to the current structures. In addition, the historic SVS was fully documented on a Historic American Building Survey form (HABS CA-2340) in 2012 (Yarbrough et al. 2012). This documentation included a detailed description of the canopies and associated photographs, representing their current configuration.

In addition to the canopies, the revised project would involve minor refinements to the relocated SacRT SVS from that described in the 2016 IS/MND. These changes would modify the station's siting (proposed to be slightly closer to H Street), dimensions (slightly longer and wider center-boarding platform), and surrounding circulation plan (eliminated and to be replaced by the City's SVS Area Plan), but they would not compromise the property's historical integrity.

Indirect effects on known historical resources likewise would be less than significant and limited to an additional embedded track along H Street that would not alter the visual, audible, or circulation settings of the historic buildings along this street.

Therefore, with implementation of the revised mitigation measures, MM CUL-1 through MM CUL-5, the impact on the revised project would be reduced to a less-than-significant level.

Conclusion

Revised project implementation would result in a shorter version of the project as described in the 2016 IS/MND, because the trackwork would not extend eastward along F Street to 7th Street through the Railyards area, and no improvements would occur along 7th Street north of H Street. Furthermore, a new station on 7th Street north of F street (at Railyards Boulevard) would not be constructed as part of the revised project. The revised alignment of tracks on H Street from 7th to 5th Streets and the new platform location between the two sets of tracks at the historical SVS would require up to approximately 25 additional feet of the two existing umbrella sheds (contributing elements to the Sacramento Southern Pacific Railroad Station Historic District) than was proposed in the 2016 IS/MND. Although a portion of the shade structures would be removed, most of the 1,000-foot-long canopies would remain intact. The platform canopies would continue to be used for their current purpose and would convey the characteristics of the original structures. Thus, the revised project would not result in new significant impacts or substantially more severe impacts on the Sacramento Southern Pacific Railroad Station Historic District, and therefore would not result in any additional direct or indirect effects compared to the project described in the 2016 IS/MND.

Therefore, the revised project would not result in new significant impacts or substantially more severe impacts on cultural resources. No previously infeasible or new mitigation measures to address cultural resource impacts have been identified, although the previously adopted mitigation measures have been modified to better address the known historical resources in the project area, to be more precise in the types of cultural resources that may be affected, and to better identify protocols for potential discoveries during project construction. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Energy

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	LTS	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	LTS	No	No	No

Discussion

Prior 2016 Analysis. Energy was not part of the 2016 CEQA checklist. Therefore, for this resource, no analysis was included in the 2016 IS/MND, and the significance determinations in the summary table above are shown as N/A.

Revised Project Analysis. The 2019 CEQA Guidelines update included new significance thresholds related to energy. This analysis considers the potential impacts related to energy resources associated with implementation of the revised project, based on the new significance thresholds.

Project construction would result in energy consumption in the form of combustion of fossil fuels (e.g., gasoline, diesel fuel) associated with transportation. Transportation energy use during construction would come from the transport and use of off-road (e.g., construction equipment) and on-road (e.g., worker commutes, material delivery and haul truck trips) vehicles. Construction-related transportation energy use would depend on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. The use of fuel by on--road and off-road vehicles would be temporary and would fluctuate according to the phase of construction. Construction fuel use for the revised project would cease on completion of construction. Based on the anticipated phasing of the revised project, temporary nature of construction, and project type, the revised project would not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites. In addition, in accordance with California Air Resources Board

(CARB) Airborne Toxic Control Measures, construction contractors would be required to minimize idling time of construction equipment by shutting off equipment when not in use or reducing idling periods to 5 minutes. These required practices would limit wasteful and unnecessary energy consumption during the temporary construction activities. Therefore, fuel consumption associated with revised project construction is not expected to be inefficient, wasteful, or unnecessary. The impact would be less than significant.

Following construction, because the revised project would be a modification of existing light rail track and an existing light rail station, electricity consumption associated with the revised project is not anticipated to increase substantially beyond existing conditions. The revised project would result in energy consumption associated with the additional electricity required to propel the LRT the 0.6-mile length of new tracks; however, this addition of tracks would not result in a substantial increase in electricity consumption and would be less than that described in the 2016 IS/MND, which included a complete loop track. In addition, the revised project would include lighting at the relocated SacRT SVS platform, but this lighting would replace the lighting at the existing LRT station along H Street and would comply with applicable SacRT design criteria standards, which would require compliance with the energy conservation measures (including energy-efficient lighting) in the California Green Building Standards (CALGreen) and State energy standards under Title 24. Thus, the lighting at the relocated station would be updated and more energy efficient compared to the existing light rail station. Therefore, the revised project would not result in a potentially significant environmental impact because of wasteful, inefficient, or unnecessary consumption of energy resources.

Because the revised project would include the relocated light rail station that would enhance connections to other rail services in the long-term and also provide convenient and safe pathways for pedestrians and bicyclists, it would not conflict with the goals and strategies that promote energy efficiency in the transportation sector, as included in the CARB 2022 Scoping Plan and 2020 MTP/SCS, such as increasing active transportation, reducing VMT, and increasing public transit. Therefore, the revised project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The impact would be less than significant.

Conclusion

No mitigation measures to address impacts related to energy resources have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Geology and Soils

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	NI	NI	No	No	No
ii. Strong seismic ground shaking?	LTS	LTS	No	No	No
iii. Seismic-related ground failure, including liquefaction?	LTS	LTS	No	No	No
iv. Landslides?	NI	NI	No	No	No
b) Result in substantial soil erosion or the loss of topsoil?	LTS	LTS	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS	LTS	No	No	No
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	LTS	LTS	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND stated that because no faults traverse the project area, no impact would occur from surface fault rupture. Furthermore, because the project area is flat with no adjacent hillsides, no impact would occur related to landslides. As discussed in the 2016 IS/MND, the potential for strong seismic shaking in the project area was evaluated as part of development of the Sacramento Railyards Specific Plan, adopted in 2016, and the City’s SVS Area Plan, adopted in 2021. The evaluation determined that, based on the presence of artificial fill and alluvial deposits at the project site, strong seismic ground shaking could result in direct structural damage and indirect damage from seismically induced liquefaction or settlement. However, as described in the 2016 IS/MND, the project would comply with all applicable regulations, including the American Railway Engineering and Maintenance-of-Way Association’s (AREMA) *Manual for Railway Construction* (AREMA 2019), Caltrans requirements for installation of light rail facilities in public streets (Caltrans 2022), the California Building Standards Code (CBC), and City requirements for new stations. Compliance with these regulations and standards would be met so that the trackwork, utility installation, and construction of the relocated station would not present an increased risk from seismic hazards because of strong seismic ground shaking, liquefaction, or seismically induced settlement. Therefore, the impact would be less than significant.

As discussed in the 2016 IS/MND, the project also would comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit requirements to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and site-specific BMPs, to prevent construction-related soil erosion and sedimentation and protect downstream water quality, so that project construction impacts related to erosion and loss of topsoil would be less than significant. The 2016 IS/MND reported that the results of soil borings for nearby projects indicated the existence of undocumented fill and Holocene deposits in the project area. Thus, encountering

unstable and expansive soils during construction would be possible, with resulting stability issues for project facilities. However, all project facilities (e.g., tracks, station foundations) and the OCS would comply with applicable State and local construction standards and rail-specific industry standards (listed above). Thus, the impact related to unstable and expansive soils would be less than significant.

Because the project would not include installation of septic tanks or wastewater disposal systems, the 2016 IS/MND concluded that no impact would occur related to soil suitability such alternative systems.

As part of the presentation under the Cultural Resources analysis in Section 4.5 of the 2016 IS/MND, the discussion concluded that no construction-related impact would occur on unique paleontological resources, because ground-disturbing activities would occur in Holocene-age sediments, which are not paleontologically sensitive. Because project operations would not include earth-moving activities, the 2016 IS/MND concluded that no operation-related impact would occur on unique paleontological resources.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item c under Cultural Resources, regarding unique paleontological resources and unique geologic features, was moved to the Geology and Soils section. Accordingly, the impact analysis for these topics is presented in this section of this Addendum.

Because no active faults are in or near the project area, no impact would occur from surface fault rupture. As also discussed in the 2016 IS/MND, based on soil borings obtained in and adjacent to the project area, the presence of artificial fill and Holocene-age unconsolidated alluvial deposits indicate that strong seismic ground-shaking on faults in the region could result in damage to SacRT facilities, along with a potential for liquefaction or seismically induced settlement to occur. Revised project facilities would comply with applicable State, local, and industry seismic and construction standards (summarized above in the Prior 2016 Analysis, as excerpted from the 2016 IS/MND), so that the impact associated with strong seismic ground-shaking, liquefaction, and seismically induced settlement would be less than significant. Because the revised project would be constructed on flat terrain, no impact would occur related to landslides or debris flows.

The revised project would comply with applicable design standards and construction regulations, including the NPDES Construction General Permit requirements to prepare and implement a SWPPP along with site-specific BMPs, to prevent construction-related soil erosion and sedimentation and protect downstream water quality, so that the impact would be less than significant. Because of the presence of undocumented fill in the project area, a possibility would exist of encountering unstable and expansive soils during construction, with resulting stability issues for the proposed SacRT SVS platform and the light rail track foundations. However, project facilities would comply with applicable State and local construction standards and rail-specific industry standards (discussed previously), so that the impact associated with unstable and expansive soils would be less than significant. The revised project also would not include installation of septic tanks or wastewater disposal systems, and thus no impact would occur related to soil suitability for alternative wastewater disposal systems.

Like the 2016 project, ground-disturbing activities associated with the revised project would occur in Holocene-age sediments, which are not paleontologically sensitive. The 2016 IS/MND evaluated excavation to a depth of approximately 30 feet below ground surface (bgs) for OCS poles. For the revised project, a similar depth of excavation for the OCS poles is anticipated. Furthermore, under the revised project, excavation would occur in the same geologic formations (i.e., artificial fill underlain by Holocene-age levee and channel deposits, which are present to a depth of at least 60 feet bgs) (Gutierrez 2011; Youngdahl 2014). In addition, project-related operations would not include earth-moving activities. Therefore, the revised project would have no impact on unique paleontological resources.

The American and Sacramento rivers are unique geologic features; however, the project area is not within the viewshed of either river, and no unique geologic features exist at the project site. Thus, no impact would occur on unique geologic features.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts related to geology, soils, or paleontological resources. No new mitigation measures to address geology, soils, or paleontological resource impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in CEQA Guidelines Sections 15162 and 15163 calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Greenhouse Gas Emissions

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	LTS	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	LTS	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, project construction would result in greenhouse gas (GHG) emissions associated with off-road and on-road construction equipment use. The analysis in the 2016 IS/MND reported that project construction would generate a total of 364 metric tons carbon dioxide equivalent (MT CO₂e), which would be below the SMAQMD annual threshold of 1,100 MT CO₂e. In addition, the 2016 IS/MND reported that light rail operation would use electric-powered trains, which would result in indirect GHG emissions from electricity consumption. However, the increased electricity use is anticipated to be minimal because of the short length of the new tracks. In addition, the 2016 IS/MND reported that as the electricity service providers increase procurement from eligible renewable energy sources pursuant to Renewables Portfolio Standards (RPS), operational GHG emissions would decrease. Furthermore, the 2016 IS/MND identified that the project is part of the key strategy identified in the City of Sacramento’s 2012 Climate Action Plan, and project implementation would introduce a more energy-efficient alternative that would better connect to other transit services and reduce travel by single-occupant automobiles. Therefore, the project would not generate GHG emissions that may have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for reducing GHG emissions. The impact would be less than significant.

Revised Project Analysis. No changes occurred to the environmental checklist items under GHG emissions in the update to CEQA Appendix G. Off-road construction equipment use and on-road vehicles (haul trucks and worker commute vehicles) temporarily would generate GHG emissions

during revised project construction activities, similar to that described for the 2016 project. As shown in Table 3, the revised project is anticipated to generate a total of approximately 644 MT CO₂e. Therefore, although the annual GHG emissions would be higher than the annual GHG emissions presented in the 2016 IS/MND due to the anticipated construction duration, the revised project would not generate emissions that would exceed the SMAQMD annual significance threshold of 1,100 MT CO₂e. The revised project also would generate indirect GHG emissions associated with the additional electricity required to propel the LRT the 0.6-mile length of new tracks. However, this minor addition of tracks would not result in a substantial increase in electricity consumption and would encompass an area smaller than previously identified in 2016. Indirect GHG emissions would continue to decrease over time as electricity retailers would increase their renewable sources of energy, pursuant to the RPS. In addition, because the revised project would be a modification of existing light rail track and an existing light rail station, maintenance activities are not anticipated to increase above existing conditions.

Table 3 Summary of Construction-Related GHG Emissions

Description	Total GHG Emissions (MT CO ₂ e)
Revised Project Construction Emissions	644
2016 Project Construction Emissions	364
SMAQMD Significance Threshold	1,100
Would Exceed SMAQMD Thresholds?	No

Notes:

GHG = greenhouse gas emissions

MT CO₂e = metric tons carbon dioxide equivalent

SMAQMD = Sacramento Metropolitan Air Quality Management District

Appendix B provides detailed construction inputs and model output files.

Source: Modeled by AECOM in 2024

Since the 2016 IS/MND was adopted, the SACOG MTP/SCS was updated in 2019, the State passed Senate Bill (SB) 32, establishing a 2030 GHG emissions reduction target of 40 percent below 1990 levels, and a 2017 Scoping Plan was adopted by the CARB. The State also passed Assembly Bill (AB) 1279, which established a 2045 emissions reduction target of 85 percent below 1990 levels, and a 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) was adopted by the CARB in 2022. The revised project would continue to include the relocated LRT station that would be part of a larger intermodal transportation facility, to enhance connections with other rail services (as detailed in Section 2). The revised project also would include convenient and safe pathways for pedestrians and bicyclists, which would encourage alternative transportation modes (e.g., walking, bicycling, and public transit), none requiring reliance on fossil fuels. Thus, the revised project would not conflict with the goals and strategies included in the 2022 Scoping Plan and City of Sacramento’s Draft General Plan Climate Action and Adaptation Plan for increasing active transportation, reducing VMT, and increasing public transit. Therefore, the revised project would not conflict with any plans, policies, or regulations adopted for reducing GHG emissions. No impact would occur.

Conclusion

Revised project implementation would not result in new significant impacts or substantially more severe environmental impacts from generation of GHG emissions, nor would any change in circumstances occur that would result in new significant impacts or substantially more severe impacts related to GHG emissions. No mitigation measures to address GHG emissions impacts have been identified that would need to be implemented. Although updated plans and initiatives to lower GHG emissions have occurred, no new information of substantial importance has been identified that would indicate a new significant impact would occur. None of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Hazards and Hazardous Materials

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	LTS	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS	LTS	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NI	NI	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	LTS	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	NI	NI	No	No	No
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	NI	N/A	N/A	N/A	N/A

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NI	LTS	No	No	No
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As described in the 2016 IS/MND, the project area has been disturbed by commercial and industrial activities, including development and use of transportation facilities and the assembly and maintenance of rail cars and locomotives associated with the historic Southern Pacific Railyards.

The 2016 IS/MND described that project-related construction equipment and project operation and maintenance activities may require the use of minor amounts of products that could be considered hazardous materials, but all products would be applied by SacRT staff or vendors consistent with label requirements, and none would be acutely hazardous. Furthermore, based on the small size of the construction project, the limited number of facilities, and the small length of additional tracks, a potentially significant impact would be limited. Therefore, the impact from routine transport, use, or disposal of hazardous materials would be less than significant.

Much of the remedial activity associated with the former Southern Pacific Railyards has been completed, but minor activity is ongoing in some areas, including the south groundwater plume study area. Thus, the 2016 IS/MND determined that a potential would exist to encounter contaminated soil or groundwater during project construction, from both the perspective of accident or upset and the Southern Pacific Railyards site listing on the Cortese List. However, SacRT would be obligated to follow environmental restrictions contained in the Land Use Covenant and Agreement between the California Department of Toxic Substances Control (DTSC) and the property owner of the Railyards. Two Land Use Covenants are applicable for this project,

the 1994 Sac Valley Station and the 2015 Downtown Railyard Venture. These Land Use Covenants prohibit any excavation, grading, soil removal, or similar construction activities that may disturb native soils or extract groundwater without a DTSC-approved Soil and/or Groundwater Management Plan. The plan would need to include provisions for handling and disposing native soil or groundwater that is encountered during construction. Soil/groundwater disturbance could occur throughout the project, especially during excavation for the installation of the OCS poles because of the proposed depth. In addition, construction worker safety would be regulated by the California Division of Occupational Safety and Health (Cal/OSHA), complying with Title 8 of the California Code of Regulations requirements that protect construction workers from exposure to hazardous substances. Safe handling and disposal of potentially contaminated soil would minimize risks to the environment, construction workers, and the general public. Therefore, the impact would be less than significant.

Because the project area would not be within 0.25 mile of a school or within 2 miles of an airport or airstrip, the 2016 IS/MND determined that no safety hazard impacts would occur related to these uses. Furthermore, the 2016 IS/MND found that because no designated emergency evacuation routes exist in the project area, no impact would occur from interference with emergency evacuation. Furthermore, the 2016 IS/MND reported that the project area was not within any type of wildland fire hazard severity zone, as delineated by the California Department of Forestry and Fire Protection (CAL FIRE). Thus, no impact would occur from wildland fires.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist item f was deleted (and thus the summary table at the beginning of this section indicates N/A for the revised project), item e was updated to include airport noise hazards, and item h was shortened because of the addition of the new checklist section on Wildfire. Accordingly, the impact analysis for the revised project reflects these changes to the Appendix G checklist.

Although operation of light rail vehicles, electrical facilities such as overhead contact wires and charging stations, routine station cleaning, and landscape maintenance activities associated with the revised project may require the use and storage of small quantities of common hazardous materials, such hazardous materials would be handled, managed, and disposed in accordance with applicable federal, State, and local regulations. The revised project, similar to the approved project, would require the removal of a portion of the overhead canopy that was constructed as a shelter for passengers using the original train platforms. Those platforms were relocated in 2012, but the overhead shelters remain and may contain lead. Demolition of these structures would be performed in conformance with California Code of Regulations, Title 8, Section 1532.1, which identifies the testing, assessment, and control protocols and procedures to be followed, as administered by the State Occupational Safety and Health Administration. Therefore, as discussed in the 2016 IS/MND, compliance with these regulations would avoid and minimize potential effects that could occur from the routine transport, use, or disposal of hazardous materials for the revised project. Furthermore, because the light rail vehicles would be electrically powered, little likelihood would exist for release of hazardous materials or waste into the environment from an upset or accident associated with their operation. Additionally, project design would comply with the Sacramento County Area Plan for Emergency Response to Hazardous Materials Incidents

(Sacramento County EMD 2022), and the California Fire Code to avoid hazardous materials incidents. No impact would occur.

The revised project would not place project features within 0.25 mile of an existing or proposed school. The revised project also would not be within 2 miles of a public or public-use airport, or within an area covered by an airport land use plan, and thus the revised project, like the 2016 project, would not result in a safety or airport noise hazard for people residing or working in the project area. No impact would occur.

Since the 2016 IS/MND was prepared, all the streets in the project area (i.e., 5th, 6th, 7th, and H Streets) have been identified as emergency evacuation routes for Sacramento businesses and residents (City of Sacramento 2023a). SacRT would comply with Section 12.20.020 of the City's Municipal Code, which would require submittal to and approval by the City of a Traffic Control Plan, for any work that would obstruct vehicular or pedestrian traffic, as well as would require compliance with local City/Caltrans street standards during project design, to avoid and minimize interference with an adopted emergency response plan or emergency evacuation plan. Therefore, the impact would be less than significant.

The 2016 IS/MND analyses included a comprehensive review of federal, State, and local hazardous materials and hazardous facility databases, to determine whether the project alignment or facilities would be on lands reported to be on the "Cortese List," compiled pursuant to Section 65962.5 of the Government Code. This list identifies hazardous waste and substances sites that could adversely affect public health and the environment because of exposure to contaminated soils or groundwater. In 2023, AECOM performed an updated search of Cortese-listed sites as well as other hazardous materials sites on State databases for the revised project. The same two sites were identified with hazardous groundwater or soil in the project area that were identified for the 2016 IS/MND (SWRCB 2023; DTSC 2023). Both sites are related to past activities and operations of the 244-acre Southern Pacific Railyards. The Railyards were used to maintain and repair trains and resulted in soil and groundwater contamination. Site remediation at the Railyards is ongoing.

Because of former Railyards operations, the South Plume Groundwater Study Area extends approximately 0.5 mile south into downtown Sacramento. Within the plume area, groundwater is contaminated with chlorinated solvents, volatile organic compounds (VOCs), metals, and petroleum hydrocarbons. Groundwater is being actively pumped and treated, both on the Railyards site and near the southern terminus of the plume. In addition, soil vapor extraction of the major VOC source areas is ongoing at the Railyards site. The potential would exist to encounter contaminated soil or groundwater during project construction, which would represent a risk of exposure to the public and construction workers, and to the environment. As discussed in the 2016 IS/MND, for project improvements on lands that are part of (or were formerly part of) the former Southern Pacific Railyards property, SacRT would have to follow environmental restrictions contained in the Land Use Covenants and Agreements between DTSC and the property owner. Environmental restrictions would include preparation of a Soil Management Plan before any excavation, grading, or similar construction activities that may disturb native soils. The plan would need to include provisions for handling and disposing native soil that is encountered

during construction; for the revised project, this could occur during excavation for installation of the OCS poles because of the proposed depth. Safe handling and disposal of potentially contaminated soil would minimize risks to the environment, construction workers, and the general public. During project operation, limited potential for exposure to hazardous materials would exist. Routine landscape maintenance would be required at the relocated SacRT SVS, and SacRT would have to follow post-remediation covenants, including preventing exposure to native soil. Therefore, the impact from exposure to hazardous materials from accident or upset, or from construction in a Cortese-listed site would be less than significant.

CAL FIRE is responsible for mapping areas of significant fire hazards and classifying the areas into fire hazard severity zones. Areas of the state where local governments have financial responsibility for wildland fire protection are identified as Local Responsibility Areas. Within these areas, CAL FIRE identifies areas classified as very high fire hazard severity zones. The project area is within a Local Responsibility Area, and updated CAL FIRE mapping indicates that CAL FIRE has not identified any very high fire hazard severity zones in the project area (CAL FIRE 2023), the same as was reported at the time of the 2016 IS/MND. The nearest very high fire hazard severity zone is on the northeast side of Folsom Lake (in a State Responsibility Area [SRA]²), approximately 25 miles northeast of the project area. Because the project area is highly urbanized with little vegetation other than scattered urban street trees, no potential exists for wildland fires in the area. Therefore, no impact would occur to people or structures involving wildland fire. For further discussion of wildland fire hazards, refer to the Wildfire section of this Addendum.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts because of hazards or hazardous materials. No new mitigation measures to address hazardous resource impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

² Sections 4125–4127 of the California Public Resources Code define an SRA as lands in which the financial responsibility for preventing and suppressing wildland fire resides with the State of California.

Hydrology and Water Quality

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Violate any water quality standards or waste discharge requirements?	LTS	LTS	No	No	No
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	LTS	LTS	No	No	No
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	LTS	LTS	No	No	No
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	NI	NI	No	No	No
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	NI	LTS	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
f) Otherwise substantially degrade water quality?	LTS	LTS	No	No	No
g) Place housing within a 100 year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	NI	N/A	N/A	N/A	N/A
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	NI	N/A	N/A	N/A	N/A
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	NI	N/A	N/A	N/A	N/A
j) Inundation by seiche, tsunami, or mudflow?	NI	N/A	N/A	N/A	N/A

Discussion

Prior 2016 Analysis. As described in the 2016 IS/MND, SacRT would be required to comply with the NPDES Construction General Permit terms and conditions, including preparing and implementing a SWPPP and site-specific BMPs, to prevent construction-related soil erosion and sedimentation and protect downstream water quality. As further described in the 2016 IS/MND, the *Sacramento Region Stormwater Quality Design Manual*, updated in 2018 (Sacramento Stormwater Quality Partnership 2018) outlines planning tools and requirements to reduce urban runoff pollution from operation of new development and redevelopment projects to the maximum extent practicable, and calls for an integrated planning and design approach in which stormwater quality controls are considered early, so that they can be effectively integrated into site design and planning.

SacRT would incorporate the following (or similar) stormwater quality control measures from the manual during project design and construction:

- Incorporate infiltration basins or infiltration trenches in project design
- Include vegetated swales in the landscape plan
- Use low-impact development principles, such as permeable pavement

Therefore, the impact related to violation of water quality standards or waste discharge requirements would be less than significant.

The 2016 IS/MND found that although approximately 2 acres of new impervious surfaces would be added as part of the project, this area would be small in relationship to the surrounding large areas where permeability of surface water to groundwater still would occur. Furthermore, the project would not require groundwater as a source of water supply. Therefore, the 2016 IS/MND determined that impacts related to substantial decrease in groundwater supply or substantial interference with groundwater supply would be less than significant.

Because of the generally flat topography and limited amount of necessary grading, the 2016 IS/MND found that project would not change the existing drainage patterns. Thus, impact from substantial erosion, siltation, or flooding would be less than significant.

With regards to potential exceedance of drainage systems, the 2016 IS/MND found that the potential additional stormwater runoff from the approximately 2 acres of new project-related impervious surfaces would be small compared to the infiltration capacity of the large pervious adjacent areas. Furthermore, a stormwater detention basin is immediately adjacent to the existing and proposed SacRT SVS. Although stormwater runoff quantities associated with the project were unknown, they would be small in the context of local infiltration capacity and drainage infrastructure. Potential changes in drainage and operational water quality issues would be addressed by compliance with existing regulatory programs, including the *Sacramento Region Stormwater Quality Design Manual*, updated in 2019 (Sacramento Stormwater Quality Partnership 2018). Therefore, the no impact on existing or planned drainage systems.

Because the project area is not in a Federal Emergency Management Agency (FEMA) 100-year flood zone, the 2016 IS/MND found that no flood-related impacts would occur, including placement of housing within a flood zone, placement of structures that would impede flood flows, or flooding from levee or dam failure. Furthermore, the 2016 IS/MND found no water bodies in the project area that could result in seiches; tsunamis would not be a hazard; and because the project area has no slopes, no hazard from mudflows would exist. Thus, no impact associated with these types of hazards would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist items for Hydrology and Water Quality were substantially revised. Items g, h, i, and j (as shown in the summary table at the start of this section) related to flooding, seiches, and tsunamis were deleted, and therefore are marked as N/A for the revised project. The flooding thresholds were revised, and the items were reorganized to reflect potential impacts from exceedance of stormwater drainage systems, impedance of flood flows, and risks because of release of pollutants from

inundation. Groundwater impacts were revised and updated to require consideration of groundwater basin management. A new item was added to consider potential conflicts with the groundwater basin management plans per the Sustainable Groundwater Management Act and the appropriate surface water quality control plan. Accordingly, the impact analysis for the revised project reflects these revised thresholds.

The regulations, ordinances, BMPs, and water quality/stormwater management manuals that were covered in the 2016 IS/MND to minimize the potential water quality impacts of project-related construction and operation also would apply to the revised project. Therefore, the impact on water quality, water quality standards, and waste discharge requirements would be less than significant.

The revised project would include relocation of the existing light rail station along H Street to a new location approximately 130 feet north of the existing station, which would be demolished. Minor water use for dust control would occur during project construction. The relocated SacRT SVS would use the same amount water of as the existing station during operations; therefore, the amount of water use for the revised project would not change as compared to that analyzed in the 2016 IS/MND and would not result in a substantial increase as compared to existing conditions. The revised project would result in the creation of approximately 2 acres of new impervious surfaces, the same as the 2016 project. New impervious surfaces associated with development in the project area were accounted in the *South American Subbasin Groundwater Sustainability Plan (GSP)* (Sacramento Central Groundwater Authority et al. 2021). Stable groundwater conditions in the subbasin in terms of groundwater levels, storage volume, and interconnected surface waters have been achieved because of a variety of historically implemented projects and management actions; therefore, the South American Subbasin is not in a condition of overdraft. Based on hydrologic modeling results, the GSP determined that groundwater levels in the South American Subbasin will be sustainable over the 20-year planning horizon (i.e., through 2042) with implementation of the planned projects and the management actions described in the GSP. The 20-year planning horizon includes projected development throughout the area that overlies the South American Subbasin. Therefore, project construction and operation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge so that sustainable groundwater management of the basin would be impeded. The impact would be less than significant.

As with the 2016 project, stormwater runoff quantities associated with the revised project are unknown but would be small in the context of local drainage infrastructure, because the revised project would result in approximately 2 acres of new impervious surfaces, the same as for the 2016 project. In addition, in 2022, the City approved up to \$32 million in bonds for infrastructure improvements in the Railyards area. One of the key improvements would be creation of stormwater outfall projects. These were analyzed in a June 2016 Railyards Specific Plan Update Subsequent EIR that also included the Kaiser Permanente Medical Center and a Major League Soccer Stadium (City of Sacramento 2016b). The chapter on infrastructure in the City's 2021 SVS Area Plan describes the planned storm drain system, including several pipe sections that would pass through the project area, including the site of the relocated light rail station, which would

drain southward toward H Street, then west and north under the UPRR tracks and into a large pumping station near Railyards Boulevard, approximately 1,200 feet to the north. According to the City's Department of Utilities, planned storm drains in the project area should be constructed by the entity that needs them first. Potential changes in drainage would be addressed by compliance with existing regulatory programs, including implementation of drainage design features based on the SVS Area Plan and the *Sacramento Region Stormwater Quality Design Manual* (Sacramento Stormwater Quality Partnership 2018). For example, final project design is expected to include landscaping in pedestrian access areas, permeable pavement, and similar measures. Furthermore, during the construction phase, SacRT would be required to implement an SWPPP, with BMPs designed to control erosion and siltation. Therefore, the revised project would not substantially alter existing drainage patterns or increase impervious surfaces, so that substantial erosion or siltation would occur, or so that the drainage system capacity would be exceeded. The impact would be less than significant.

The 2016 IS/MND determined that no impact would occur on drainage patterns. However, this Addendum acknowledges that with the change in impervious surfaces in the project area, although small and the same as estimated in the 2016 IS/MND, minor alterations in stormwater runoff volumes would occur that would not result in a significant impact but would result in a change better described as less than significant. This revision also would be consistent with the 2016 IS/MND significance conclusion in the Utilities section, regarding storm drainage facilities.

As stated in the 2016 IS/MND, the project area is not within a 100-year flood zone. FEMA classifies the project area and the surrounding area as an unshaded Zone X (i.e., an area of minimal flood hazard) (FEMA 2015). The FEMA classification has not changed since the 2016 IS/MND was adopted. The project area is approximately 1,700 feet east of the Sacramento River; development on both sides of the river is protected from flooding by a levee system. Installation of light rail tracks in the existing streets and relocation of the light rail station approximately 130 feet north of the existing station would not increase the risk to humans or affect structural safety during flooding because these areas are not in a flood zone. Project construction and operation also would not increase the risk of pollutant release related to inundation from a seiche or tsunami, because the project area is approximately 86 miles from the Pacific Ocean, and the flood control levees along the Sacramento River have been designed and engineered to provide flood protection in the event of a seismic seiche on the river. Furthermore, the project area is approximately 22 feet higher in elevation than the Sacramento River. In summary, project construction and operation would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and would not result in an increased risk of pollutant release from inundation. Thus, no impact would occur related to flood hazards.

Because SacRT would comply with State and local construction and operational regulations, permits, and municipal code requirements related to water quality, the revised project would not conflict with or obstruct implementation of the Water Quality Control Plan (Basin Plan) for the Sacramento and San Joaquin river basins. Furthermore, the revised project would not increase the need for groundwater supplies, would result in no change from the approximately 2 acres of new impervious surfaces reported in the 2016 IS/MND, and projected development on the land

that overlies the South American Subbasin (including the revised project) through 2042 was accounted for in the GSP. Thus, the revised project would not conflict with or obstruct implementation of the South American Subbasin Groundwater Sustainability Plan. Therefore, the impact would be less than significant.

Conclusion

Revised project implementation would be consistent with the analysis in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on hydrology or water resources. No new mitigation measures to address hydrologic and/or water quality impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Land Use and Planning

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Physically divide an established community?	NI	NI	No	No	No
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	NI	NI	No	No	No
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	NI	N/A	N/A	N/A	N/A

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, no short- or long-term impacts would occur on land use in the project area. The project would not physically divide an established community, best characterized by the 244-acre Railyards Specific Plan (City of Sacramento 2007), because the SacRT SVS platform and tracks would be constructed in existing public streets and would operate along the SacRT light rail lines. Thus, the project would not divide or increase the separation of established communities in downtown Sacramento or more specifically in the project area. The project would improve connectivity and support travel to major destinations in Sacramento and eventually would provide a critical link that would serve SacRT’s Green Line extension to the Sacramento International Airport. Therefore, the project would not create new barriers or physically divide an established community, but rather would be beneficial by improving transit service and circulation in Sacramento. No impact would occur.

The 2016 analysis concluded that the project would not conflict with applicable land use plans, policies, or regulations adopted for avoiding or mitigating an environmental effect. The project would be consistent with the City’s General Plan, adopted in 2009 and updated in 2015.

Specifically, the General Plan emphasizes the need for increased transportation uses and development of an integrated and multimodal transit system. Goals and policies outlined in the Mobility Element, the Central City Community Plan, and the Land Use and Urban Design Element support the purpose and objectives of the project, including goals and policies that encourage and focus on creating a multimodal and balanced transportation system that provides transportation facilities to support this network. Because the project would aim to develop a more seamless and efficient transportation network, it would be consistent with the General Plan. In the Railyards Specific Plan as updated, the SacRT SVS is designated as “Transit Use,” and the historic SVS is designated “Residential/Mixed Use.” Because the project would develop more transit opportunities and would support the higher densities and mixed uses by providing access, mobility, and an alternative to cars, the 2016 IS/MND determined that the project would be consistent with the General Plan and Railyards Specific Plan, as updated. Because the project would support projected and planned growth and would benefit surrounding land uses by improving access to commercial and residential development in the vicinity of SacRT’s light rail stations throughout downtown, it would not conflict with applicable land use plans, policies, or regulations. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist item c (shown in the summary table at the start of this section) regarding a habitat conservation plan or natural community conservation plan conflicts was removed. Accordingly, the summary table indicates N/A for item c for the revised project. Furthermore, environmental checklist item b was revised to evaluate whether a conflict with a land use plan, policy, or regulation could cause a significant environmental impact, rather than simply determining whether a conflict could occur.

The revised project would not create new barriers or divide existing neighborhoods in the project area; rather, it would maintain connectivity with SacRT light rail and bus services as well as with the passenger rail and long-haul bus operators that serve the project area. In addition, the City’s 2021 SVS Area Plan includes SacRT’s SVS relocation and integrates the light rail station with its other transportation improvements, including the bus mobility center, local bus stops, and a new station concourse to the passenger rail platforms, all within walking distance.

Although the SACOG MTP/SCS was updated in 2016 and 2019 with revised land use objectives, the goals and strategies of creating transit-oriented neighborhoods and expanding public transit to accommodate projected growth continue to be guiding principles and policies of this regional plan. The revised project, although shorter and smaller in scope than the project discussed in the 2016 IS/MND, would be consistent with the SACOG 2020 MTP/SCS objectives to expand regional and local rail to connect housing and employment opportunities in existing downtowns and commercial corridors (SACOG 2019).

The revised project is included in the City’s adopted 2035 General Plan and would help accommodate and serve growth in identified housing and job growth priority areas (City of Sacramento 2015). The revised project would support Policy M 3.1.1, which states that the City shall support a well-designed transit system (City of Sacramento 2015).

Currently, the City is updating its 2035 General Plan. Policy M 5.2 of the Draft 2040 Sacramento General Plan states that the City shall work to establish Sacramento Valley Station as the premier regional transit hub of Northern California, linking regional rail, light rail, bus, and high-speed rail service, and plan for the expansion of rail service to strengthen connections between Sacramento, the Central Valley, the Bay Area, Northern California, and beyond (City of Sacramento 2023a). The SacRT SVS relocation has been coordinated with the City's SVS Area Plan and is a key element of the intermodal transit hub envisioned by the City.

The revised project also would not result in a significant impact because of conflicts with the City's Climate Action Plan, which supports increased transit use in existing urbanized areas and promotes a well-connected urban pattern with lower automobile dependence, by leading and planning for infill growth and development (City of Sacramento 2021a). Instead, the revised project would continue to provide transit accessibility for infill growth and development, proposed by the City in the project area. The revised project also would be consistent with the Central City Specific Plan and SVS Area Plan that also promote a well-connected transportation system, improved mobility, and increased prominence of transit in downtown Sacramento and surrounding areas (City of Sacramento 2018, 2021c). Therefore, the revised project would not create a significant environmental impact because of a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on existing land uses. No mitigation measures to address land use impacts have been identified that would need to be implemented because of changed conditions. Although new local and regional plans have been adopted since the 2016 IS/MND, they continue to support streetcar service, and the revised project would help fulfill the use of transit to accommodate new development. No other new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Mineral Resources

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	NI	NI	No	No	No
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND identified the project area to be in Mineral Resource Zone 1, using the California Geologic Survey report (CGS 1999). The project would be constructed in an area where no significant mineral deposits exist, and where no known important mineral deposits or mining activities have taken place. Thus, no impact would occur on mineral resources.

Revised Project Analysis. No changes occurred to the environmental checklist items under mineral resources in the update to CEQA Appendix G.

Because the 2016 IS/MND was adopted more than 7 years ago, the California Geologic Survey Mineral and Land Classification Map was reviewed, to determine whether the revised project still would be in Mineral Resource Zone 1. The California Geological Survey published an updated *Mineral Land Classification Map of Concrete Aggregate In the Greater Sacramento Area Production-Consumption* region, indicating that the revised project would remain in an area classified as Mineral Resource Zone 1 (CGS 2018). Therefore, the mineral resource classification has not changed. No impact would occur on mineral resources.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND. The revised project changes would not result in new significant impacts or substantially more severe impacts on mineral resources, nor would any change in circumstances occur that would result in significant or substantially more severe mineral resource impacts. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Noise

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS-M	LTS-M	No	No	No
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	LTS-M	LTS-M	No	No	No
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	LTS-M	LTS-M	No	No	No
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	LTS	LTS	No	No	No
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	NI	NI	No	No	No
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND assessed the project for compatibility with the City's noise element and noise ordinance, as well as with the Federal Transit Administration (FTA) noise and vibration thresholds. An FTA severe impact qualifies as a CEQA significant impact, where mitigation must be incorporated, and an FTA moderate impact qualifies as a CEQA less-than-significant impact. With respect to vibration, FTA considers an impact to occur when predicted levels of ground-borne vibration or groundborne noise exceed the applicable threshold or no impact when the predicted levels are below the applicable threshold.

A noise and vibration analysis was conducted for the 2016 IS/MND. Sensitive receptors within 350 feet of the rail alignment were evaluated for excessive noise and vibration exposure. This potential impact distance assumed that sensitive receptors would have a direct line-of-sight to the noise and vibration from project construction and operations and, thus, the greatest potential to be exposed to noise and vibration levels above the applicable thresholds. If intervening buildings could block or obscure that line-of-sight, the potential impact distance was reduced to 175 feet.

The analysis concluded that project operation would result in a potentially significant impact at some locations. Specifically, elevated noise levels were predicted at sensitive receivers in the vicinity of 7th Street and F Street (multi-family residential complex) and 7th Street and H Street (detached residential homes). At these intersections, special trackwork (where tracks cross) could produce noise, and sharp curves could produce wheel squeal noise, both sufficient to be annoying. These elements would increase noise above that generated by steel wheels rolling on steel rails and would be the cause of operations noise impacts. No other land uses, including the courts, were predicted to be exposed to noise levels above the applicable standards for the other land uses. To address the potential impacts at the residential receivers, two mitigation measures were proposed for implementation to reduce the noise impact from operations to a less-than-significant level. MM NOI-1 would require use of low-impact frogs at the two intersections to reduce noise from the special trackwork. (A low-impact frog smooths the transition, or gap where the tracks cross and can reduce the increased noise levels by approximately 5 decibels (dB) for noise and 2.5 VdB for vibration.) MM NOI-2 would require rail curve grease application at sufficient intervals and quantities to minimize wheel squeal at the two intersections.

Regarding vibration, excessive vibration levels were predicted at sensitive receivers at the same two locations where elevated noise levels were identified. At the intersections of 7th and F streets and 7th and H streets, the special trackwork would increase vibration above that generated by steel wheels rolling on steel rails and would cause operations vibration impacts. Implementation of MM NOI-1 would require use of low-impact frogs at the two intersections, which also would reduce the vibration impact from the special trackwork to a less-than-significant level.

Construction activities would be a temporary noise source, with noise levels depending on the type of equipment, the duration of use, and the proximity to sensitive receivers. SacRT would require its construction contractors to comply with City requirements for noise control (Sacramento Municipal Code, Section 8.68). The ordinance exempts construction activities from

the noise limits between 7 a.m. and 6 p.m. Monday through Saturday and between 9 a.m. and 6 p.m. on Sundays. Noisy construction equipment is prohibited during the nighttime hours (10 p.m. to 7 a.m.). The 2016 IS/MND concluded that by complying with these requirements, construction noise impacts would be less than significant. Construction vibration was not addressed in the 2016 IS/MND.

No impact was identified for noise related to proximity to public airports and private airstrips. Comprehensive land use maps for all airports in the project vicinity indicated that the project area is outside the boundaries of all airport plans. The project would not increase the exposure of residents or workers near the airports to more noise. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, the environmental checklist items related to noise and vibration were consolidated from six items to the current three. Specifically, checklist items c and d were consolidated with a and b, respectively, and checklist items e and f were combined. To analyze the revised project and evaluate its impacts relative to the 2016 IS/MND, a more refined noise and vibration study was prepared for this Addendum. The study included noise measurements and vibration propagation testing to define potential impacts more clearly in the project area. Information in this section of the Addendum is summarized from the technical study, provided in Appendix C to this Addendum.

Relocation of the tracks and light rail station was assessed for compatibility with the City's General Plan noise element and noise ordinance, as well as the FTA noise and vibration thresholds. The same impact methodology used in the 2016 IS/MND was applied for this Addendum (i.e., sensitive receptors within 350 feet [175 feet if intervening buildings] of the rail alignment were evaluated for excessive noise and vibration exposure). Figure 15 shows the locations of sensitive receptors and the land use type analyzed, as well as the locations of the noise and vibration measurements taken to record ambient conditions. Historic structures were considered only for construction vibration exposure because the building use is not noise or vibration sensitive in terms of operations. The City's 2021 SVS Area Plan (City of Sacramento 2021c: Chapter 6) identifies mixed-use land development around the relocated SacRT SVS. Even where commercial development would occur (e.g., for R4 and R5 on Lot 40, adjacent to the SacRT SVS), residential noise and vibration limits were applied to conservatively identify potential impacts. The analysis concluded that project operation would result in a less-than-significant impact with mitigation implemented, as specified in the 2016 IS/MND and adopted as part of the approved project.

The noise study reaffirms that ambient noise could permanently increase beyond significance thresholds (a severe FTA impact) without implementation of MM NOI-1 and MM NOI-2. The significant impacts were predicted at the R2 multi-family residential complex (720 7th Street) in the vicinity of the 7th Street and H Street intersection, where a 7-dB increase in noise from existing conditions is predicted but the threshold per FTA, based on existing noise levels, would be a 2.8 dB increase for a severe impact. With the adopted mitigation measures, the noise impact would be less than significant.

Figure 15 Sensitive Receptors and Noise and Vibration Measurement Locations



Source: Cross-Spectrum Acoustics 2023

The IS/MND low-impact frog mitigation measure (MM NOI-1) and wheel squeal mitigation measure (MM NOI-2) also applied to the 7th Street and F Street intersection for the 2016 project. Because this intersection and the light rail operations through it would not be part of the revised project, the low-impact frogs and rail grease at this intersection would not be required. A less-than-significant impact also was predicted at the C3 institutional uses (i.e., County and federal court buildings) and would not require implementation of mitigation measures.

For undeveloped parcels adjacent to the relocated SacRT SVS, implementation of mitigation is recommended only if building façades are constructed within the significant impact screening distances listed in Table 4. Building designs showing placement of structures in the project vicinity are not available, and therefore no additional noise mitigation is recommended for the revised project. Future development in the parcels should consider potential noise impacts and appropriate mitigation. Noise limits may be lower than the residential (FTA Category 2) limits if the use is highly sensitive to noise (e.g., a recording studio or performance space). The results for institutional (FTA Category 3) limits also are shown in the table.

Table 4 Significant Noise Impact Screening Distances for Planned Future Land Use Types

Receiver ID ^a	Distance ^b to FTA Cat. 2 CEQA Significant Impact: without mitigation (feet)	Distance ^b to FTA Cat. 3 CEQA Significant Impact: without mitigation (feet)	Distance ^b to FTA Cat. 2 CEQA Significant Impact: with Rail Grease (feet)	Distance ^b to FTA Cat. 3 CEQA Significant Impact: with Rail Grease (feet)
R3	98	NPI ^c	NPI	NPI
R4	68	NPI	23	NPI
R5	NPI	90	NPI	NPI
R6-R8	NPI			

Notes:

- a. The assumption is that none of the land uses are FTA Category 1 (highly sensitive). Refer to Figure 15 for receiver locations.
- b. For FTA Category 2, existing noise is L_{dn} (24-hour average with nighttime penalized), and distance is based on L_{dn} exceedance. For FTA Category 3, existing noise is L_{eq} (loudest hour average), and distance is based on hourly L_{eq} exceedance.
- c. NPI means that no impact is possible for the FTA Category of Building presented. NPI is assigned when the impact threshold distance is shorter than the minimum distance between the receiver parcel and the alignment.

Source: Cross-Spectrum Acoustics 2023

Regarding vibration, near the project alignment, the vibration study reaffirmed that the revised project could generate excessive vibration without implementing MM NOI-1 (the same mitigation measure as for noise). A less-than-significant impact was predicted at the multi-family residential complex (720 7th Street) near the 7th Street and H Street intersection, with the mitigation measures implemented as part of the revised project. Application of the previously adopted mitigation measures would reduce the vibration impact to a less-than-significant level. The 2016 IS/MND low-impact frog mitigation measure (MM NOI-1) also would be applied to the 7th Street and F Street intersection. Because this intersection and the light rail operations through it would not be part of the revised project, low-impact frogs no longer would be required at this location.

As described above, the revised project would eliminate previously identified significant noise and vibration impacts for specific sensitive receptor locations. Accordingly, the previously adopted mitigation measures likewise are amended to reflect where they would be implemented, as follows:

- MM NOI-1. During final design, SacRT will specify that low-impact common crossings (frogs) be installed at the ~~7th Street and F Street and~~ 7th Street and H Street intersections.
- MM NOI-2. During operations, SacRT will apply rail curve grease at the ~~7th Street and F Street and~~ 7th Street and H Street intersections. Applications will be made at sufficient intervals and quantities to minimize wheel squeal during normal operations.

For undeveloped parcels adjacent to the proposed SacRT SVS location, mitigation would be implemented only if building façades are constructed within the significant impact screening distances listed in Table 5. Building designs showing placement of structures in the vicinity are not

available, and therefore no additional vibration mitigation is recommended for the revised project. Future development in the parcels should consider potential vibration impacts and implementation of appropriate mitigation measures. Vibration and groundborne noise limits may be lower or higher than the applied residential limits; lower limits would apply if land use highly sensitive to vibration or groundborne noise occurs (e.g., a recording studio or medical facility with vibration-sensitive equipment). Only the results for residential (FTA Category 2) limits are shown in the table.

Table 5 Significant Vibration and Groundborne Noise Impact Screening Distances for Future Planned Land Use Types

Receiver ID ^a	Distance to FTA Cat. 2 CEQA Significant Impact (feet)
R3	10
R4	15
R5	10
R6-R8	NPI ^b

Notes:

- a. The assumption is that all land uses are FTA Category 2 (residential). Refer to Figure 15 for receiver locations.
- b. NPI means that no impact is possible for the FTA Category of Building presented. NPI is assigned when the impact threshold distance is shorter than the minimum distance between the receiver parcel and the alignment.

Source: Cross-Spectrum Acoustics 2023

A smaller distance to impact could apply to institutional (FTA Category 3) vibration limits, because the vibration source would need to be closer to the building to result in an impact; however, reducing the distance any amount would result in a ground-borne noise impact for either Category 2 or 3, which would have the same limits for ground-borne noise. Therefore, just one distance is shown for each receiver.

For construction, the revised project study reaffirmed that the construction impact would be less than significant based on City requirements and SacRT’s protocols. SacRT’s standard practice is to require its construction contractor to comply with local requirements and obtain requisite permits. Local regulations are codified in Section 8.68 of the Municipal Code, which allows daytime construction noise as described previously. If nighttime construction is necessary, residential nighttime noise limits should comply with FTA criteria of 80 A-weighted decibels (dBA) equivalent sound level (L_{eq}) (Cross-Spectrum Acoustics 2023). SacRT would require its construction contractor to coordinate with the City on these standards, and if needed, to prepare and implement a plan to demonstrate that, for the specific construction equipment activities required for the revised project which are defined as the project advances towards final design, the noise control measures would satisfy the daytime and nighttime noise criteria during construction. Common measures to reduce noise to acceptable levels may include but are not limited to using quieter equipment; staging away from sensitive receivers; limited idling; installing temporary noise barriers; and routing construction-related truck traffic away from sensitive receivers.

Regarding construction vibration, avoiding use of equipment that generates high vibration levels near structures and limiting use of other construction equipment close to structures would avoid potential damage. The noise and vibration technical study (Cross-Spectrum Acoustics 2023) discusses such equipment and proximity limits to fragile structures, including the historic Old Folsom Powerhouse, and thresholds below which damage to different types of structures would not be expected. Because local jurisdictions commonly do not have vibration limits, FTA's criteria are often used to assist with significance determinations and are particularly relevant for transit projects. The City's Draft General Plan Update (City of Sacramento 2023b) in the Environmental Resources and Constraints (ERC) Element includes Policies ERC-10.5, ERC-10.6, and ERC-10.7 that specifically reference use of City or FTA criteria for interior vibration effects; consideration of potential effects of vibration when reviewing new residential and commercial projects proposed in the vicinity of light rail lines; and preparation of a plan to survey, manage, and monitor vibration near historic buildings and archeological sites. The General Plan Update is expected to be adopted by the City in 2024 (targeted for February or March). The above-referenced policies are identical to the 2035 General Plan Environmental Constraints vibration policies (EC 3.1.5, EC 3.1.6, and EC 3.1.7), except that ERC-10.7 includes the addition of a Pre-Construction Survey and Vibration Management and Monitoring Plan. As described above for construction noise, SacRT would require its construction contractor to coordinate with the City if concern arises over construction vibration. If needed, the construction contractor could prepare and implement a plan to identify vibration control measures and minimum distances from structures, to avoid damage to the structures along the corridor and a process of surveying preconstruction conditions, managing vibration activities, and monitoring construction effects.

The revised project analysis reaffirmed that no impact would occur from noise related to proximity to public airports and private airstrips.

Conclusion

Revised project implementation would not result in new or substantially more severe significant noise and vibration impacts. Implementation of MM NOI-1 and NOI-2 were approved by the SacRT Board in 2016, to address potential impacts, and these mitigation measures still would be necessary to reduce the impacts to less-than-significant levels for sensitive receivers in the vicinity of the 7th Street and H Street intersection. These mitigation measures no longer would apply to the 7th Street and F Street intersection, because the revised project would terminate well beyond the noise and vibration screening distances to that intersection.

No further new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Population and Housing

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	NI	NI	No	No	No
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	NI	NI	No	No	No
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The analysis in the 2016 IS/MND concluded that no impact related to population and housing would occur because the project was not expected to induce substantial population growth to the area beyond that projected in the City’s General Plan and the Railyards Specific Plan as updated, and no additional rights-of-way would be acquired that could result in land acquisition of existing residences or businesses. Project implementation would not cause substantial population growth, either directly or indirectly, but would be consistent with the growth forecasts locally and regionally. Specifically, the City’s General Plan prioritizes development where transportation already exists or is planned to exist, and thus the project would serve this growth in areas where it is planned and targeted. Because the project facilities would operate generally within existing public rights-of-way and the site for the relocated light rail station is undeveloped but previously approved for transit-related improvements, no displacement of existing housing or people was identified. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item c (shown in the summary table at the start of this section) regarding displacement of substantial numbers of people was combined with item b. The 2016 IS/MND significance conclusions also

would apply to the revised project, which would continue to be implemented within the previously defined project footprint and would not require displacement of residences or businesses. The population and employment growth that would occur in the project area is planned for and encouraged by the City's General Plan land use map, the Railyards Specific Plan as updated, and the SVS Area Plan.

At the time of the 2016 IS/MND adoption, the City of Sacramento had just adopted its General Plan Update in 2015. This document continued to include the goal of prioritizing housing development where transportation already exists or is planned to exist in the future. As discussed previously under Land Use and Planning, the City of Sacramento currently is updating the General Plan (the Draft 2040 General Plan) and has adopted the 2021 SVS Area Plan. Both plans include the revised project as a transit improvement that would support development in the SVS area and maintain transit accessibility for existing and future residents, employees, and visitors (City of Sacramento 2023b). Because regional and local plans would direct growth to areas served or planned for transit service, the revised project would not induce substantial unplanned growth; rather, it would support and serve that growth in accordance with City plans.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on population and housing. No mitigation measures to address population and housing impacts have been identified that would need to be implemented because of changed conditions. Although new information and growth forecasts exist, this new information reinforces the nexus between future development and transit, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Public Services

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
• Fire protection?	NI	NI	No	No	No
• Police protection?	NI	NI	No	No	No
• Schools?	NI	NI	No	No	No
• Parks?	NI	NI	No	No	No
• Other public facilities?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The analysis in the 2016 IS/MND reported that public services are provided by the City and concluded that the project would have no impact on public services, because it would not result in an increase in population that could increase the demand for these services. The project would not include new residential, commercial, or industrial developments that would induce growth and thereby demand for these public services. Likewise, as described above under Population and Housing, the project would not contribute to unplanned growth, and thus it would not contribute to demand for the service and facilities addressed by this environmental topic. No impact would occur.

Revised Project Analysis. No changes occurred to the environmental checklist items under public services in the update to CEQA Appendix G. The same conclusions summarized for the 2016 IS/MND would apply to the revised project, which similarly would not result in a change in

population that could increase demand for public services or require a physical alteration to existing public facilities to maintain existing service levels. Also, the revised project, as explained earlier under Land Use and Planning and under Population and Housing, would not include new land uses or intensification of existing land uses that would lead to substantial growth and result in an increased demand for public services, requiring new or physically altered facilities, the construction of which could cause significant environmental impacts. Therefore, under the revised project, no impact would occur on public services, similar to the 2016 project.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on public services. No mitigation measures to address public services impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Recreation

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NI	NI	No	No	No
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND identified the following parks and recreational areas less than 0.5 mile from the new track alignment and the relocated SacRT light rail station: Cesar Chavez Plaza Park, Zapata Park, and River Walk Park (located across the Sacramento River). The analysis concluded that no impacts would occur on recreational resources, because the project would not result in a direct or indirect increase in population in the study area beyond that already included in local and regional plans. Therefore, the project would not create a demand for recreational facilities.

In addition, the analysis concluded that no recreation-related impacts would occur on the environment, because the project would not include construction or expansion of recreational facilities. Therefore, the project would not result in any environmental impacts associated with development or expansion of recreational facilities. No impact would occur.

Revised Project Analysis. No changes occurred to the environmental checklist items under recreation in the update to CEQA Appendix G. The revised project, similar to the 2016 project, would not include any project elements that would increase local population, nor would it propose development of new or expansion of existing recreational facilities. As discussed in the Population and Housing section of this Addendum, the population and employment growth that would occur in the project area is included in the City’s General Plan’s land use map, Railyards

Specific Plan as updated, and 2021 SVS Area Plan. The revised project would not generate this growth, as explained earlier in the Land Use and Planning and the Population and Housing sections of this Addendum, and would not result in a direct or indirect increase in population in the study area beyond that already included in local and regional plans. Therefore, the revised project would not create an increase in demand for recreational facilities. Furthermore, the revised project would not result in recreation-related physical impacts on the environment, because it would not include construction or expansion of recreational facilities. Like the conclusions made in the 2016 IS/MND, no impact would occur on recreational facilities with implementation of the revised project.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on recreational resources. No mitigation measures to address recreational resources effects have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Transportation

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	LTS	LTS	No	No	No
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	NI	N/A	N/A	N/A	N/A
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	NI	N/A	N/A	N/A	N/A
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NI	NI	No	No	No
e) Result in inadequate emergency access?	NI	NI	No	No	No

Would the project:	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	NI	NI	No	No	No

Discussion

Prior 2016 Analysis. As analyzed in the 2016 IS/MND, the project would not conflict with applicable transportation plans or policies. Applicable plans that were reviewed included SACOG’s 2012 MTP/SCS and the City’s General Plan, adopted in 2015.

The prior analysis concluded that the project would support long-term plans to extend Green Line light rail service to the airport by relocating the existing LRT station from H Street, providing double-tracking, and accomplishing this by not affecting pedestrians, cyclists, or transit service in the project area. Some project elements would change traffic operations at adjacent intersections and how trains, vehicles, bicyclists, and pedestrians would access and travel through the project area. The changes generally would be attributable to modifications of the transportation network to improve transit service and accommodate improved access to transit stations, consistent with City and SacRT plans, policies, and design standards. Most notably, this would include adding a second light rail track, to provide for more efficient and reliable light rail service. The new second light rail track on H Street, between 6th Street and 7th Street, would reduce the number of eastbound vehicle travel lanes from two to one. According to the City’s General Plan, transit, bicycle, and pedestrian travel in the downtown core is prioritized over vehicle traffic (General Plan Policy M 1.2.2). Thus, project operation would not conflict with applicable plans, ordinances, and policies adopted with the goal of enhancing and promoting alternative modes of travel.

The prior analysis concluded that the project would not affect the applicable congestion management program because the project area is in Sacramento County, which does not have a congestion management program. The project also would have no impact on air traffic patterns because it would not operate near airports or on safety hazards, because it would be designed to comply with applicable local and State safety standards and regulations for travel in public rights-of-way and at-grade crossings of other railroad tracks.

The 2016 IS/MND also determined that the project would not result in inadequate emergency access, because all project elements would be designed and constructed in compliance with City and SacRT design standards. The project would retain emergency access to the station area via H Street. Thus, no impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item b (shown in the summary table at the start of this section) regarding conflict with an applicable congestion management program and level of service was deleted and replaced with a new significance threshold regarding VMT. Checklist item c regarding project impacts on air traffic patterns also was removed. Because these checklist items are not relevant to the revised project's environmental impacts, the summary table indicates N/A for these items.

New Plans and Policies. Since adoption of the 2016 IS/MND, the City and SACOG have adopted new plans and policies affecting transportation locally and regionally. The following relevant plans would affect the circumstances under which the revised project would be implemented:

- SACOG adopted the 2016 and 2020 MTP/SCS. Both MTP/SCS plans include the Green Line SVS Loop in their project list, so that the revised project, although only completing a portion of the loop track (the complete loop is planned by SacRT in a subsequent phase), would support and not conflict with these key planning documents governing transportation improvements locally and regionally.
- The City adopted its Sacramento 2035 General Plan in 2015 (several months before completion of the 2016 IS/MND). This General Plan provides text describing the project and a map showing the SacRT Green Line improvements, including a relocated station and the loop track through the Railyards (i.e., the project as per the 2016 IS/MND). The automobile level of service (LOS) policies and standards remained unchanged in the 2015 General Plan from the policies applicable in the General Plan at the time the 2016 IS/MND was prepared. On April 28, 2023, the City published the Draft Sacramento 2040 General Plan, which emphasizes the use of transit, walking, and bicycling. The revised project would be consistent with and would not conflict with the City's 2035 or Draft 2040 General Plans.
- The City adopted Grid 3.0 (City of Sacramento 2016c) and the Central City Specific Plan (CCSP) (City of Sacramento 2018) to plan for enhanced mobility in downtown Sacramento. Grid 3.0 is the City's plan to integrate several planned transportation improvements and programs, and to further enhance the downtown grid. Grid 3.0 identifies a future transportation network and a list of projects that are needed to provide improved mobility and access, protect residential neighborhoods, optimize the interaction of transportation modes, provide an appropriate amount of parking at acceptable price levels, and provide safe and efficient connections to the surrounding areas. The preferred transit network that is identified in Grid 3.0 shows the SacRT Green Line improvements in the project area (i.e., the project as per the 2016 IS/MND). The CCSP serves as a guide to inspire continued growth and evolution of Sacramento's Central City. The mobility system in the CCSP area incorporates recommendations from Grid 3.0, which documents the City's planning efforts to define the future of the Central City's mobility network, including

the Green Line improvements in the project area. As explained in Section 2, the revised project would be the initial phase of the proposed loop track and the Green Line improvements in the project area. Therefore, the revised project would support fulfillment of Grid 3.0.

- The Cities of Sacramento and West Sacramento collaborated to complete the I Street Bridge Deck Conversion for Active Transportation Project Feasibility Study in 2019. The I Street Bridge Deck Conversion for Active Transportation Project proposes to maintain and improve active transportation use on the upper deck of the existing I Street Bridge after vehicle traffic is removed as a part of the new C Street Bridge Project. The proposed alternative approach ramp alignments and the connections to the current and planned pedestrian and bicycle network in Sacramento are west of the project alignment, and the revised project would not interfere or impede this active transportation project.
- In May 2021, the City Council approved the SVS Area Plan. The plan includes provisions for a double-track light rail loop through the station area and realignment of the existing light rail station from its current east/west alignment to a north/south alignment (i.e., the project as per the 2016 IS/MND). The revised project would be the initial phase of the full loop track approved as part the 2016 project, and therefore would be consistent with and supportive of the City's SVS Area Plan.

As discussed above, the revised project would be consistent with the applicable plans governing transportation goals, strategies, and improvements, including the SACOG 2020 MTP/SCS, Sacramento 2035 General Plan, Grid 3.0, CCSP, and SVS Area Plan.

In addition to the planning documents described above, the Phase 1 Railyards Roadway Infrastructure involving the extension of 5th and 6th Street north to Railyards Boulevard and construction of Railyards Boulevard have been completed. These roadway projects were known and anticipated in the 2016 IS/MND and do not represent new information or changes to the circumstances under which the revised project would be implemented. Their implementation would not introduce new or substantially more severe significant impacts than reported in the 2016 IS/MND.

Street Configuration Changes and Safety. The revised project would provide a second light rail track on H Street from 7th Street to just west of 5th Street, where the new double-track LRT line would turn north and serve the new SacRT SVS in a center platform configuration. These components of the revised project would be virtually the same as those identified previously in 2016, with the only substantive changes being the southerly track along H Street shifting a few feet further south and the station site moving south slightly to accommodate the storage tracks north of the station. H Street is a one-way street between 5th and 7th Streets. An eastbound left turn lane on H Street at 6th Street, approximately 100 feet in length, would be removed as part of the revised project. The number of through travel lanes on the segment of H Street, between 6th Street and 7th Street, would be reduced from two lanes to one lane. This change would be consistent with previous 2016 plans for the project and the Downtown/Riverfront Streetcar project, would not be a change in the street configuration because of the revised project, and would allow the City to expand the existing bicycle facility on the south side of H Street from a

4-foot, one-way eastbound lane to a 12-foot two-way separated cycle track as part of a planned future project. Because the revised project would be designed in accordance with SacRT and City design standards, the changes to the street configuration and the LRT operations in the project corridor, the revised project would not be expected to result in increased hazards because of a design feature (e.g., sharp curves or dangerous intersections). As part of its future design phase, SacRT would coordinate with the City to identify and incorporate into its construction contracts required signal modifications, street markings, and other safety features, to minimize conflicts between vehicles, pedestrians, bicyclists, and the LRT.

Emergency Access. Existing emergency access to the north side of the historic SVS is provided via H Street (i.e., the entrance on the west leg of the intersection of H Street and 5th Street) or F Street (i.e., the entrance via the west leg of the intersection of F Street and 7th Street). The two-lane, two-way segment of H Street and its connection to the intersection of H Street and 5th Street would not be changed by the revised project, so that emergency access to the south side of the relocated SacRT SVS would be maintained via H Street. The tracks to be constructed by the revised project north of the new platform would be used to store LRTs that are not in operation during an interim period before completion of the full SVS loop track. The tracks north of the relocated SVS platform would extend onto the current alignment of a paved access road that connects to the west end of F Street. The end of the trackwork and any stored LRTs on those tracks would be about 150 feet west of the 5th Street Overpass, which would allow emergency vehicles to serve the station from F Street during the interim period when LRTs are stored north of the station platform. As discussed in the 2016 IS/MND, emergency access to and from the station and through the project area where LRT service would be provided would be retained and would not impede that access. Therefore, no impact would occur on emergency access because of the revised project.

Vehicles Miles Traveled. Section 15064(b) of the CEQA Guidelines contains criteria for analyzing transportation impacts associated with VMT. The guidelines state: “Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.”

The OPR Technical Advisory (OPR 2018) indicates that transit and active transportation projects generally reduce VMT, and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743, by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed-use development.

Because the revised project, like the 2016 project, would be a rail project, modifying an existing light rail track and an existing light rail station, the impact on VMT would be less than significant.

Conclusion

Revised project implementation would result in a shorter version of the 2016 project and a smaller footprint than was analyzed in the 2016 IS/MND. Therefore, the revised project would not result in additional transportation impacts beyond those previously identified. The previously identified transportation and circulation impacts that were determined to be less than significant also would apply to the revised project. Thus, the proposed changes to the 2016 project would not result in new significant impacts or substantially more severe impacts on traffic and circulation. Although new plans and circulation improvements have been implemented or are proposed, they also would not cause a change in circumstances that would result in significant or substantially more severe traffic and circulation impacts that would require major revisions to the 2016 IS/MND. Furthermore, no previously infeasible or new mitigation measures to address traffic and circulation impacts have been identified. Therefore, no new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Tribal Cultural Resources

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
<p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>					
<p>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p>	LTS-M	LTS-M	No	No	No
<p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	LTS-M	LTS-M	No	No	No

Discussion

Prior 2016 Analysis. As part of the 2016 IS/MND, tribal cultural resources were discussed and evaluated in the Cultural Resources section. As part of that assessment, six Native American tribes and individuals identified by the Native American Heritage Commission (NAHC) were contacted

in 2015, to notify the tribes about the project and request information and concerns in accordance with AB 52. Responses were received from the United Auburn Indian Community of the Auburn Rancheria (UAIC) and the Wilton Rancheria. The UAIC requested consultation, while the Wilton Rancheria acknowledged receipt of the letter. In a separate request submitted to the NAHC, information from the Sacred Lands Files was sought. The results of that database search by the NAHC identified no positive results (i.e., no identified Sacred Lands in the project vicinity).

Information on tribal cultural resources was included in the 2016 IS/MND, which described the prehistoric and ethnographic context, listed previous cultural investigations based on archival research at the North Central Information Center, and identified the following two previously recorded cultural resources within the project disturbance area.

- Resource P-34-002358, RSHS Historic District, is eligible for the NRHP and CRHR. The boundaries of this historic district are delineated by G Street, 12 Street, L Street, and Front/Jibboom Streets; thus, encompassing the entire project footprint.
- Resource P 34-002359 is a large Native American archeological site that was uncovered during construction monitoring for the original Gold Line construction. The site contains the floor of a large structure, human burials and cremations, hearth features, and an extensive artifact assemblage. This site has been determined to be individually eligible for listing in the NRHP and CRHR, and to be a contributing element to the RSHS Historic District.

The 2016 IS/MND evaluated the project's potential to cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Section 20174 of the PRC (refer to Cultural Resources, checklist item d, of this Addendum). Project implementation in the vicinity of P 34-002359, particularly the placement of new tracks and installation of OCS poles, was determined to have the potential to disturb this resource, and therefore could result in a potentially significant impact. To reduce these potential significant effects on tribal cultural resources, the same five mitigation measures that are identified in the Cultural Resources section of this Addendum (MM CUL-1 through MM CUL-5) were adopted and incorporated into the 2016 project, to reduce the tribal cultural resources impact to a less-than-significant level.

Revised Project Analysis. Similar to the effort described in the 2016 IS/MND, SacRT reinitiated consultation with interested Native American tribes for the Revised Project.

Native American Tribal Consultation. For this Addendum, as the CEQA lead agency, SacRT contacted the NAHC for an updated list of tribal contacts on March 16, 2023, and received a response on March 29, 2023. Letters were sent via U.S. Postal Service with a return receipt to the 16 individuals, representing nine tribes, on the NAHC list on August 10, 2023. These same letters were emailed to the recipients on August 14, 2023. Follow-up emails were sent on September 6, 2023. Requests for consultation under AB 52 were received from the UAIC, SSBMI, and Wilton Rancheria. As discussed below, meetings were held with each Tribe. Furthermore, all of the Tribes were provided the opportunity to review early drafts of the Cultural Resources and Tribal Cultural Resources sections of this Addendum numerous times. All correspondence associated with Tribal

outreach and consultation for the Addendum is compiled in Appendix D, including a Tribal Communications Log, detailing the dates of communications.

UAIC. SacRT held a consultation meeting with the UAIC on September 7, 2023. The Tribe expressed concern over the presence of numerous tribal cultural resources in the project vicinity and within the project footprint that are significant to all the tribes who resided in the area. Due to this sensitivity, monitoring by tribal representatives and archaeologists was recommended. UAIC also provided SacRT with example mitigation measures for tribal cultural resources. In addition, UAIC provided comments on the draft Cultural Resources and Tribal Cultural Resources sections of this Addendum, all of which were incorporated. AB 52 consultation was concluded with the UAIC via email on April 23, 2024.

SSBMI. Initial meetings between SacRT and the SSBMI were held on September 11 and October 11, 2023. SacRT met with the SSBMI on January 30, 2024, to discuss the Tribe's comments on this CEQA Addendum. SacRT also met with the SSBMI on February 27, 2024, to review design plans, and discuss areas of highest concern and potential methods for avoiding or significantly reducing impacts.

Field reviews with the Tribe and SacRT were held on October 18 and October 21, 2023, to review the project alignment and discuss the presence of buried Native American components of the RSHS Historic District, as noted in the Cultural Resources section of this Addendum. During these early field visits, the Tribal representative emphasized the importance of the project area and region as a place that has supported a dense indigenous community over the millennia. The project area and vicinity also are important for significant events in indigenous history, as well as for ceremonial and spiritual reasons. Additional visits were made to the area in January and February 2024 by SacRT engineers and leadership to observe an ongoing project immediately adjacent to the proposed project, where the SSBMI are working to recover culturally significant items and soils that are being exposed. During these visits, SacRT staff were able to see first-hand what indigenous resources would be expected to be unearthed during construction of the proposed project. SacRT engineers will continue to visit this project site to acquire additional knowledge about expected resources and observe the methods developed by the SSBMI to treat these discoveries.

SSBMI has expressed that the entire area is of cultural and spiritual significance to the Tribe and that the project would have significant impact to those resources. SacRT acknowledges that the project could have an impact on the non-tangible elements of the resources that are spiritually important to the tribe, and MM TCR-2 has been developed in collaboration with the Tribe to address these concerns. This mitigation measure acknowledges the non-tangible elements of the resources, although the Tribe has voiced its opinion that there would still be adverse effects. SacRT respectfully disagrees with this opinion to the extent that CEQA requires mitigation to physical environmental impacts and that this measure in combination with the others (MM TCR-1 and MMs CUL-1 through CUL-5) can reduce the physical disturbance to the resources. The construction footprint of the proposed project is relatively small in comparison to the other past and recent construction projects in the immediate vicinity, such as the construction of the new county criminal courthouse at the corner of H and 6^h streets, ongoing work at the SMUD Station

A building at H and 6th streets, and all of the deep underground installation of infrastructure (water and sewer lines, electrical conduit, etc.) that occurred over the decades. Furthermore, SacRT is committed to working closely with the SSBMI during implementation of MMs CUL-1 through CUL-5, including project design and construction activities, which were developed with significant input from the consulting tribes to contain and reduce new ground disturbance as much as possible. SacRT will collaborate with the SSBMI during final project design to minimize impacts to resources and in the development of the UDP. SacRT also commits to working with SMUD and other local agencies, as appropriate, to identify land in proximity to the project in which to repatriate all cultural materials removed from the project site. With these commitments, SacRT believes that the physical disturbance to significant resources can be avoided and minimized to a less-than-significant effect. This determination in no way changes SacRT's commitment to collaborate with the Tribe for the implementation of MMs CUL-1 through CUL-5, TCR-1, and TCR-2, as the project progresses, and in support of the California Indian District, described below. Thus, SacRT concluded AB 52 consultation with the SSBMI pursuant to PRC 21080.3.2(b)(2) as stated in an email dated April 17, 2024.

Wilton Rancheria. A meeting was held with the Wilton Rancheria on October 4, 2023. Like the discussions with the UAIC and SSB MI, the Wilton Rancheria described the project area as being culturally significant. The Tribe also provided SacRT with an example Inadvertent Discovery Treatment Plan and comments on the draft Cultural Resources and Tribal Cultural Resources sections of this Addendum, which have been incorporated. AB 52 consultation was concluded with the Wilton Rancheria via email on April 25, 2024.

Tribal Cultural Resources. The components of the RSHS Historic District, which include Native American archaeological site P-34-002359, were detailed in the Cultural Resources section of the 2016 IS/MND. Both the RSHS Historic District and site P-34-002359 have been determined eligible for listing in the NRHP and CRHR. Therefore, Site P-34-002359 meets the criteria as a tribal cultural resource, pursuant to Section 21074(a)(1) of the PRC.

Site P-34-002359 originally was situated on the banks of Sutter Lake/China Slough (State Historic Landmark No. 594), and all the consulting Tribes emphasized the importance of this natural feature to their pre-colonial and early post-colonial ancestors. The lake was filled in the late 1800s but continues to be a significant resource to the consulting Tribes. Although Sutter Lake/China Slough is a State Historic Landmark, it is not automatically eligible for listing in the CRHR (only Landmarks #770 and above are automatically listed). However, because of its cultural importance to local consulting tribes, in addition to its distinction as a State Historic Landmark, SacRT has determined that Sutter Lake/China Slough is a tribal cultural resource, pursuant to Section 21074(a)(2) of the PRC.

During discussions with SacRT, the SSBMI further expressed that the project area is embedded within a much larger California Indian District that extends from the confluence of the Sacramento and American rivers, east to the CalExpo area (including both sides of the American River), south along the east bank of the Sacramento River to the Pocket area, and all of downtown Sacramento. As previously noted, this area supported a large indigenous population prior to the arrival of missionaries and colonists, and it is deeply sacred to the tribes as a place of cultural origin and

spiritual renewal. The SSBMI recognizes that the recording of this vast tribal cultural resource is beyond the scope of this project; however, they have requested SacRT's support to work with other local government agencies to formally recognize this important region through the addition of features (parks, trails, etc.) that would highlight its significance and help bring awareness of its presence to the public. SacRT agrees to support the designation of the California Indian District and work with local agencies to advance ways of educating the public about the Native American presence in the region. Implementation of MM TCR-1 is the first step in demonstrating this support.

The original construction of the SacRT light rail service along H Street and within the intersections of 6th and 7th streets uncovered the presence of indigenous cultural materials related to site P-34-002359 at extremely shallow depths or even directly under sidewalks that required demolition. Thus, ground disturbance for project construction would impact this tribal cultural resource and similarly could impact resources found in Sutter Lake/China Slough. Revised project construction would involve activities similar to those implemented during the original construction of the light rail to the project area that was completed in 2006. During that effort, specific techniques were developed in consultation with the consulting Tribe, for excavating project elements in a manner that significantly limited impacts on tribal cultural resources and allowed preservation-in-place whenever possible. Specific treatment plans, based on project construction element, would be incorporated in the UDP presented in MM CUL-4 and carried out through implementation of MM CUL-1. These treatment plans would be developed in collaboration with consulting Native American Tribes. Implementation of MM CUL-1 and MM CUL-4 would ensure that indigenous items and soils be treated with respect and with an emphasis on preservation-in-place by developing a treatment plan for indigenous materials that are encountered during preconstruction explorations and during construction. These mitigation measures would be implemented in collaboration with the SSBMI.

Development of Sacramento in general and construction of the original Gold Line on H Street in particular have destroyed indigenous sites and resources in the immediate project vicinity. MM CUL-1 through CUL-5, previously adopted and incorporated in the SacRT SVS project, as modified in the Cultural Resources section of this Addendum, would address the physical elements of the tribal cultural resources within the project footprint. In addition to those measures, an additional mitigation measure, MM TCR-1 is proposed, not to address a new significant impact but to reflect the recent consultations with the Native American tribes and further acknowledge the cultural significance of the project area, as part of the larger California Indian District, to local indigenous populations.

- MM TCR-1: Collaboration with Local Native American Tribes. SacRT will work in collaboration with the SSBMI to determine how to best honor the indigenous community that lived in the area prior to colonization and the proposed California Indian District. This could be expressed through installation of an information panel or plaque that describes the importance of the area and Sutter Lake/China Slough to Native American tribes, and incorporation of indigenous art and design elements and native plants into the design of the relocated light rail station.

Implementation of MM TCR-1, which would incorporate features such as an information panel, indigenous design elements, or use of native plants in and around the relocated SacRT SVS, would enhance the tribal cultural resources mitigation measures by honoring the memory of the indigenous peoples who thrived in the project area before colonization, and would acknowledge in a tangible manner the continuing presence of their decedents who live throughout the region today.

As mentioned earlier, the SSBMI expressed concern about the spiritual disturbance to the tribal cultural resources caused by project construction. Under such circumstances, Tribes usually take it upon themselves to conduct cleansing ceremonies both at the construction site and in privacy to help preserve the sacredness of the site and area. MM TRC-2 is proposed in acknowledgement and support of this practice, and to assist with the personal financial burden that is often accrued in order to carry out these essential cultural traditions.

- MM TCR-2: Support for Tribal Ceremonies to Preserve the Sacred Nature of the Project Site. SacRT will accommodate ceremonial practices at the project site, such as part of the ground-breaking ceremony for the project, to help preserve and restore the sacredness of the significant tribal cultural resources that will be impacted by construction. The nature and the frequency of the ceremonies will be determined by the SSBMI, but it is understood that they will not unnecessarily impede the project. SacRT shall negotiate the level of reimbursement to the SSBMI for the cost of the materials necessary for conducting the on-site ceremonies prior to the onset of construction.

Information obtained during tribal consultations for this Addendum reaffirmed and emphasized the importance of the project area to indigenous peoples. To further recognize the need to appropriately address tribal cultural resources, and specifically as required by the changes to the CEQA Guidelines Appendix G checklist, the cultural resources mitigation measures from the 2016 IS/MND have been expanded and refined (see the Cultural Resources section of this Addendum). The addition of MM TCR-1 and MM TCR-2 would acknowledge that tribal cultural resources are more than their physical remains and emphasize the connection to the overall project landscape by Native American communities who have lived, and continue to live, in the local area.

The consultations initiated as part of this Addendum would continue through preparation of the UDP (as described under MM CUL-4) and future construction. SacRT would continue to collaborate with consulting Native American tribes through all subsequent phases of design and project implementation. Working in partnership with the SSBMI would address Tribal concerns, and the impact on tribal cultural resources would be reduced to a less-than-significant level. Project operations would not require disturbance in areas outside the project footprint. Therefore, this impact would be less than significant.

Conclusion

Based on the information presented in the Cultural Resources section and this Tribal Cultural Resources section, revised project implementation would result in a shorter version of the 2016 project and within a smaller project footprint that was analyzed in the 2016 IS/MND. Therefore, the revised project would not result in additional tribal cultural resources impacts beyond those

previously identified. However, the Cultural Resources mitigation measures are proposed to be refined and Tribal Cultural Resources mitigation measures are proposed to acknowledge the significance of the area to indigenous populations. The SSBMI, UAIC, and Wilton Rancheria reviewed several iterations of the mitigation measures and requested changes, of which all but one was incorporated into the mitigation measures presented in this Addendum. The SSBMI and Wilton Rancheria both asked that the buffer for stopping work be expanded to 100 feet, instead of the originally proposed 50 feet, when Native American features were uncovered during construction. An acceptable compromise was reached between the Tribes and SacRT, which included a 100-foot buffer around discovered human remains and sacred objects, and a 50-foot buffer around all other features.

Thus, the proposed changes to the project would not result in new significant impacts or substantially more severe impacts on tribal cultural resources than previously identified. The SSBMI expressed that any disturbance to the known Native American resources would be significant. SacRT acknowledges the SSBMI's opinion regarding the significance of the physical and spiritual disturbances to tribal cultural resources from the revised project, but respectfully disagrees that implementation of MMs CUL-1 through CUL-5 would not mitigate the physical impacts. MMs TCR-1 and TCR-2 would mitigate impacts to the purely cultural, non-physical aspects of the tribal cultural resources. No previously infeasible mitigation measure would now be feasible, and no mitigation measures that are considerably different from those analyzed in the 2016 IS/MND would substantially reduce one or more significant effects that SacRT has declined to include. No new information of substantial importance that was not known previously has resulted in a new significant effect or a substantially more severe significant effect than previously reported. Therefore, none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

Utilities and Service Systems

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
<p>Would the project:</p>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	NI	N/A	N/A	N/A	N/A
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NI	NI	No	No	No
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	LTS	LTS	No	No	No
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	LTS	LTS	No	No	No
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NI	NI	No	No	No
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	LTS	LTS	No	No	No
g) Comply with federal, state, and local statutes and regulations related to solid waste?	LTS	LTS	No	No	No

Discussion

Prior 2016 Analysis. As discussed in the 2016 IS/MND, operation of the SVS loop track, the relocated light rail station, and the new light rail station at 7th Street and Railyards Boulevard and bus charging facility would not require or result in construction of new water facilities, wastewater treatment facilities, stormwater drainage facilities, or expansion of existing facilities. Water would be required for drinking fountains and to irrigate landscaping installed at the stations and along pedestrian pathways, and water would be used during construction for dust control. Water needs for these uses would not be substantial or require new or expanded water entitlements from the City. No impact would occur related to constructing expanded water facilities. The impact on water supplies would be less than significant.

The project would not include restroom facilities or uses that would generate wastewater or increase demand from the existing wastewater treatment facilities. Thus, no impact would occur related to constructing expanded wastewater facilities or the wastewater treatment provider's ability to serve the project.

As described in the 2016 IS/MND, the project would generate a minor amount of new stormwater associated with new impervious surfaces. Because of the small area of new impervious surfaces compared to the large adjacent areas that have no impervious surfaces, and because storm drainage improvements were being planned as part of several ongoing projects, no impact would occur related to stormwater.

Furthermore, the project would comply with solid waste disposal requirements. Solid waste disposal currently is provided at the Kiefer Landfill in southeastern Sacramento County. The 2016 IS/MND concluded that the project would not exceed the landfill's permitted capacity and would comply with federal, State, and local statutes and regulations related to solid waste. No impact would occur.

Revised Project Analysis. In the 2019 CEQA Guidelines update, environmental checklist item a (shown in the summary table at the start of this section) regarding the wastewater treatment requirements of the applicable Regional Water Quality Control Board was deleted. Accordingly, the summary table indicates N/A for this checklist item for the revised project. Furthermore, checklist item c concerning construction of new stormwater drainage facilities was combined with checklist item b, which also was expanded to include other utilities (i.e., electric power, natural gas, telecommunications). The following analysis of the revised project reflects these revisions.

The revised project would not exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board for the reasons presented in the 2016 IS/MND (i.e., construction and operation of the SVS would not result in new population that would generate wastewater), and it would comply with local and State ordinances and regulations intended to protect water quality (see the Hydrology and Water Quality section of this Addendum). The revised project also would not require construction of wastewater treatment facilities, water facilities, or stormwater drainage facilities because the needs of the revised project would be within the capacity of the available service providers, and the revised project would not increase population and housing beyond growth forecasts that could increase demand on these utilities

(see the Population and Housing section of this Addendum). Furthermore, as discussed in the Hydrology and Water Quality section of this Addendum, the project corridor is covered with impervious surfaces, and the revised project would operate within public rights-of-way that contain drainage facilities. Therefore, the revised project would not substantially alter drainage patterns, runoff volumes, or require expanded storm drainage facilities. No impact would occur.

The revised project would not generate solid waste in excess of the State or local standards and would be in compliance with State and local laws regarding solid waste. The revised project would contribute a negligible amount of waste at Kiefer Landfill, and the landfill would have the capacity to accommodate the solid waste generated, because the current remaining capacity is 112,900,000 cubic yards. During project operation, a smaller amount of waste would be generated compared to the 2016 project, because it would include only one station rather than two stations that were approved as part of the 2016 project. During construction, construction and demolition (C&D) waste (e.g., asphalt, concrete, and metal) would be generated. The City would require that 65 percent of all debris generated during the project be recycled (City of Sacramento 2022). As stated in the 2016 IS/MND, typically metals, concrete, and asphalt are recycled. Three C&D debris sorting facilities, construction debris recyclers, and inert fill disposal operators are in Sacramento County (Sacramento County 2023). Because construction debris is expected to be recycled or beneficially re-used, the impact would be less than significant.

Although the revised project would result in streetlights being replaced, no electric power, natural gas, or telecommunication facilities would be relocated that could cause significant environmental effects. No impact would occur.

The revised project would have no long-term substantial effects on water, wastewater treatment, stormwater drainage, or solid waste facilities, because the scope of the revised project would be smaller than the previously approved project (the revised project would include one fewer light rail station and less trackwork). Therefore, the impact on utilities would be less than significant.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts on utility services. No mitigation measures to address public utility impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Wildfire

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	NI	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	NI	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	NI	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A	NI	No	No	No

Discussion

Prior 2016 Analysis. Wildfire was not part of the 2016 CEQA checklist. Thus, the summary table above indicates N/A for the 2016 project. However, checklist item h under Hazards and Hazardous Materials in the 2016 IS/MND addressed exposure to wildland fires. For that checklist item, the 2016 IS/MND reported that the project was not situated within any type of wildland fire hazard severity zone as delineated by CAL FIRE. Thus, no impact would occur related to wildland fires.

Revised Project Analysis. The 2019 CEQA Guidelines update included new significance thresholds related to wildfire. Accordingly, the table at the start of this section indicates N/A for the 2016 IS/MND. This analysis considers the potential impacts related to wildfire associated with implementation of the revised project, based on the new significance thresholds.

The updated CEQA Guidelines determine wildfire impacts based on whether a proposed project would occur within an SRA or on lands classified as being in a very high fire hazard severity zone. Fire prevention areas considered to be under State jurisdiction are referred to as SRAs, and CAL FIRE is responsible for vegetation fires on SRA lands. In general, SRA lands contain trees producing, or capable of producing, forest products; timber, brush, undergrowth, and grass, whether of commercial value or not, that provide watershed protection for irrigation or for domestic or industrial use; or lands in areas that principally are used, or are useful for, range or forage purposes. The project area is not in an SRA (CAL FIRE 2023). The project area is highly urbanized with little vegetation other than scattered urban street trees.

CAL FIRE identifies only very high fire hazard severity zones in local responsibility areas, which are areas under the jurisdiction of local entities (e.g., cities and counties). The project area is within a local responsibility area, and updated CAL FIRE mapping indicates that CAL FIRE has not identified any very high fire hazard severity zones in the project area (CAL FIRE 2023). The nearest very high fire hazard severity zone is on the northeast side of Folsom Lake (in an SRA), approximately 25 miles northeast of the project area. Therefore, the revised project would not impair an adopted emergency response plan or emergency evacuation plan within an SRA or a very high fire hazard severity zone; exacerbate wildfire risks within an SRA or a very high fire hazard severity zone; install or maintain infrastructure that could exacerbate fire risks within an SRA or a very high fire hazard severity zone; or expose people or structures to significant risks from downstream flooding, landslides, slope instability, or drainage changes. No impact would occur.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND and would not result in new significant impacts or substantially more severe environmental impacts related to exposure to wildfire hazards. No mitigation measures to address wildfire impacts have been identified that would need to be implemented because of changed conditions. No new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR or MND has been met.

Mandatory Findings of Significance

	Significance Determination from the 2016 CEQA Checklist	Significance Determination for the Revised Project	Does the Revised Project require major revisions to the 2016 IS/MND because of new significant impacts or changes in the severity of previously identified significant impacts?	Are there new or changed circumstances involving new significant impacts or substantially more severe impacts than those analyzed in the 2016 IS/MND?	Is there new information resulting in previously undisclosed significant impacts, a change in the severity of significant impacts, or a change in the feasibility of mitigation measures?
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	LTS-M	LTS-M	No	No	No
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	LTS	LTS	No	No	No
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	LTS-M	LTS-M	No	No	No

Discussion

Prior 2016 Analysis. The 2016 IS/MND evaluated the three checklist items identified in the summary table above, and the significance determinations are summarized next.

Degradation of Environmental Quality. As discussed in the 2016 IS/MND, the project was determined to have potentially significant impacts on biological resources and cultural resources (refer to the Biological Resources and Cultural Resources sections in this Addendum for a

description of these impacts). The mitigation measures adopted in 2016 would reduce these potentially significant impacts to less-than-significant levels.

Cumulative Impacts. The project was found to have less-than-significant cumulative effects. The project was evaluated in combination with development of the project area as anticipated in the City's General Plan and Railyards Specific Plan. With implementation of the mitigation measures for biological resources, cultural resources, and noise, the project's contribution to cumulative impacts was determined to be less than cumulatively considerable.

Direct and Indirect Effects on Human Beings. As described in the 2016 IS/MND, potential impacts on human beings were addressed in the analyses of air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and wildfire. For each of these topics, health and safety risks from various hazards were considered. Compliance with existing regulations and required permits would avoid or reduce these potential effects to less-than-significant levels, except for wildfire, because no such hazards exist in the project vicinity.

Only noise exposure and vibration levels at sensitive receptor locations during light rail operations were identified to exceed significance thresholds, resulting in potentially significant impacts for which mitigation measures would be implemented. The mitigation measures adopted in 2016 would reduce these effects to a less-than-significant level (see the Noise section of this Addendum for a summary of the potentially significant impacts and mitigation measures).

For other resources that affect human beings (e.g., aesthetics, land use and planning, population and housing, public services, and utilities), the 2016 IS/MND concluded that the project would have less-than-significant impacts.

Revised Project Analysis. As described in this Addendum, the revised project would not result in new significant impacts or substantially exacerbate the previously reported significant impacts, in part because the revised project footprint would be smaller than the 2016 footprint, resulting in fewer ground-disturbing activities. Furthermore, revised project operations would remain unchanged, except that storage tracks would be included, where the prior loop track was planned to extend along F Street and continue north and south, on to 7th Street. Thus, the previously approved loop that would have been used on an ongoing basis for revenue service now would be a partial loop (stopping west of 5th Street) and used only to store trains temporarily when not in revenue service. The effects of these changes relative to the 2016 project are described next.

Degradation of Environmental Quality. The revised project would occupy a reduced project footprint compared to the project described in the 2016 IS/MND, so that the potential to disturb biological resources or cultural resources would be reduced. As described in the Biological Resources section of this Addendum, the revised project would have the potential to affect the same listed wildlife species and the same mitigation measures would be implemented, although the project alignment no longer would extend to an area that had habitat for the listed valley elderberry longhorn beetle.

With respect to historical resources, the same significant impacts and mitigation measures previously described in the 2016 IS/MND would apply to the revised project. However, as

described in the Cultural Resources and the Tribal Cultural Resources sections of this Addendum, consultations with the interested Native American tribes have contributed to refined and more relevant mitigation measures that would be implemented to address the significant archeological, Native American, and tribal cultural resources in the project area.

Cumulative Impacts. The same reasons for the no or less-than-significant cumulative impacts determined in the 2016 IS/MND would apply to the revised project. No agriculture, forestry, mineral resources, or wildlife hazard areas are in the project area, and thus no project-specific or cumulative impacts related to these resources and hazards would occur. The revised project would have no impact on population and housing, public services, and recreation, because it would not result in an increase in population and employment or demand for public services and facilities. Thus, the revised project would not contribute to cumulative impacts on these resources.

Local and regional plans that influence air quality, energy, GHG emissions, land use and planning, population and housing, and transportation take a comprehensive and cumulative perspective. As shown in multiple sections of this Addendum, these local and regional plans acknowledge the revised project and its role in supporting plan goals, objectives, and implementing strategies to reduce impacts on these resources. Thus, long-term operational impacts of the revised project, particularly on air quality, energy, GHG emissions, and land use and planning, would be beneficial, and thus the revised project would not contribute to cumulative impacts. Although new infrastructure and land development projects would be in the project corridor that would be geographically and temporally proximate to construction and operation of the revised project, they also would be subject to the same regulatory framework and permit conditions that would reduce cumulative impacts on biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality to less-than-significant levels.

As documented in this Addendum, the City has proposed and planned several infrastructure, land development, and other changes in the project area, most recently described in the City's 2021 SVS Area Plan. The previously identified plans, as well as the more recent General Plan update and the SVS Area Plan, all include the revised project as part of the overall buildout of the project area and Railyards area. As discussed in the 2016 IS/MND, most of the impacts associated with the project would be site- and project-specific, and larger, long-term cumulative impacts would occur within the context of the City's Railyards Specific Plan as updated and the City's 2021 SVS Area Plan. Cumulative construction impacts from the revised project and the SVS Area Plan would occur over an approximately 5-year period, from 2027 to 2032. Construction activities would comply with local, State, and federal regulations that would avoid or minimize cumulative impacts on air quality, biological resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, and hydrology and water quality to a less-than-significant level. Post-construction, the revised project would operate and function similar to existing operations, with the SacRT light rail station oriented east/west along H Street. Therefore, the incremental impacts related to the revised project would not be expected to combine with the incremental impacts of other projects in the project area. The potential cumulative impacts would be less than significant.

Direct and Indirect Effects on Human Beings. The revised project potentially could result in direct and indirect effects on human beings. As described in the 2016 IS/MND, compliance with existing regulations and required permits would avoid or reduce the potential effects from health and safety hazards (e.g., those related to air quality; geology and soils; hazards and hazardous materials; and hydrology and water quality) to a less-than-significant level. With respect to wildfire hazards, none exists in the project vicinity, the same conclusion reported in the 2016 IS/MND. Only noise exposure and vibration levels at sensitive receptor locations during light rail operations were identified to exceed significance thresholds in the 2016 IS/MND, and those same significant impacts (but at fewer sensitive receptor locations) would occur with implementation of the revised project. Therefore, the same mitigation measures adopted in 2016 would apply to the revised project and be implemented by SacRT and its contractors, reducing the impacts to less-than-significant levels.

For other resources that affect human beings (e.g., aesthetics, land use and planning, population and housing, public services, and utilities), the 2016 IS/MND concluded that the project would have no or less-than-significant impacts, and the same reasons and conclusions would apply to the revised project.

Conclusion

Revised project implementation would be consistent with the project conditions analyzed in the 2016 IS/MND, would not result in new significant impacts or substantially more severe environmental impacts, and would not result in a new or substantially more severe incremental contribution to a significant cumulative impact. No additional mitigation would be required; however, the mitigation measures related to cultural and tribal cultural resources impacts have been strengthened through AB 52 consultations with consulting Native American tribes, to better address the known historical resources in the project area, to be more precise in the types of cultural resources that may be affected, and to better identify protocols for discoveries during project construction. Therefore, no new information of substantial importance has been identified, and none of the conditions described in Sections 15162 and 15163 of the CEQA Guidelines calling for preparation of a subsequent or supplement to an EIR has been met.

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SACRAMENTO VALLEY STATION RELOCATION PROJECT

Amended
Mitigation Monitoring and
Reporting Program

Prepared for

Sacramento Regional Transit District

April 2024

AECOM

2020 L Street

Sacramento, CA 95811

Preface

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the MMRP is to ensure compliance with the mitigation measures during project implementation.

The 2016 Initial Study and Mitigated Negative Declaration (IS/MND) concluded that the implementation of the project could result in significant impacts to the environment and therefore mitigation measures were incorporated into the proposed project. This MMRP addresses those measures in terms of how and when they will be implemented. Proposed project oversight is the responsibility of the Sacramento Regional Transit District (SacRT), who shall receive a copy of all applicable studies, recommended mitigation measures, and monitoring reports.

In 2023, SacRT proposed to modify the project approved in 2016 and analyzed the environmental effects of the revised project in a CEQA Addendum to the prior 2016 Sacramento Valley Station Area Improvements Project IS/MND. The modifications, which involved a reduction in the project scope, resulted in the elimination of a previously identified significant impact and the associated mitigation measure at a sensitive receptor location. Also, as part of the AB 52 Native American tribal consultation, refinements were made to the previously adopted cultural resources mitigation measures and tribal cultural resources mitigation measures have been added. Additional corrections were made to the cultural resources mitigation measures to better acknowledge the type of historical resources expected in the project study area. The revisions to the mitigations are reflected in this Amended Mitigation Monitoring and Reporting Program using underlining to identify new text and ~~striethrough~~ to identify deleted text.

This document does *not* discuss those subjects for which the IS/MND and Addendum concluded that the impacts from implementation of the project would be less than significant.

SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project			
Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
Biological Resources			
MM BIO-1. Preconstruction nesting surveys will be conducted by a qualified biologist before work begins during the nesting season (February 1 through August 31). Any nest found within 50 feet for songbirds and 300 feet for raptors of construction activities will be avoided by establishing a designated construction-free buffer zone around the nests until the nests are no longer active, as determined by a qualified biologist.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
MM BIO-2. Preconstruction surveys for Swainson’s hawks will be conducted by a California Department of Fish and Wildlife (CDFW) approved biologist in accordance with the survey protocol outlined by the Swainson’s Hawk Technical Advisory Committee (2000) before work begins. Any individuals found within 0.5 mile of the construction zone will be monitored regularly by a qualified biologist during the breeding season. The avoidance and minimization measures established by CDFW (2010) such as construction-free buffers, reporting requirements, and photographic documentation, as applicable, will be incorporated into the project if the preconstruction surveys determine that Swainson’s hawks are present.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
MM BIO-3. Preconstruction surveys for burrowing owls will be conducted 30 days before work begins by a qualified biologist. If occupied burrows are detected within 300 feet of construction activities, the construction may proceed. However, any occupied burrows found in the project area within 300 feet of construction activities will be avoided by establishing a designated construction-free buffer zone around the nests until the nests are no longer active, as determined by a qualified biologist.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
MM BIO-4. Preconstruction surveys for bats will be conducted by a qualified biologist 30 days before work begins. If day roosts are not detected within 300 feet of construction activities, construction may proceed. However, any day roosts found within 300 feet of construction activities will be avoided by establishing a designated construction-free buffer zone around the roosts until the roosts are no longer active, as determined by a qualified biologist.	SacRT Engineering (construction plans and specifications) Construction Contractor	Logs of pre-construction surveys.	Prior to construction.
Cultural Resources			
MM CUL-1. Additional identification efforts will consist of further archival research and subsurface exploration to avoid impacts on historical <u>resources</u> <u>properties</u> . As the project design advances, additional archival research will be conducted to help identify specific locations in the disturbance area where contributing elements of the Raised Streets and Hollow Sidewalks (RSHS) Historic District may	SacRT Engineering (final design) <u>in collaboration with the Shingle Springs Band of Miwok Indians</u>	Report of survey findings and updated DPR 523 forms if needed	During final design.

**SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT
MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project**

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
<p>exist. This research will target those areas of the design that coincide with known or likely below grade hollow sidewalks or raised street structures. Prior to preparing the final design, design engineers will walk the alignment with representatives of the Shingle Springs Band of Miwok Indians¹ (SSBMI) to discuss areas of special concern, and to receive advice from tribal members who have worked extensively in the project area and who were present during the installation of the existing light rail track. This field review will work to identify ways to limit new ground disturbance and to use existing infrastructure. Preconstruction subsurface explorations will be conducted where construction is anticipated to approach the vertical limits of the disturbance area in areas sensitive for prehistoric and historical cultural resources<u>Native American and historic-era archaeological resources, and tribal cultural resources.</u> Preconstruction subsurface explorations for tribal cultural resources will be <u>designed in collaboration with the SSBMI, if deemed appropriate by the SSBMI, and general methods will be described in the Unanticipated Discoveries Plan developed under MM CUL-4.</u></p> <p>RT will also coordinate with the City of Sacramento and property owners to obtain permission to access any remaining hollow sidewalk segments that are identified or suspected to exist in areas that could be affected by construction, particularly installation of overhead catenary system poles. If access is obtained and hollow sidewalks are present, the potentially affected hollow sidewalk segment(s) will be field recorded and the data collected will be added to the existing RSHS Historic District DPR 523 form, following the protocol described in an UDP (see MM CUL 4). This recordation will capture data about the hollow sidewalks and raised streets that are not readily available and improve access to information about these historical resources. If access cannot be obtained, SacRT will use ground-penetrating radar or other means to confirm the presence or absence of hollow sidewalk segments in the construction footprint.</p> <p>Should hollow sidewalks be identified in areas where overhead contact system (OCS) poles could potentially be installed, avoidance options will be implemented. These options include modifying the proposed OCS pole locations, modifying the pole foundation type, using a building attachment, or attaching span or pull off wires to a backbone wire between two other poles or structures. The attachment of wires to adjacent buildings may require modification of the disturbance area to accommodate those buildings. No historical structures would be selected for wire attachment.</p> <p>Furthermore, if research or field investigation confirms the presence of historical or prehistoric<u>Native American archaeological resources, and historic-era archaeological resources, or tribal cultural</u></p>			

¹ By mutual agreement, the other two consulting Native American tribes for the project, the United Auburn Indian Community and the Wilton Rancheria, have agreed to consultations and collaborations with SacRT on this project can be overseen by SSBMI. See the Tribal Cultural Resources section of this addendum, for a full discussion on the communications and consultations between the tribes and SacRT.

**SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT
MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project**

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
<p><u>resources</u> that are eligible for the California Register of Historic Resources (CRHR), and that would be in conflict with project construction, SacRT will revisit the design to avoid adverse effects to historic properties, resources as much as feasible. Where redesign is not feasible, the protocols identified in MM CUL-4 to address impacts on buried resources will be implemented.</p>			
<p>MM CUL-2. <u>A cultural resources sensitivity training program will be provided to all construction personnel active on the project site during earth-moving activities. The training will be provided prior to the initiation of ground-disturbing activities. The training will be developed and conducted in coordination with a qualified archaeologist meeting the U.S. Secretary of Interior guidelines for professional archaeologists and a representative or representatives from consulting Native American tribe(s). The program will include relevant information regarding sensitive cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological or tribal resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any finds of significance to Native Americans, consistent with Native American tribal values.</u></p> <p>All ground-disturbing activities will be monitored by <u>compensated representatives of the SSBMI and a qualified archaeologist</u> and, when appropriate, a <u>Native American representative of any tribe that has been determined a consulting party to the project</u>. If any prehistoric <u>Native American</u> or historical-era archaeological resources, or tribal cultural resources are exposed during construction, work will stop in the immediate vicinity and be redirected to allow for recordation, including photography, measurements, and GIS data. <u>SSBMI monitors will determine if photography of Native American archaeological and tribal cultural resources is appropriate. Historic-era resources will be photographed. Field recordation data will be added to the existing RSHS Historic District DPR 523 forms for previously recorded historical resources.</u></p> <p>Monitors (<u>both archeological and Tribal</u>) will be responsible for working with construction personnel and identifying cultural resources, <u>including tribal cultural resources,</u> that may be uncovered during ground disturbance. When unanticipated <u>When unanticipated</u> cultural materials are unearthed, the monitors will have the authority to immediately halt work to allow the onsite archaeological monitor <u>and Tribal monitor</u> to inspect and assess the materials, determine whether additional analysis of the find is warranted, and whether construction can proceed without further analysis.</p> <p><u>SSBMI inspectors, who have specific knowledge of the tribal cultural resources within the project area, shall direct construction and archaeological workers when midden soils, or other types of soils that contain human remains, cultural materials, and sacred items are uncovered. Sensitive soils that require</u></p>	<p>SacRT Engineering (construction plans and specifications) Construction Contractor <u>Shingle Springs Band of Miwok Indians Monitor/Inspector and qualified archaeological monitor</u></p>	<p>Logs of construction surveys. Updated DPR 523 forms if needed.</p>	<p>During construction.</p>

SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project			
Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
<u>additional attention from the Tribal and archaeological monitors shall be placed in a safe and secure location for storage, provided by SacRT, until they are thoroughly inspected.</u>			
<p>MM CUL-3. If cultural or tribal cultural resources are encountered in locations not identified by research or other investigations during the pre-construction period are inadvertently exposed during project construction, work will stop or be redirected within 50 feet of the finds to allow for recordation, including photography, measurements, and GIS data in accordance with the UDP (see MM CUL-4). If human remains or spiritual items are encountered, the work buffer will be expanded to 100 feet. All Native American resources will be photographed only with permission from the SSBMI. All historic-era resources will be photographed.</p> <p>If previously unidentified RSHS Historic District features <u>hollow sidewalk features or raised street structures</u> and additional elements of known Native American resources are exposed, the field recordation data collected (e.g., photography as appropriate, field measurements, and GIS data) will be added to the existing RSHS DPR 523 forms. This recordation will follow the protocol for treating discovered cultural or tribal cultural resources identified as inadvertent discoveries described in the UDP for the project. <u>Newly identified cultural sites or features will be recorded on new DPR forms.</u> The UDP will describe treatment for both prehistoric Native American and below-grade historical-era <u>archaeological</u> resources, including all elements that contribute to the RSHS Historic District <u>and known indigenous sites.</u> Treatment for tribal cultural resources will be developed in collaboration with the <u>SSBMI.</u></p>	<p>SacRT Engineering (construction plans and specifications) Construction Contractor <u>Shingle Springs Band of Miwok Indians</u></p>	<p>Logs of construction surveys. Updated DPR 523 forms if needed.</p>	<p>During construction.</p>
<p>MM CUL-4. The UDP will be developed prepared in collaboration with the SSBMI, prior to the initiation of construction. The UDP will provide detailed descriptions of protection and mitigation measures protocols for treating archaeological and tribal cultural resources in the disturbance-area during preconstruction explorations and project construction. The UDP will include guidelines for the following:</p> <ul style="list-style-type: none"> • Avoidance of historical resources properties, including tribal cultural resources, and establishment of environmentally sensitive areas • Data recovery guidelines for known historical resources properties and resources that cannot be avoided by project design • Protocols for treating cultural resources identified during preconstruction subsurface explorations, monitoring activities, and unanticipated discoveries, including human remains • Monitoring during construction by archaeologists and Tribal monitors • Responsibilities and coordination with the SSBMI Native American tribes and individuals 	<p>SacRT Engineering (final design) <u>Shingle Springs Band of Miwok Indians</u></p>	<p>Completed UD.P</p>	<p>During final design.</p>

**SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT
MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project**

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
<p>• <u>Curation of recovered historic-era materials that are not associated with Native American tribes, and the appropriate storage of Native American resources.</u></p> <p>The UDP will address treatment for <u>both Native American archaeological/prehistoric resources and tribal cultural resources</u>, including human remains, and historical-era resources, including all elements that contribute to the RSHS Historic District. <u>In collaboration with the SSBMI, all activities outlined in the UDP will be conducted under the direction of individuals who meet the professional qualification standards in Archaeology and Historic Preservation, Secretary of Interior’s Standards and Guideline (Federal Register, Volume 48, No. 190, September 29, 1983).</u></p> <p>As project design progresses, <u>the design team will work in collaboration with the SSBMI to ensure all efforts will be made to avoid known Native American historical resources/tribal cultural resources/properties</u> in the disturbance area. Resources avoided by project design will be identified as environmentally sensitive areas so that these locations are not inadvertently encroached upon during construction. <u>New cultural resources (i.e., those that have not previously been identified or recorded), including tribal cultural resources, identified during preconstruction subsurface explorations, monitoring activities, and as inadvertent discoveries during construction will require testing to assess their research potential and be assessed for eligibility for the listing in the CRHR.</u></p> <p>Evaluation efforts will involve archival research, <u>and archaeological fieldwork, and Tribal consultation and coordination.</u> Fieldwork methodologies will be tailored to the location, circumstance, and nature of the find. Therefore, it may be appropriate to use mechanical trenching techniques, controlled excavation units, or block exposures, shovel sampling explorations, or any combination of these. All newly identified <u>historic-era</u> resources will be thoroughly mapped, photographed, located through GIS, and recorded on DPR 523 forms. <u>Native American resources will be recorded at the direction of the SSBMI and will be photographed only with their permission. Native American human remains will never be photographed.</u></p> <p>If resources are determined to be eligible to the CRHR and cannot be avoided by construction, data recovery will be required. Data recovery may involve archaeological excavation or, for <u>historic-era</u> resources <u>such as hollow sidewalks</u> associated with the RSHS Historic District, detailed recordation on DPR 523 forms. <u>Any Native American belongings or human remains that are collected and are subject to CalNAGPRA, will be returned to the SSBMI who will be compensated for any costs to repatriate the items. No laboratory analysis of Native American belongings is permitted without expressed permission from the SSBMI.</u></p>			
<p>MM CUL-5. The following measures shall be implemented should construction activities result in the accidental discovery of human remains and associated cultural materials. <u>The SSBMI will have full responsibility for identifying ancestral burials and spiritually associated materials, including soils.</u> The</p>	<p>SacRT Engineering (construction plans and specifications) Construction Contractor</p>	<p>Notification logs, if needed.</p>	<p>During construction.</p>

SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project			
Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
<p>treatment of human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activities shall comply with applicable state laws. This shall include the following:</p> <ul style="list-style-type: none"> • Immediate notification of the coroner of the county in which the project is located. • In the event of the coroner’s determination that the human remains are Native American, notification of the California NAHC, which shall appoint a most likely descendent (MLD) (<u>Public Resources Code [PRC] Section 5097.98</u>). • SacRT shall make all reasonable efforts to develop an agreement <u>with the SSBMI</u> for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. • The PRC allows 48 hours for the MLD to make recommendations after access has been allowed to the remains. If the MLD and the other parties do not agree on the reburial method, SacRT shall follow Section 5097.98(b) of the PRC, which states that “the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.” 	<u>Shingle Springs Band of Miwok Indians</u>		
Noise			
MM NOI-1. During final design, SacRT will specify that low-impact common crossings (frogs) be installed at the 7th Street and F Street and 7th Street and H Street intersections.	SacRT Engineering (final design)	Design documents.	During final design.
MM NOI-2. During operations, SacRT will apply rail curve grease at the 7th Street and F Street and 7th Street and H Street intersections. Applications will be made at sufficient intervals and quantities to minimize wheel squeal during normal operations.	SacRT Operations	Activity logs.	During operations
Tribal Cultural Resources			
MM TCR 1. <u>SacRT will work in collaboration with the SSBMI to determine how to best honor the indigenous community that lived in the area prior to colonization and the proposed California Indian District. This could be expressed through installation of an information panel or plaque that describes the importance of the area and Sutter Lake/China Slough to Native American tribes, and incorporation of indigenous art and design elements and native plants into the design of the relocated light rail station.</u>	<u>SacRT Engineering (final design) in collaboration with Shingle Springs Band of Miwok Indians.</u>	<u>Design documents.</u>	<u>During final design.</u>

**SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT
 MITIGATION MONITORING AND REPORTING PLAN as amended for the SacRT 2024 Addendum for the SVS Relocation Project**

Mitigation Measures	Responsibility for Implementation	Method of Compliance	Timing of Compliance
<p><u>MM TCR-2: SacRT will accommodate ceremonial practices at the project site, such as part of the ground-breaking ceremony for the project, to help preserve and restore the sacredness of the significant tribal cultural resources that will be impacted by construction. The nature and the frequency of the ceremonies will be determined by the SSMBI, but it is understood that they will not unnecessarily impede the project. SacRT shall negotiate the level of reimbursement to the SSMBI for the cost of the materials necessary for conducting the on-site ceremonies prior to the onset of construction.</u></p>	<p><u>SacRT Engineering and Communications and Partnerships in collaboration with Shingle Springs Band of Miwok Indians.</u></p>	<p><u>Community and public agency announcements; inclusion in ground-breaking ceremony and other events</u></p>	<p><u>During ground breaking and construction</u></p>

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE THE CONTRACT FOR FINAL DESIGN SERVICES FOR SACRAMENTO VALLEY LIGHT RAIL STATION RELOCATION WITH PSOMAS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Allowing the General Manager/CEO to negotiate and execute this contract (conditioned on approval of the CEQA Addendum) will allow SacRT to proceed with final design for the station relocation project in a timely manner with the most qualified firm.

FISCAL IMPACT

The budgeted not-to-exceed amount for the Contract for Final Design Services for the Sacramento Valley Light Rail Station (SVS) Relocation Project is \$4,500,000, funded by State Transit Assistance (STA) funds. This will be a cost-plus-fixed-fee contract based on the actual hours and level of effort required to complete the design work. The initial cost proposal submitted by Psomas based on its estimated hours to complete a portion of the work (Tasks 1-3) is \$5,016,501.17. Staff is currently in contract negotiations with Psomas to refine the estimated cost of Tasks 1-3 to bring the estimate within the budgeted funding of \$4,500,000 and update Task 4 to an optional task to be awarded when funding is available.

DISCUSSION

SacRT plans to relocate the SVS from an east-west to a north-south configuration on the Gold Line. The relocation allows for development of the City of Sacramento's Intermodal Transportation Facility (SITF), which will serve as an intermodal hub for Amtrak train and bus service and passenger and freight rail, Sacramento Regional Transit District (SacRT), and regional bike trail and pedestrian connections.

The SVS Relocation Project includes relocating the existing SVS Light Rail Station, double tracking the alignment, installing a double crossover along H Street between 5th

Street and 7th Street, and installing a storage track north of the new station location along F Street.

An Initial Study/Mitigated Negative Declaration (IS/MND) for the Project was approved in 2016 as part of the Sacramento Valley Station Area Improvements Project. Under Work Order No. 4 to the Contract for On-Call Environmental Support Services, AECOM completed the preliminary engineering necessary to revise the environmental documents under the California Environmental Quality Act (CEQA). The CEQA Addendum is scheduled to be approved/accepted by the Board at the June 10, 2024 meeting. Assuming the CEQA addendum is approved, the project is ready to progress to final design.

In anticipation of completion of the revised CEQA analysis, on December 21, 2023, SacRT posted a Request for Proposals for Final Design Services for the Sacramento Valley Light Rail Station Relocation project including Tasks 1 through 3 to complete Final Design and Task 4 Design Support During Bidding and Construction. A total of three proposals were received, from Arup US, Inc., Mark Thomas, and Psomas. All three proposals were determined to be responsive, and all three firms were found to be within the competitive range after written evaluations. Oral presentations were held with all three firms, after which the proposals were rescored and Psomas was determined to be the most highly-qualified firm. Because this is an architecture and engineering contract, a qualifications-based selection process was used that does not consider price as part of the evaluation. Once the most highly-qualified firm is identified, the price proposal is opened and negotiations can begin concerning the price to ensure that services are performed at a fair and reasonable price.

The Psomas price proposal of \$6,118,415.51 for all four tasks was slightly more than SacRT's independent cost estimate of \$6 million prepared in advance of the procurement. In an initial negotiation meeting, Psomas expressed confidence that it would be able to adjust its pricing proposal to present a viable plan for completing Tasks 1-3 within the available budget of \$4.5 million. SacRT is awaiting that price proposal.

In addition to the price negotiations and the required financial review, Psomas has proposed exceptions to SacRT's contract terms and conditions that must be negotiated. Therefore, at this time the Contract is not ready to be awarded; to begin the final design work at the earliest possible opportunity and in advance of the next scheduled Board meeting on July 22, Staff is recommending a delegation of authority to the General Manager/CEO to award the contract.

RESOLUTION NO. 2024-06-067

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

June 10, 2024

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE THE CONTRACT FOR FINAL DESIGN SERVICES FOR SACRAMENTO VALLEY LIGHT RAIL STATION RELOCATION WITH PSOMAS

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

THAT, the Board conditionally delegates authority to the General Manager/CEO to negotiate and approve the Contract for Final Design Services for Sacramento Valley Light Rail Station Relocation to Psomas for an amount not to exceed \$4,500,000 if: (a) the Board approves the addendum to the IS/MND; (b) the parties successfully conclude Contract negotiations; and (c) no protests are timely received after issuance of Notice of Intent to Award.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Operations
SUBJ: APPROVING THE SALE OF 3 SURPLUS URBAN
TRANSPORATION DEVELOPMENT CORPORATION LIGHT
RAIL VEHICLES TO THE U.S DEPARTMENT OF HOMELAND
SECURITY, TRANSPORTATION SECURITY ADMINISTRATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the sale of 3 retired Urban Transportation Development Corporation (UTDC) Light Rail Vehicles (LRVs) numbers 302, 308, and 312 to U.S. Department of Homeland Security, Transportation Security Administration (TSA) for the sum of \$1.00 each.

FISCAL IMPACT

Sale of the 3 UTDC LRVs will generate revenue in the total amount of \$3.00. The TSA will bear all costs and risks associated with pick up and transportation of the LRVs. In addition, quickly disposing of these LRVs will alleviate overcrowding in SacRT's light rail storage facilities occurring as a result of the arrival of the new low-floor light rail vehicles. If these LRVs are not sold and moved by November 2024, SacRT may incur costs to purchase temporary snap tracks and move vehicles to SacRT's Bus Maintenance Facility 2 (BMF2).

At this time, SacRT does not know the approximate fair market value of the LRVs that may be foregone by selling them to the TSA for a nominal cost. The alternative to this sale to the TSA would be to post the LRVs to a government surplus auction site (which is the plan for future surplus UTDC LRVs) but it is uncertain how much, if any, revenue this will generate. Other agencies have reported mixed results in surplus sales of obsolete light and commuter rail vehicles that have only scrap or salvage value, in part because of the high cost of transportation of these lengthy rail vehicles.

Due to these uncertainties, the value to SacRT in quickly disposing of the LRVs exceeds the nominal price that will be received and it is believed this will result in a net financial benefit to SacRT.

DISCUSSION

In 2003, SacRT purchased 21 UTDC light rail vehicles from Santa Clara Valley Transportation Authority (VTA). On June 11, 2012, the SacRT Board approved the award of a Contract to Siemens Industry Inc. to refurbish the UTDC LRVs using a combination of state (PTMISEA funding applied to all 21 vehicles and TIRCP funding used for 7 vehicles) and Federal Transit Administration (FTA) (6 vehicles) funding at a cost of approximately \$21 million, a project that was completed in 2018. Unfortunately, despite the extensive refurbishment and several ongoing maintenance contracts, the UTDC LRVs have failed to operate consistently in revenue service.

By the end of fiscal year 2021, SacRT had removed all six FTA-funded UTDC LRVs from service due to major failures in the propulsion circuit, unavailable replacement parts, re-engineering of parts/systems, and inability of cab annunciation system to alert personnel of a serious safety hazard. In August 2021, SacRT completed a hazard analysis of the LRVs identifying significant safety issues and recurring part failures. In October 2023, SacRT submitted a request to the FTA to retire the six FTA-funded LRVs before the expiration of their useful life.

This request was approved by the FTA on November 9, 2023, subject to the condition that the FTA's remaining "federal interest" of \$2,467,857 in the six LRVs be reinvested by SacRT in a replacement vehicle(s) of like-kind. If the disposition proceeds are less than the amount of the federal interest in the vehicles at the time they are being replaced, SacRT will be responsible for providing the difference, along with the SacRT's share of the cost of the replacement vehicle (e.g. any foregone auction proceeds increase the other funds that SacRT will have to locate to meet this like-kind requirement).

At the same time as the FTA request, SacRT submitted requests to the state for early retirement of all 21 vehicles. Separate requests were submitted for each state funding source (PTMISEA and TIRCP), including a request that the state forgive any obligation to repay any portion of the grant funds due to the early retirement. By email dated January 24, 2024, staff at Caltrans informally indicated that it was likely acceptable under the PTMISEA program for SacRT to terminate the project but would not provide a formal approval. SacRT is still awaiting a formal response from Caltrans regarding the TIRCP funding.

A private engineering consultant who was aware of SacRT's plans to retire these vehicles connected SacRT to the Transportation Technology Center, which includes the TSA Surface Technology Training Center, and the TSA expressed interest in obtaining decommissioned vehicles from SacRT.

TSA has conducted a multi-year research program to quantify the vulnerability of commuter, transit, and light railcars and associated infrastructure (track components, plus third rail and catenary power systems) to damage caused by explosives. TSA will use the UTDC LRVs to further expand the research and investigate the potential measures in the interiors of public transportation vehicles to mitigate the blast damage and reduce the number of potential casualties. SacRT will benefit in the long-term from this valuable

research in addition to obtaining the short-term benefit of having the vehicles removed from its limited storage facilities.

RESOLUTION NO. 2024-06-068

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

June 10, 2024

APPROVING THE SALE OF 3 SURPLUS URBAN TRANSPORTATION DEVELOPMENT CORPORATION LIGHT RAIL VEHICLES TO THE U.S DEPARTMENT OF HOMELAND SECURITY, TRANSPORTATION SECURITY ADMINISTRATION

WHEREAS, under Public Contract Code Section 20209 and Section 2.105 of the SacRT Procurement Ordinance, SacRT may negotiate the sale of personal property to any other public agency upon terms and conditions agreed to by the district and the public agency (subject to the constitutional prohibition on gifts of public funds); and

WHEREAS, SacRT's non-operational Urban Transportation Development Corporation (UTDC) light rail vehicles are occupying the limited space in SacRT's storage yard that is needed to receive and commission new low-floor light rail vehicles; and

WHEREAS, the Department of Homeland Security, Transportation Security Administration (TSA) has offered to purchase and transport 3 surplus UTDC light rail vehicles for use in research to reduce the vulnerability of light rail vehicles to damage from explosives, which provides short-term and long-term benefits to SacRT.

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

THAT, the sale of three UTDC light rail vehicles to the TSA for the sum of \$3 on an "as-is", "where is" basis under which the TSA agrees to take possession of the vehicles in Sacramento and assume responsibility for transport of the vehicles is hereby approved.

THAT, the General Manager/CEO is hereby authorized to take the actions required to effectuate the sale of the light rail vehicles to the TSA under the foregoing terms and conditions.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: David Topaz, VP, Employee Development and Engagement
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD CONTRACT FOR HEALTH AND WELFARE BENEFIT CONSULTING SERVICES TO KEENAN & ASSOCIATES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The action would allow Staff to complete the formal solicitation process and provide flexibility for the General Manager/CEO to award a new contract before the current contract expires on June 30, 2024.

FISCAL IMPACT

Total fiscal impact over the contract term of five years will be \$188,000.00. The FY 2024-2025 Operating Budget includes \$40,000 for these services based on prior year utilization and costs. The cost for these services in future years will be included in the annual Operating Budgets presented to the Board for approval each year.

DISCUSSION

SacRT requires the expertise of a Health and Welfare Benefits Contractor for a wide array of services related to SacRT's health and welfare benefits program, which include dental, vision, life, accidental death and dismemberment, long-term disability insurance, Section 125 cafeteria plans (flexible spending accounts), and the Employee Assistance Programs. SacRT participates in the CalPERS health insurance plans so the Contractor will provide limited services related to medical insurance. Services provided by the Health and Welfare Benefits Contractor include, but are not limited to: (1) advice on current and future federal, state, and local regulations; (2) development and issuance of requests for proposals and evaluation of responses; (3) placement and management of insurance plans and services, including assistance with the implementation and migration of plans; (4) coordination with SacRT benefit service providers, acting as an advocate for SacRT during annual renewals; (5) assisting SacRT with compliance review of new benefits or benefit changes during labor negotiations; (7) supporting internal committees; and (8) strategizing and assisting with SacRT's wellness program. The current Health and

Welfare Benefit Consulting Services Contract with Keenan & Associates expires on June 30, 2024.

On April 5, 2024, Staff released a Request for Proposals (RFP) on PlanetBids e-Procurement System and 12 vendors were notified of the contracting opportunity. On May 3, 2024, SacRT received responsive proposals from Alliant Insurance Services, Inc.; Burnham Benefits Insurance Services; and Keenan & Associates.

The qualifying criteria included the Proposer's response to understanding the contract, staffing and experience, work plan, and competitiveness of price. After completion of written evaluations and scores, the evaluation committee determined Keenan & Associates was the highest-ranked proposer and that the other proposals were outside of the competitive range, such that Keenan & Associates was the only proposer that should be invited to negotiate with SacRT.

As part of its proposal, Keenan & Associates included a number of exceptions to SacRT's insurance requirements and general contract provisions that are currently being reviewed and will require negotiations to reach final agreement on contract terms. This delegation is being requested to allow Staff to complete contract negotiations, issue the notice of intent to award, allow for the 10-day protest period, and execute the new contract before the current contract expires on June 30, 2024

RESOLUTION NO. 2024-06-069

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

June 10, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD CONTRACT FOR HEALTH AND WELFARE BENEFIT CONSULTING SERVICES TO KEENAN & ASSOCIATES

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

THAT, the Board hereby delegates authority to the General Manager/CEO to approve and execute a Contract for Health and Welfare Benefit Consulting Services with Keenan & Associates whereby Keenan & Associates agrees to provide health and welfare benefit consulting services for a 5-year term contract for an amount not to exceed \$188,000 upon successful completion of negotiations and subject to the protest period expiring without the receipt of any protests.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: CONDITIONALLY AWARDING THE CONTRACT FOR CONSTRUCTION OF THE DOS RIOS LIGHT RAIL STATION PROJECT TO DMZ BUILDERS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to award of the Contract for Construction of the Dos Rios Light Rail Station to DMZ Builders. The award will be contingent upon fully funding the project and the expiration of the 10-day protest period after the Notice of Intent to Award has been issued. Delegating authority to the General Manager/CEO will allow for the project to stay on schedule to comply with the SGC grant deadline.

FISCAL IMPACT

The Total Bid price for the Contract for Construction of Dos Rios Light Rail Station is \$27,417,581.00, with a Base Bid of \$26,892,581.00 and Additive Alternate 1 (Solar Panel System) for \$525,000.00. This contract will be funded with state and federal funds. Funding is expected to be available from the Strategic Growth Council's (SGC's) Transformative Climate Communities Grant (TCC) in the amount of \$17,470,243; the State Transit Assistance Funds (STA) in the amount of \$3,200,000; the Housing and Community Development's (HCD's) Affordable Housing and Sustainable Communities Funds (AHSC) in the amount of \$940,000; Congresswoman Doris Matsui's Congressionally Directed Funding Request in the amount of \$1 million; and FTA 5307 funds in the amount of \$5,056,581. However, awarding the Base Bid and the Additive Alternate, as well as other contractors' work for construction management, flagging, and design support, and SacRT's ability to fund the required bus bridges is contingent on the state releasing the Transit and Intercity Rail Capital Program (TIRCP) SB125 in the amount of \$10 million and SACOG removing a contingency provision from the SB125 grant award, which is expected to occur by June 30, 2024.

DISCUSSION

The City of Sacramento (City), in partnership with the Sacramento Housing and Redevelopment Agency (SHRA) and Sacramento Regional Transit District (SacRT),

proposes implementation of the Twin Rivers Transit-Oriented Development and Light Rail Station Project (Project). The Project will develop a mixed-income, mixed-use community comprising of 218 replacement public housing units, 281 new market-rate rental and Low-Income Housing Tax Credit (LIHTC) units, a realigned internal street network, green open space, and other community amenities on two noncontiguous properties in close proximity to one another, totaling approximately 24.2 acres that currently includes public housing and undeveloped land. The Project includes construction and operation of the proposed SacRT Dos Rios Light Rail Station on the existing SacRT light rail Blue Line and adjacent to North 12th Street. The contract to be awarded is for construction of the new Dos Rios Light Rail Station, which includes track realignment, signaling modifications, system upgrades, and construction of the new station.

On December 18, 2023, Staff released an Invitation for Bid for Construction of the Dos Rios Light Rail Station. On April 29, 2024, SacRT received 3 bids.

DMZ Builders	\$27,417,581.00
Clark Construction Group – CA LP	\$34,280,672.00
L.K. Comstock National Transit LLC	\$38,211,850.00

Each bid was reviewed to determine the Bidder’s responsiveness to the requirements of the Bid Documents. After reviewing all bids, Staff determined that DMZ Builders is the lowest responsive and responsible Bidder and that the price is fair and reasonable. Although the DMZ Builders bid is \$6 million above the Engineer’s Estimate of \$21 million prepared in advance of the solicitation, it is within the project’s estimated total budget for the construction contract and has been determined to be fair and reasonable by comparison to the other two bids submitted. A Notice of Intent to Award was issued on Wednesday May 29, 2024.

RESOLUTION NO. 2024-06-070

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

June 10, 2024

CONDITIONALLY AWARDING THE CONTRACT FOR CONSTRUCTION OF THE DOS RIOS LIGHT RAIL STATION PROJECT TO DMZ BUILDERS

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

THAT, the Contract for Construction of the Dos Rios Light Rail Station between Sacramento Regional Transit District, therein referred to as "SacRT" and DMZ Builders, therein referred to as "Contractor," whereby Contractor agrees to complete the construction required for Dos Rios Light Rail Station Project for the Base Bid plus Additive Alternate 1, as specified, for an amount not to exceed \$27,417,581.00 is hereby approved conditioned upon: (a) the State of California releasing the Transit and Intercity Rail Capital Program (TIRCP) SB125 in the amount of \$10 million and SACOG removing a contingency provision from the SB125 grant award so that these funds are available to SacRT; and (b) expiration of the protest period without receipt of any protests; and (c) DMZ Builders providing all required insurance and bonds.

THAT, the General Manager/CEO is hereby authorized to execute the Contract for Construction of the Dos Rios Light Rail Station upon satisfaction of each foregoing contingency.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO SUBMIT AND EXECUTE FEDERAL FISCAL YEAR 2024
TRANSIT SECURITY GRANT PROGRAM GRANTS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will allow SacRT's General Manager/CEO to submit and execute Fiscal Year 2024 (FY24) Transit Security Grant Program (TSGP) grants to fund security related projects.

FISCAL IMPACT

Delegating Authority to the General Manager/CEO to proceed with submitting and executing Transit Security Grant Program (TSGP) grants for security related projects. Grants are competitive and awards will be announced late summer 2024. Funds awarded to SacRT will be available for three (3) years beginning September 1, 2024, for project costs. Requested grant funds are estimated not to exceed a total of \$3 million and do not require matching funds.

DISCUSSION

The Fiscal Year (FY) 2024 TSGP is one of four grant programs that constitute Department of Homeland Security/Federal Emergency Management Agency's (DHS/FEMA's) focus on transportation infrastructure security activities. These grant programs are part of a comprehensive set of measures authorized by Congress and implemented by DHS to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The TSGP provides funds to public transit agencies to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.

SacRT is an eligible applicant. Funds are awarded on a competitive basis. Approximately \$84 million is available nationwide for award in FY24. There is no match requirement. The grant submission deadline is June 24, 2024.

SacRT has applied for TSGP funds since 2005, resulting in several awards for projects including exercise drills, extra patrols, and video surveillance equipment. For the FY24

funding round, SacRT is considering submitting one or more applications for security needs, encompassing projects such as exercise drills/training/awareness and/or security equipment/software purchases. Exact project scopes are in the process of being refined. Requested grant funds are estimated not to exceed a total of \$3 million.

Sections 6.3.1.1 and 6.3.1.2 of Resolution 09-02-0031, "Amending and Restating the Sacramento Regional Transit District Budget Procedures" authorizes the General Manager/CEO to apply for and execute grants provided there is an adopted budget that includes the activities covered by the grant funding. Currently there is no adopted budget for this grant funding. No other existing SacRT Board Resolution authorizes the General Manager/CEO to submit and execute TSGP grants for this funding. Nor does the FY25 SacRT budget include projects that would be funded by this grant.

Staff recommends the Board approve the attached Resolution granting the General Manager/CEO authority to submit TSGP grant applications by the June 24, 2024, application deadline.

RESOLUTION NO. 2024-06-057

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

June 10, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE FEDERAL FISCAL YEAR 2024 TRANSIT SECURITY GRANT PROGRAM GRANT

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

THAT, the General Manager/CEO is hereby authorized to submit and execute Transit Security Grant Program (TSGP) grant applications that include FY24 TSGP funds for security related projects.

THAT, the General Manager/CEO is hereby authorized to execute any grant agreements that may be required to secure any TSGP grants that may be awarded to SacRT during FY24 TSGP grant cycle.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety and Customer Satisfaction
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND THE THIRD AMENDMENT TO THE CONTRACT FOR ON-CALL COMPRESSED NATURAL GAS EQUIPMENT REPAIR AND PARTS SERVICES WITH CLEAN ENERGY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving a short-term (6-month) extension to the current contract will provide continued access to critical services for repair and maintenance of the compressed natural gas (CNG) fueling equipment at SacRT's bus maintenance facilities to ensure that SacRT can provide reliable service while SacRT evaluates a future path forward for CNG maintenance and repairs.

FISCAL IMPACT

The not-to-exceed amount for the amendment will be \$30,000 for both routine quarterly inspections and estimated on-call repair needs, increasing the Total Consideration amount from \$150,000 to \$180,000. This amount is included in the Operating Budget for FY25.

DISCUSSION

The vast majority of SacRT's full-sized fixed-route bus fleet is fueled with CNG. SacRT has two CNG fueling facilities, located at its bus maintenance facilities at 1323 28th Street, Sacramento CA 95816 (BMF1) and 3701 Dudley Way, McClellan Park, CA 95652 (BMF2). These systems include compressors, storage, dispensers, piping, master control panels, and other ancillary specialized equipment. Any extended downtime at these facilities makes it difficult if not impossible to continue bus service. While BMF2 is available as a backup fueling facility for vehicles typically fueled downtown, it is difficult to transport a large number of buses from the downtown location to BMF2.

Since 2013, SacRT has contracted with Clean Energy for CNG maintenance and repair services. While SacRT has issued multiple competitive solicitations for these services, SacRT has been unsuccessful in obtaining competition for these services from one of the limited number of CNG service providers.

The most recent contract was entered into in 2021, initially for a one-year term, so that SacRT could undertake another competitive solicitation. While Clean Energy submitted a proposal to SacRT in response to that competitive solicitation, its proposal was deemed non-responsive because Clean Energy would not commit to SacRT's required 4-hour response time for emergency situations. After negotiations, Clean Energy agreed to provide a 4-hour response time if SacRT agreed to include regular quarterly inspections within the scope; on June 9, 2022, the parties executed a First Amendment to the contract on a sole source basis to modify the scope, increase the contract Total Consideration to a maximum \$150,000, and extend the term to June 8, 2024.

On April 5, 2024, a Request for Proposal (RFP) for a new Contract for On-Call Compressed Natural Gas Repair and Inspection Services was posted to the PlanetBids eProcurement portal. Staff anticipated being able to award a new contract, pursuant to the RFP, at the June 10 Board meeting. On May 6, 2024, SacRT received one proposal, from Clean Energy; however, the proposal was deemed materially non-responsive for two reasons: (1) even with routine inspection services included in the scope, Clean Energy would not commit to a 4-hour response time; and (2) Clean Energy proposed increasing the frequency of inspections to monthly, rather than quarterly, as required under the RFP, at a significantly-increased cost.

At this time, Staff is evaluating SacRT's long-term needs with respect to these services and potential alternative approaches to meet these needs. In the interim, while SacRT's Facilities Maintenance Mechanics conduct frequent inspections of the equipment, have received training in the maintenance of the CNG equipment, and are continuing to develop further competencies to reduce reliance on a third-party contractor, Staff would like to ensure Clean Energy's emergency services are available if needed.

Clean Energy has agreed to a short-term extension of the existing contract on the current terms (including a 4-hour response time) for a 6-month period. To bridge the brief gap between the contract expiration date and the Board meeting, the General Manager/CEO approved a Second Amendment to the Contract to extend the term to June 15 without increasing the Total Consideration. At this time, the Board is being asked to approve a Third Amendment to further extend the term to December 31, 2024, and increase the Total Consideration by \$30,000 to cover the cost of both the quarterly inspections and potential on-call services that may be required during the extended Contract term.

RESOLUTION NO. 2024-06-071

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

June 10, 2024

APPROVING A SOLE SOURCE PROCUREMENT AND THE THIRD AMENDMENT TO THE CONTRACT FOR ON-CALL COMPRESSED NATURAL GAS EQUIPMENT REPAIR AND PARTS SERVICES WITH CLEAN ENERGY

WHEREAS, Clean Energy has provided on-call repair and maintenance services for SacRT's Compressed Natural Gas (CNG) Equipment since 2013; and

WHEREAS, the continuous functioning of SacRT's CNG fueling facilities is essential to SacRT's bus operations; and

WHEREAS, despite multiple competitive solicitations since 2020, SacRT has not received any responsive proposals for these services; and

WHEREAS, Section 1.405.B.2 of the Procurement Ordinance (2022-12-01) permits a sole source procurement if the Board or General Manager, as applicable, determines that it is in the best interest of SacRT to enter into a contract for non-professional services to solicit only one contractor or amend an existing contract without competition; and

WHEREAS, the General Manager/CEO previously determined that it was in SacRT's best interest to contract with Clean Energy on a sole source basis for quarterly inspection and on-call repair services to ensure that emergency services are available to keep SacRT's CNG fuel facilities in working order; and

WHEREAS, the existing Contract will expire June 15, 2024; and

WHEREAS, SacRT is currently evaluating long-term options to meet SacRT's needs for CNG maintenance.

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

THAT, the Board determines that it is the best interest of SacRT, under Section 1.405.B.2 of the Procurement Ordinance, to amend the existing Contract term for a brief period.

THAT, the Third Amendment to the Contract for On-Call Compressed Natural Gas Equipment Repair and Parts Services by and between the Sacramento Regional Transit District (therein "SacRT") and Clean Energy (therein "Contractor") whereby Contractor

agrees to continue providing quarterly inspection services and on-call repair services, the term is extended to December 31, 2024, and the Total Consideration is increased by \$30,000, from \$150,000 to \$180,000, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: ADOPT THE FY 2025 OPERATING AND CAPITAL BUDGETS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will adopt the Fiscal Year (FY) 2025 Operating and Capital Budgets.

FISCAL IMPACT

The FY 2025 Operating Budget is set at \$267.1M. The FY 2025 Capital Budget reduces the previously Board approved spending authority of \$2.049B by \$192.2M, for a new authorized capital project total of \$1.857B.

DISCUSSION

The Preliminary FY 2025 Operating and Capital Budget was released for public review on April 8, 2024. As required by the government code, the public hearing notice was published in the Sacramento Bee. To do more expansive outreach, SacRT advertised the FY 2024 budget on its website and through various social media outlets. A revised FY 2025 Operating and Capital Budget was presented at the May 13, 2024 Board meeting, which incorporated minor revenue adjustments, and allowed for additional public comment to be received. The total budgeted revenues and expenditures presented in this report are identical to those presented at the May 13, 2024 Board meeting.

Assumptions Built into the FY 2025 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 customer first approach to services and business optimization.
- ARP federal stimulus funding and SB125 state funding are being used to offset the loss of fares and other revenues due to various economic factors.
- All merit increases will be received by employees per Collective Bargaining Agreements (CBA).
- There will be no fare rate adjustments.

Summary of FY 2025 Operating Budget

Tables 1A and 1B provide summaries of the preceding three years' actual results, the current year budget, and the FY 2025 proposed budgeted amounts. Revenues and expenditures each increased in total by \$17.6M or 7.0% compared to the original FY 2024 budget.

State & Local revenues are increasing by \$49.1M or 29.2% as the local economy (sales tax revenue) is projected to remain steady and new funding from SB125 will be available. Federal funds are projected to decrease by \$33.2M or 56.7% which is due to the full depletion of American Rescue Plan (ARP) funds.

Salaries & Benefits are increasing \$12.6M or 7.4%, which is attributed to both annual salary and benefits increases across all Collective Bargaining Agreements, and the addition of new full-time positions that directly support operations.

Table 1A - Revenues (Thousands)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2024 to FY 2025	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Fare Revenue	\$ 12,000	\$ 14,309	\$ 16,615	\$ 17,300	\$ 18,439	\$ 1,139	6.6%
Contract Services	6,634	825	842	800	1,150	350	43.8%
State & Local	113,657	144,508	159,055	168,495	217,623	49,128	29.2%
Federal	57,704	56,676	56,876	58,540	25,360	(33,180)	-56.7%
Other	7,340	5,239	9,500	4,365	4,490	125	2.9%
Total	\$ 197,335	\$ 221,557	\$ 242,888	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
Operating Surplus/(Deficit)	5,943	6,223	3,152	-	-		
Operating Revenue	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Table 1B - Expenses (Thousands)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2024 to FY 2025	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Salaries & Benefits	\$ 141,910	\$ 153,684	\$ 160,614	\$ 171,645	\$ 184,264	\$ 12,619	7.4%
Professional Services	14,162	16,497	19,400	24,620	26,515	1,895	7.7%
Materials & Supplies	13,504	14,748	18,955	15,839	16,562	723	4.6%
Utilities	7,272	7,425	7,988	8,458	8,427	(31)	-0.4%
Insurance & Liability	12,336	19,784	28,248	22,789	25,560	2,771	12.2%
Other	2,208	2,634	2,784	6,149	5,734	(415)	-6.7%
Operating Expenses	\$ 191,392	\$ 214,772	\$ 237,989	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
GASB 87 Lease	-	562	1,747				
Total Expenses	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

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 expended on the project. The amount to be carried over from FY 2024 is \$2.049B. Net Capital Budget Additions and Reductions proposed will reduce SacRT's total spending authority by \$192.2M. Chart A and table 2 below provide a summary of all projects for FY 2025, with the total Capital Budget for new and existing projects estimated at \$1.857B. A detailed list of all Capital Projects can be found on page 30 of Abridged FY 2025 Operating and Capital Budget - Attachment A.

Chart A – Capital Budget by Category

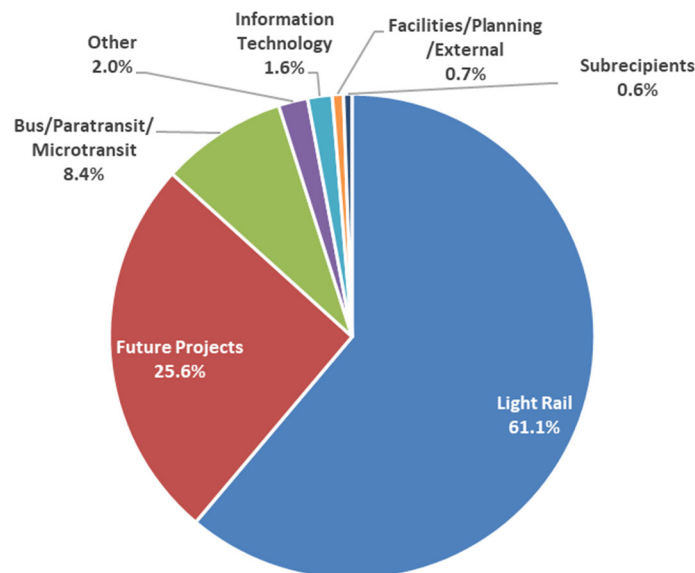


Table 2 – Capital Budget Summary (in Thousands)

Project Categories	# of Projects	FY 2025 Budget	% to the Total
Light Rail	32	1,135,373	61.1%
Future Projects	15	474,558	25.6%
Bus/Paratransit/Microtransit	25	155,810	8.4%
Other	7	36,338	2.0%
Information Technology	8	30,270	1.6%
Facilities/Planning/External	22	13,837	0.7%
Subrecipients		10,537	0.6%
Total		\$ 1,856,723	100%

RESOLUTION NO. 2024-06-060

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

June 10, 2024

ADOPT THE FY 2025 OPERATING AND CAPITAL BUDGETS

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

THAT, the Board of Directors hereby finds the level of service to be rendered in each city and county in which the Sacramento Regional Transit District will operate is commensurate with the level of tax and financial support to be derived from each such city and county.

THAT, the Sacramento Regional Transit District's FY 2025 Operating Budget of \$267.1M and revised Capital Budget of \$1.857B as set forth in attached Exhibit A, are hereby approved.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



SACRAMENTO
REGIONAL TRANSIT
— EST. 1973 —

Abridged Budget
Fiscal Year 2024-2025

June 10, 2024

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Board of Directors

Patrick Kennedy, Chair
County of Sacramento

Rick Jennings II, Vice Chair
City of Sacramento

Rod Brewer
City of Elk Grove

Linda Budge
City of Rancho Cordova

Bret Daniels
City of Citrus Heights

Pat Hume
County of Sacramento

Lisa Kaplan
City of Sacramento

Mike Kozlowski
City of Folsom

Caity Maple
City of Sacramento

Phil Serna
County of Sacramento

Bobbie Singh-Allen
City of Elk Grove

Mai Vang
City of Sacramento

Board of Directors Alternates

YK Chalamcherla
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Darren Suen
City of Elk Grove

Executive Management Team

Henry Li
General Manager/CEO

Shelly Valenton
Deputy General Manager/CEO

Olga Sanchez-Ochoa
General Counsel

Carmen Alba
VP, Operations

Christopher Flores
Chief of Staff/VP, Real Estate

Laura Ham
VP, Planning, Grants & Procurement

Lisa Hinz
VP, Security, Safety, and Customer Satisfaction

Henry Ikwut-Ukwa
VP, Capital Programs

Jason Johnson
VP, Finance/Chief Financial Officer

Devra Selenis
VP, Communications and Partnerships

David Topaz
VP, Employee Development and Engagement

Office of Management & Budget Team

Casey Courtright

Director, Office of Management and Budget

Nadia Mokhov

Senior Financial Analyst

Judy Wong

Senior Financial Analyst

Grants & Capital Programming Team

Wondimu Ketsela Mengistu

Director, Grants and Capital Programming

Joe Paglieroni

Senior Grants Analyst

Carol Lynn Cherry

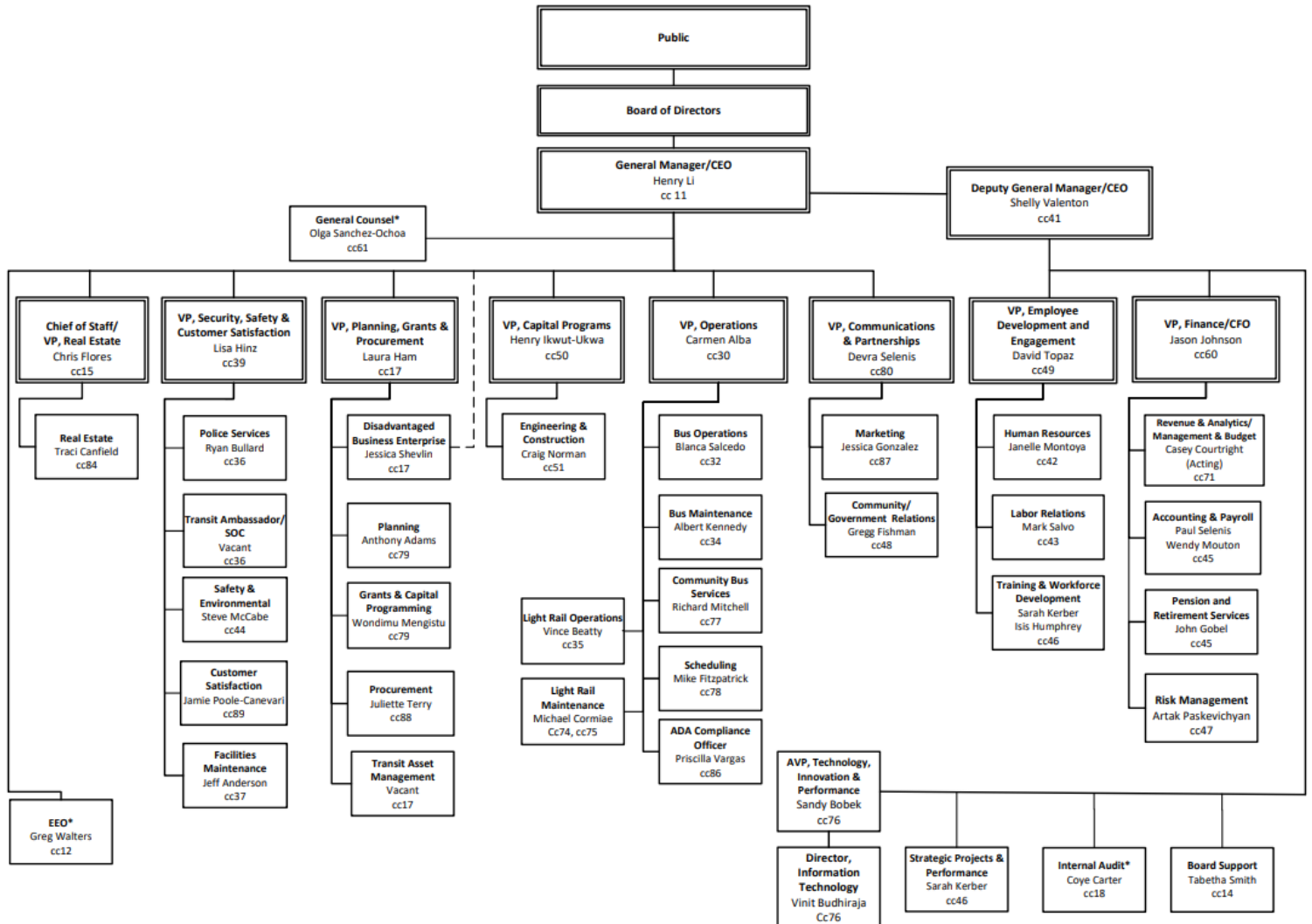
Senior Grants Analyst

Qin Huang

Senior Grants Analyst

Organizational Structure

(Cost Center/Functional Base)



Effective February 12, 2024

*Dotted line to the Board of Directors

cc=Cost Center



District Overview

District Profile

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 438 square miles in Sacramento County
---	--

Bus Service	
Power	CNG, Diesel, Gasoline, Electric
Routes	82
Schedule	4:59 am to 11:15 pm daily
Stops	3,100+
Vehicles	40' Buses - total 245: CNG – 231, Diesel – 5, Electric -9 Shuttles – total 73: CNG – 35, Gas – 29, Electric - 9
Annual Ridership	9,500,000

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	36 Siemens (U2) 40 CAF 20 Siemens S700 (will be in service in FY25)
Annual Ridership	6,700,000

ADA Service	
ADA Passenger Trips Provided	360,000
ADA Vehicle Revenue Miles	2,960,000
Vehicles	120

Passenger Amenities/ Customer Service	
Transfer Centers	32
Park & Ride	22
Annual Customer Satisfaction Calls	260,434
Customer Info Line	(916) 321-2877

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 strategic success. SacRT strives to balance the delivery of high-quality customer experience with value to taxpayers.

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 established a comprehensive performance scorecard that SacRT management and division leaders monitor and report on quarterly to track projects and programs of strategic importance. The performance scorecard is comprised of metrics that support our efforts to provide 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 priorities 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.



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. Organizational success is aligned with the completion of tactics which directly impact 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.

- **Bus Maintenance Modernization** - Efficiently provide vehicle maintenance for bus fleet to decrease maintenance and parts costs, increases in vehicle equipment availability, allow for proactive fleet maintenance, and streamline reporting. Consistently meet preventative maintenance goals to ensure vehicles are ready to go out into service. Develop employee technical expertise in emerging technologies such as electric vehicle charging and drive systems. These efforts will enable the maintenance department to deliver a fleet to customers that is clean, safe, and reliable.
- **Maintain Bus Service and Employee Retention Levels** - Providing reliable bus service by reducing cancellations, increasing staffing levels, and focusing on employee engagement. Maintain a balanced approach to prioritizing and maintaining staffing levels across all bus modes to ensure we can provide the excellent service we promise to the public. Improve employee experience by reducing overtime, focusing on operator safety, and providing effective coaching and training. Identify opportunities to further improve the quality of service we provide to support our employees and customers.
- **Maintain Community Bus Service Levels** - Continue to provide innovative public transit solutions for essential travel, especially in our disadvantaged communities. Identify opportunities to engage with staff and internal stakeholders to timely respond to requests, support our team, improve on time performance, and strategically identify and mitigate system needs before they become critical issues. Identify opportunities to consolidate vehicle storage and maintenance to improve overall operations efficiency. Continue to maintain service reliability, improve customer experience, and provide convenient, efficient, and easy to use service to get people where they want to go, when they want to go.
- **Strengthen SacRT GO Service Delivery** - Increase service reliability by ensuring we have employees and vehicles available to provide SacRT GO paratransit bus service to get people where they want to go, when they want to go. Increase employee engagement through managing workload, staffing levels, and pay equity for the service. Reducing customer service complaints through proactive training, safety compliance, and partnering with supplemental service providers to meet rider needs. Efficiently and professionally resolve issues, take care of drivers, streamline coordination of trip connections, and improve customer service outcomes.
- **Infrastructure Improvements and Sustainable Growth** - Strategically manage projects to modernize and expand our system to provide greater value to the community and better service to our region. Monitor schedule timelines, manage workloads, and track engineering labor costs. Develop staff to meet all technical capacity requirements for federal grants and keep projects moving forward. Facilitate opportunities for staff development and engagement to reduce burnout and improve morale, productivity, and employee retention.

SacRT Major Goals and Objectives (continued)

- Light Rail System Modernization and Performance Improvements - Work with internal and external stakeholders and personnel to ensure successful implementation of major light rail projects including new low floor vehicle fleet roll out and 15-minute service to Folsom. Complete training and tool implementation to meet maintenance standards on new vehicles. Maintain a state of good repair on light rail system as we increase vehicles on the system and manage severe climate incidents. Provide proactive maintenance and repair; increase system efficiency and improve performance through the maintenance of state of good repair.
- Innovative Light Rail Service and Employee Development - Complete rigorous phased testing of new S700 light rail vehicles from Siemens Mobility to ensure the new low-floor light rail vehicles are safe and reliable before passengers get on board. Begin revenue service of new low-floor vehicles to provide easier access and better service to riders. Ensure light rail staff training for new vehicles is complete to improve service delivery. Cultivate a leadership team that encourages collaboration, facilitates open communication, breaks down information silos, and increase productivity.
- Independent Operational Process Evaluation - The Internal Audit Unit (IAU) seeks to provide an independent and objective assurance and consulting activity that assists leadership with improving SacRT operational efficiency, comply with applicable laws and regulations, and accurately report organizational activities to stakeholders. Engage with staff to build rapport, explain the role of the internal auditor, and get buy-in to the objective evaluation process. Results of engagements conducted will be delivered by way of audit reports that are supported by necessary documentation substantiating professional opinions given.
- Information Technology Business Strategic Alignment - Leverage information technology resources to achieve strategic business objectives such as expanding the reach of their services, enhancing the customer experience, creating staff and procedure efficiencies and/or improving financial performance.
- Accounting Process Enhancements - Leverage technology systems to create process efficiencies and attain clean financial audit results by evaluating current procedures, identifying opportunities for improving, creating a roadmap for changes, and implementing changes to modernize and create positive results agencywide. Providing clear communication to stakeholders to provide timely information, improve financial organization, share accurate data, and instill confidence in our financial processes and procedures.
- Budget Process Enhancements - The Office of Management and Budget has transitioned data and reporting to modern budgeting tools (PowerBI) to increase the access key decision makers at the agency have to meaningful data. OMB will continue providing information in a timely manner, educating stakeholders on the budget process, and identifying opportunities to meet the budget needs of the agency. OMB will continue to refine and improve the information provided and the processes used to provide tools that best allow management to be successful in completing their business objectives.
- Improving Retiree Access to Pension Benefit Information - Increase access to retirement services and benefits information for members and their beneficiaries in an equitable, accurate, and efficient manner. Improve processes by ensuring data integrity and automation, enhancing communication systems, and engaging with Retirement Boards. Committed to improved communication and compliance to instill confidence in our investment and business decisions.

SacRT Major Goals and Objectives (continued)

- **Modernize Risk Processes and Reduce Liability** - Proactively identify trends in common accidents and work with department leadership identify opportunities for improvements to processes and procedures. Collaboratively work to reduce related risk and exposure. In coordination with IT, complete implementation and training of new risk management information system (RMIS) and update risk program processes to improve efficiency, consistency, security, and reliability of data, prevent adverse loss, and reduce liability for the agency.
- **Aligning Grant Priorities and Strategic Goals** - Collaborate with regional partners to develop a select few shovel-ready, data-driven, and transformative grant projects that are robust, competitive, and aligned with strategic priorities of the agency, and apply for several state and federal discretionary grant programs. Substantiate project proposals with benchmarked industry standards for transit metrics, GHG reductions, cost benefit analysis, cost, and design. Identify project prioritization model to optimize funding using objective criteria to rank and score projects. Deliver project funding in a creative, objective, and flexible process. Ensure project development, planning, and management align with core values, safety, and state of good repair.
- **Procurement Procedure Efficiency and Staff Development** - Effectively guide internal customers through the procurement process to ensure that SacRT follows written procurement procedures, policies, and laws. Continue to develop technical skills that empower procurement staff to identify and resolve potential process challenges before they impact project timeline, budget, or delivery. Evaluate current procedure efficiency, identify opportunities for improvement, and implement changes to create more efficient procurement procedures, reduce project delays, and deliver excellent customer service. Continuously strengthen internal controls to improve project management, monitor project timelines and expiration dates, assist with invoice processing, streamline communications, and ensure internal customers receive the goods and services required to maintain SacRT's service levels.
- **RTPS System Support** - Focus on reducing chronic RTPS service calls on bus and light rail service to better align response priorities, officer availability, and provide nimble support for the system. Reduce fare vending machine vandalism to reduce long-term costs for repair and replacement for the Engineering and Facilities departments. Monitor available staffing levels and partner with regional agencies to support special projects.
- **Continuous Safety Improvement** - Update agency safety plans to improve safety outcomes and system reliability. Support critical construction projects throughout the district by identifying hazards and risks in a timely manner to mitigate risks while still in a latent state. Through ongoing monitoring and completion of corrective actions SacRT will be able to improve safety outcomes for our employees and riders.

SacRT Major Goals and Objectives (continued)

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:

- **Marketing Strategies for Launching New Service** - Engage with customers and members of the community to promote new SacRT services, how to ride, and increase ridership. Engaging SacRT employees across the district to creatively communicate with riders in innovative and effective ways. Collaborate with community partners and local media to connect and engage with riders at a variety of community events, festivals, and promotions.
- **Community Partnership Building and Government Relations** - Promote the agency's profile and reputation throughout the community to demonstrate the impact additional funding would have on our system and region. Engage with local and grassroots organizations to identify transit supportive policies, funding, and advocacy opportunities for the district. Work to transform our system infrastructure to expand service for riders, address climate challenges, and elevate social equity in our programming. Work collaboratively to engage Board members on the work the district is undergoing.
- **Innovative Planning and Partnership Coordination** - Spearhead district planning initiatives to increase access to public transit and mobility options in our community. Collaboratively work with the grants department to secure funds for emerging mobility options, innovative planning initiatives, maintenance of programs, sustainability efforts, and community outreach. Coordinate with local, state, and federal partners to enable SacRT to continue to move riders where they want to go when they want to go by improving service for riders while addressing the equity and climate needs of our community.
- **Government Contracting Civil Rights Programs** -Operating SacRT's Disadvantaged Business Enterprise (DBE) Program in good faith and in accordance with the requirements contained in the Code of Federal Regulations Title 49 Part 26 (49 CFR Part 26); the primary goal and objective of the DBE program is to level the playing field on federally-assisted transit contracts and subcontracts relating to SacRT's construction, procurement, and professional services activities. Benchmarking against and collaborating with other agencies to ensure that SacRT is aligning with industry best practices for its DBE Program and Small and Local Business (SBE/LBE) Program. Ensuring on time reporting of DBE participation and overall DBE goal setting documentation to the Federal Transit Administration (FTA). Collaborating with staff and contractors to implement the requirements of SacRT's DBE and SBE/LBE Programs. Coordinating and improving vendor outreach and education so that applicants from the DBE and small and local business community have the opportunity to successfully compete for contracts with SacRT.
- **Transformation of SacRT Real Estate** - Dispose of surplus property not needed for agency operations to reduce property maintenance costs, taxes, and liability, as well as transform it into equitable transit-oriented communities (ETOC) opportunities that can generate additional ridership and revitalize neighborhoods while avoiding gentrification. Transform transit centers into mobility hubs to support equitable ETOCs by attracting local DBE vendors and programming activities on SacRT property. Update fees and policies related to use of SacRT property to improve agency operational efficiencies, revenue opportunities, transit ridership, and community safety and quality of life. Provide support as needed for agency's funded projects.

SacRT Major Goals and Objectives (continued)

- Social Worker Engagement and Partnerships - Collaborate with internal staff and external service providers and agencies to address safety hazards along light rail tracks, right-of-way (ROW), and bus stops. Partner with County staff and community stakeholders to hold resource fairs to provide information and resources to unhoused riders and community members. Support and empower employees through training to better understand our community and the resources available to reduce chronic issues and safety hazards across the system and improve outcomes for our unhoused population.

Customer Satisfaction – Ensuring that SacRT customers have access to high quality mobility options that they actively and increasingly use is a priority. 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.

- Enhancing the Customer Fare Payment Experience - Implement new technologies in fare collection to consolidate and simplify fare collection technologies for our passengers, improve rider experiences and service provision, while minimizing risk through internal controls. Provide support for innovative fare projects and partnerships and take a creative approach to bulk and discount fare programs for SacRT and participating partner agencies. Provide timely and accurate reporting data while adhering to all federal standards for reporting District fare revenues and ridership information.
- Increasing Customer Confidence and Experience - Building on the successful implementation of training initiatives in FY24, provide staff with critical training resources to provide excellent customer service levels by increasing employee confidence, strategies for effectively resolving calls, and develop team collaboration. Focusing on cross-training and retraining in our call and sales centers will improve flexibility, morale, and customer outcomes. As new services are implemented, ensure staff become subject matter experts to quickly resolve calls and increase customer confidence and experience using our services and interacting with our support resources.
- Develop Facilities Maintenance Short and Long-Term Goals - Strategically review and revise project planning, department processes, and staff assignments to improve transparency and resource allocation. Work collaboratively with other departments to develop project and work prioritization, reduce risk, and improve health and safety outcomes. Develop workforce into industry leaders to improve employee engagement and maintenance outcomes.
- Security Saturation and Customer Satisfaction - Develop and deploy first responders on SacRT trains, stations, and infrastructure needing continual oversight of security. Provide in-depth knowledge and training for staff that will be points of contact daily to customers. Employees and contractors will provide great customer service for SacRT related inquiries, mediation between RTPS officers and other points of contact, and real time updates occurring in or around the SacRT district. Information will be dissemination via live public address system and Alert SacRT mobile application.

SacRT Major Goals and Objectives (continued)

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.

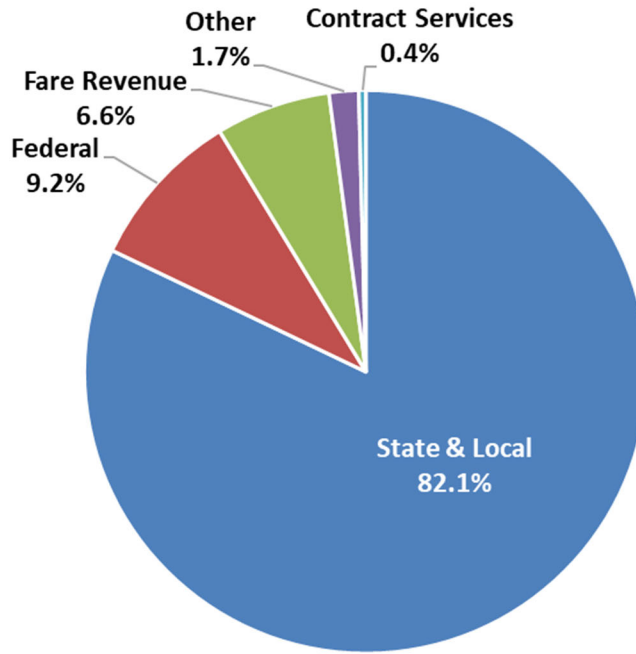
These team tactics illustrate how annual goals will be attained for organizational performance as it pertains to engaging members of the workforce:

- **Employee Recruitment, Retention, and Wellbeing** - Innovatively support employees through their full employment lifecycle at SacRT and promote holistic employee wellbeing. Collaboratively work with hiring managers to streamline recruitment processes, gather required information, and efficiently manage workload. In coordination with IT, look at opportunities to implement an employee self-service portal to improve employee experience and streamline the process for updating employee information in the system as our workforce grows. Identify opportunities to engage employees around new wellness and benefits resources across the agency. Proactively monitor, update, and train management staff on statutory, regulatory, and legal changes to leaves programs. Facilitate opportunities for staff development, cross-training and succession planning to improve morale, productivity, and employee retention.
- **Integrated Payroll Systems** - Create a modern and efficient payroll system by integrating employee self-service resources into our systems, which would save significant time and resources. Create proactive solutions for work prioritization, process improvement and SAP configuration support. Continue to update forms and procedural controls, collaborate with the Human Resources, Labor Relations, Information Technology, and Operations departments to develop new processes for increased efficiency. Complete quarterly federal and state tax reporting in a timely and efficient manner. Continuously promote diversity, equity, and inclusion in the workplace and create a workplace environment where employees feel connected and dedicated to SacRT's goals and values.
- **Labor Relations Compliance and Labor Partner Outreach** - Collaborate and engage with department leadership across the agency to improve labor management outcomes and compliance with local, state, and federal laws and regulations. Develop labor relation teams skills to increase efficiency, meet departmental commitments, manage workload, and reduce agency liability. Positively engage with our internal stakeholders and labor partners to further develop our relationships and focus on the overall success of the agency.
- **Deliver Training Resources to Develop and Retain Employees** - Continue to support the development of collaborative communication and leadership styles across the workforce by engaging employees in opportunities to share resources and develop teams. Facilitate opportunities for employee engagement throughout the district by highlighting existing and new programs, continue Diversity, Equity, and Inclusion (DEI) initiatives, and discovering additional training needs. Develop and procure training materials and resources to cultivate a highly skilled, effective, and motivated workforce. Work with stakeholders to upload historical training data to Learning Management System (LMS) and roadmap learning pathways and roll out accessible training to all staff, including frontline employees. Analyze data in LMS and prepare monthly and quarterly reports for departments and Executive Management Team to identify opportunities to address existing needs and improve overall agency efficiency.
- **Strategic Plan Engagement** - Identify opportunities to coordinate department projects across the agency to successfully deliver projects on time, within budget, and according to scope. Identify opportunities to promote programs and projects that align with employee survey feedback. Begin the engagement process for updating our 5-year strategic plan for the 2026-2030 period.

Operating Budget Summary

Revenues

FY 2025 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2025 Budget	FY 2024 to FY 2025	
						\$ Change	% Change
Fare Revenue	\$ 12,000	\$ 14,309	\$ 16,615	\$ 17,300	\$ 18,439	\$ 1,139	6.6%
Contract Services	6,634	825	842	800	1,150	350	43.8%
State & Local	113,657	144,508	159,055	168,495	219,223	50,728	30.1%
Federal	57,704	56,676	56,876	58,540	23,760	(34,780)	-59.4%
Other	7,340	5,239	9,500	4,365	4,490	125	2.9%
Total	\$ 197,335	\$ 221,557	\$ 242,888	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
Operating Surplus/(Deficit)	5,943	6,223	3,152	-	-		
Operating Revenue	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Revenues (continued)**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 such as fares from Los Rios Community College District (Los Rios), California State University, Sacramento (CSUS) and RydeFreeRT.

The FY 2025 Budget includes \$18.4 million in Fare Revenue, an increase of \$1.1 million (6.6%) from the FY 2024 Adopted Budget of \$17.3 million.

- FY 2024 fare revenue is anticipated to end the year over budget at approximately \$17.9 million.
- The fare revenue increase is based on continued ridership growth and service enhancements.

Contracted Services

Contracted Services include the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection and Elk Grove Medical Center shuttle services.

The FY 2025 Budget includes \$1.2 million in Contracted Services revenue, an increase of \$0.4 million (43.8%) from the FY 2024 Adopted Budget of \$0.8 million.

- The Rancho Cordova contract is \$0.5 million based on current trend.
- UC Davis Causeway Connection and Elk Grove Medical Center shuttle services are budgeted at \$0.3 million each.

Revenues (continued)**State & Local**

State & Local funding 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 and Senate Bill 125 funding.

The FY 2025 Budget includes \$219.2 million in state and local funding revenue, an increase of \$50.7 million (30.1%) from the FY 2024 Adopted Budget of \$168.5 million.

- Measure A increased \$0.2 million or 0.4% over the FY 2024 Adopted Budget to reflect trends in sales tax collection.
- \$5.5 million of Measure A is budgeted for Paratransit SacRT Go service.
- TDA-LTF decreased \$9.9 million or 10.1% due to an adjustment done in FY 2024 to LTF allocation by SACOG, which reduced the base for future projection.
- \$4.0 million is included for 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.
- \$0.8 million is included in Neighborhood Shuttle Measure A for SmARt Ride service, which is the same amount as FY 2024 Adopted Budget.
- This budget includes \$60.6 million in projected Senate Bill 125 funding.

Federal

Federal revenue 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 expenditures, subject to specific regulations.

The FY 2025 Budget includes \$23.8 million in federal funding, a reduction of \$34.8 million (59.4%) from the FY 2024 Adopted Budget of \$58.5 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute (JARC) funding, which is the same level of funding as in FY 2024.
- \$14.4 million is budgeted in FY 2023 Section 5307 Urbanized Area funds. Federal Section 5337 State of Good Repair funds are budgeted in the capital budget.
- \$7.8 million is included in the America Rescue Plan of 2021 (ARP) funding, which is an 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. The year over year reduction of \$27.4 million or 77.9% from FY 2024 Adopted Budget is due to depletion of ARP funding.
- This budget includes \$0.25 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds for Causeway Connection to UC Davis and \$0.22 million in CMAQ funding for Airport Shuttle.

Revenues (continued)**Other**

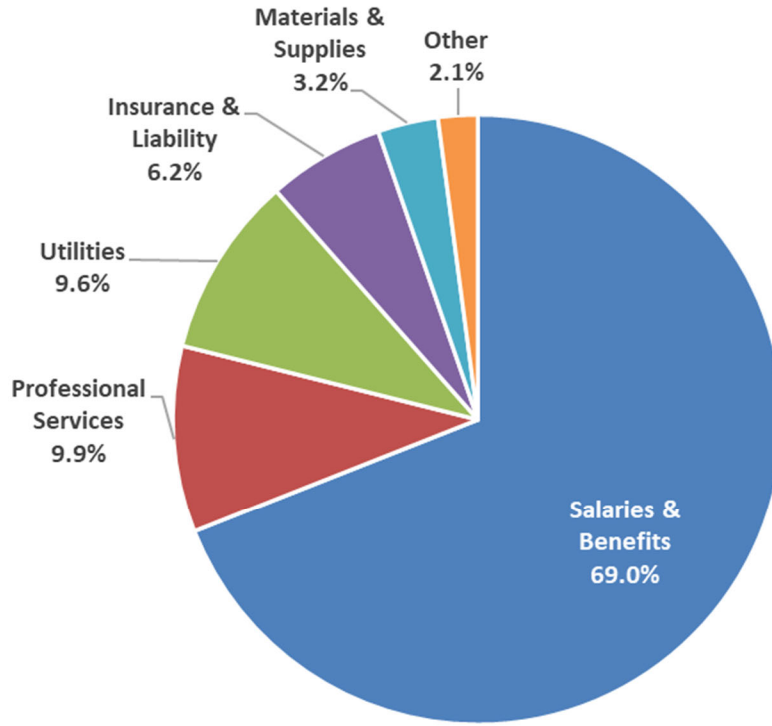
Other revenues include investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, and photo identification sales.

The FY 2025 Budget includes \$4.5 million in other revenue, which is an increase of \$0.1 million (2.9%) from the FY 2024 Adopted Budget of \$4.4 million.

- \$0.3 million is included for the sale of Low Carbon Credits through the State Cap and Trade program and \$0.4 million for RINs credits, which is the same as FY 2024 Adopted Budget.
- Investment income is \$0.75 million.
- Advertising revenue is \$0.8 million.
- This budget includes \$1.5 million in Miscellaneous Income.

Expenses

FY 2025 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2024 to FY 2025	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Salaries & Benefits	\$ 141,910	\$ 153,684	\$ 160,614	\$ 171,645	\$ 184,264	\$ 12,619	7.4%
Professional Services	14,162	16,497	19,400	24,620	26,515	1,895	7.7%
Materials & Supplies	13,504	14,748	18,955	15,839	16,562	723	4.6%
Utilities	7,272	7,425	7,988	8,458	8,427	(31)	-0.4%
Insurance & Liability	12,336	19,784	28,248	22,789	25,560	2,771	12.2%
Other	2,208	2,634	2,784	6,149	5,734	(415)	-6.7%
Operating Expenses	\$ 191,392	\$ 214,772	\$ 237,989	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
GASB 87 Lease	-	562	1,747				
Total Expenses	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Expenses (continued)**Salaries & Benefits**

Salaries and benefits include 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 2025 Budget includes \$184.2 million for salaries and benefits, an increase of \$12.6 million (7.4%) from the FY 2024 Adopted Budget of \$171.6 million.

- The Fiscal Year 2025 Budget includes 1,452 funded positions, which is a decrease of 11 funded positions from the Fiscal Year 2024 Adopted Budget of 1,463 funded positions. See Positions section on page 24 for details.
- Straight time pay, overtime and personal service contract costs increased by \$7.8 million (7.3%) from the FY 2024 Adopted Budget of \$107.1 million. This reflects CBA (Collective Bargaining Agreement) salary increases and overtime adjustments.
- Fringe Benefit costs increased by \$4.3 million (6.4%) from the FY 2024 Adopted Budget of \$67.2 million. This reflects an increase of \$0.6 million in FICA costs, \$1.9 million in pension and defined contribution costs, \$1.7 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 \$0.5 million (19.2%) from the FY 2024 Adopted Budget of \$2.6 million. This represents labor charged to capital projects and other initiatives.

Professional Services

Professional services include transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

The FY 2025 Budget includes \$26.5 million for Professional Services, an increase of \$1.9 million (7.7%) from the FY 2024 Adopted Budget of \$24.6 million.

- Security services cost increased \$1.1 million from the FY 2024 Adopted Budget due to additional security guards' coverage and contractual cost increases.
- Outside services costs were reduced by \$0.7 million.
- Software/cloud services cost increased by \$0.6 million.
- Radio Maintenance cost increased by \$0.35 million.
- Purchased Transportation cost for supplemental ADA service increased \$0.6 million due to increased demand.
- This budget reflects the FY 2025 portion of multi-year contracts for professional services.

Materials & Supplies

Materials and supplies include fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

The FY 2025 Budget includes \$16.5 million for materials and supplies, an increase of \$0.7 million (4.6%) from the FY 2024 Adopted Budget of \$15.8 million.

Expenses (continued)

- This budget includes \$3.6 million in gasoline cost. This is an increase of \$0.6 million in gasoline cost due to gas prices and higher demand for ADA service, which uses gasoline as a fuel for most of the vehicles.
- Bus parts budget increased by \$0.4 million due to a noticeable increase in pricing for standard inventory materials for the buses and vans currently supported by Bus Maintenance.
- This budget reflects a \$0.1 million increase in Wayside spare parts.

Utilities

Utilities include electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

The FY 2025 Budget includes \$8.4 million for Utilities, which is about the same as the FY 2024 Adopted Budget.

- Electricity cost increased by \$0.2 million due to projected electricity rate increases.
- Traction power cost increased by \$0.1 million.
- This budget reflects a reduction of \$0.4 million in telephone costs.

Insurance & Liability

Insurance and liability include 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 2025 Budget includes \$25.6 million for Insurance & Liability, an increase of approximately \$2.8 million (12.2%) from the FY 2024 Adopted Budget of \$22.8 million.

- Cost for projected claim reserves for Property and Liability for FY 2025 increased by \$1.5 million.
- Cost for projected claim reserves for Workers' Compensation for FY 2025 increased by \$0.9 million.
- The budget includes an increase of \$0.6 million in excess liability insurance costs due to challenging market conditions to get the required insurance limits.
- This budget reflects increases in FY 2025 estimated insurance premium costs due to a more restrictive and more competitive insurance market.

Other

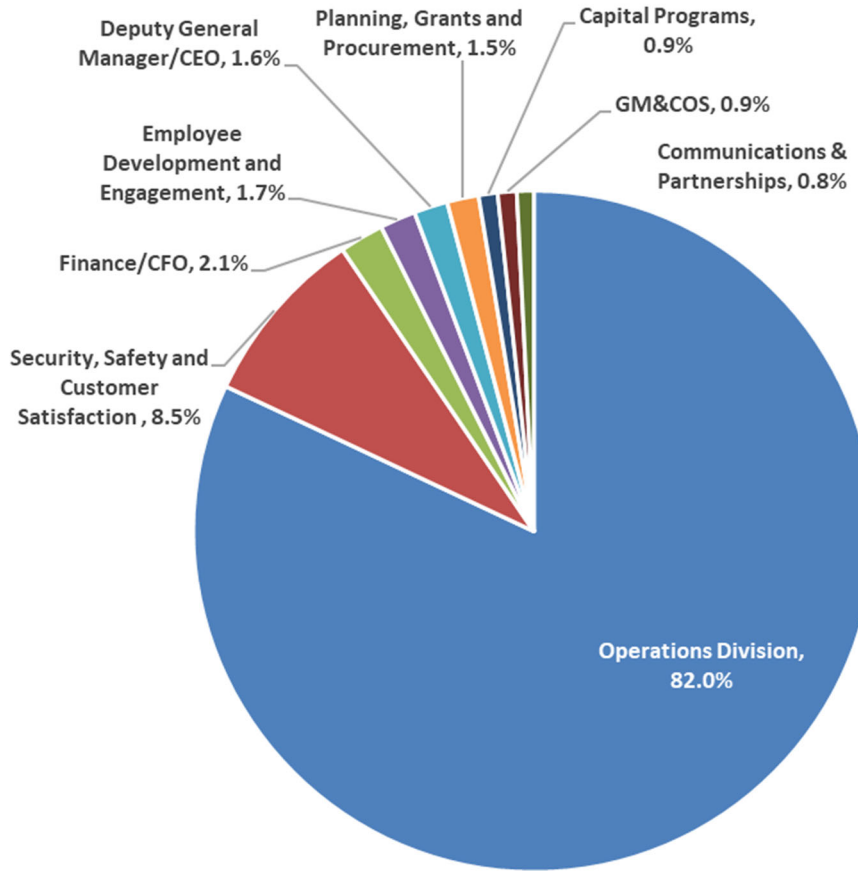
Other expenses include, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2025 Budget includes \$5.7 million for other expenditures, a reduction of \$0.4 million (6.7%) from the FY 2024 Adopted Budget of \$6.1 million.

- Cost for property leases increased by \$0.2 million due to lease cost for additional suites at Q Street administrative building and scheduled property cost increases.
- This budget reflects a reduction of \$0.6 million in contingency funds.

Positions

FY 2025 Positions by Division



Division	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2024 Funded	FY 2025 Funded	FY 2024 to FY 2025
General Manager/CEO	16	9	10	10	9	-1
Chief of Staff/VP, Real Estate	0	0	0	0	4	4
Planning, Grants and Procurement	57	58	59	67	22	-45
Operations Division*	0	0	0	0	1192	1192
Bus Operations	1196	939	945	928	0	-928
Light Rail Operations	0	261	266	270	0	-270
Deputy General Manager/CEO	33	41	22	23	23	0
Employee Development and Engagement	0	0	0	24	24	0
Capital Programs	0	0	0	0	13	13
Finance/CFO	47	51	29	23	31	8
Procurement, Real Estate & Special Projects	0	0	22	23	0	-23
Communications & Partnerships	0	9	16	16	11	-5
Security, Safety and Customer Satisfaction	74	82	79	79	123	44
Total	1,423	1,450	1,448	1,463	1,452	-11

**The FY25 Operations Division is equivalent to the sum of the Bus Operations and Light Rail Operations divisions in prior years.*

Positions (continued)

As we continue to strive for excellence through business optimization, leadership and professional development and continuous improvement, effective January 5, 2024, SacRT adjusted our organizational structure. From FY 2024 to FY 2025, SacRT has a total net decrease of 11 funded positions. The changes reflected in the FY 2025 Budget are as follows:

General Manager/CEO Division has net decrease of 1 funded position.

- Reclassed Chief of Staff to Chief of Staff/VP, Real Estate and transferred to Chief of Staff/VP, Real Estate Division.

The Chief of Staff/VP, Real Estate Division was created and has a net increase of 4 positions.

- Transferred 1 Chief of Staff/VP, Real Estate from GM's Division.
- Transferred 2 from the Procurement, Real Estate and Special Project Division.

Planning, Grants and Procurement Division was renamed from Planning and Engineering Division. It has a net decrease of 45 funded positions.

- Transferred total net decrease of 44 positions: transferred 12 Engineering and Construction to Capital Programs Division, transferred 42 Facilities to Security, Safety & CS (Customer Satisfaction) Division, and added 10 Procurement from Procurement, Real Estate and Special Project Division, which has been eliminated.
- Eliminated 1 Procurement Analyst II.
- Reclassed 1 Manager, Procurement Services from Senior Procurement Analyst.

Combined both Bus and Light Rail Operations and reinstated the Operation Division. It has a net decrease of 6 funded positions.

- Added 26 positions: 1 AVP, Operations and 1 Program Analyst, 7 Bus Operators, 7 Light Rail Operators, and 10 Paratransit Operators,
- Eliminated 32 positions: 1 VP, Light Rail Operations, 29 CBS Smartride Operators (24 of these positions were budgeted part-time and created in FY2020, but never filled), and 2 Folsom Operators.
- Reclassed and promote VP, Bus Operations to VP, Operations.
- Reclassed 1 Elk Grove Reservationist to 1 Elk Grove Dispatcher.

Deputy General Manager/CEO Division and Employment Development and Engagement Division has no changes.

Finance/Chief Financial Officer (CFO) Division has a net increase of 8 funded positions.

- Transferred 8 Risk positions from Procurement, Real Estate and Special Project Division.
- Added 1 Accountant I
- Eliminated 1 Senior Manager, Revenue and Analytics
- Reclassed 1 Accounts Payable Clerk and 2 Revenue Clerks to Senior Clerks.

The Procurement, Real Estate and Special Project Division was eliminated. It has a net decrease of 23 funded positions.

- Transferred total of 21 positions: 1 Sr. Administrative Assistant and 2 Real Estate to Chief of Staff/VP, Real Estate, 10 Procurement to Planning, Grants and Procurement Division, and 8 Risk Management to Finance/CFO Division.
- Unfunded 1 Manager, Quality Assurance and TAM.
- Eliminate 1 VP, Procurement, Real Estate and Special Project.

Positions (continued)

Communications and Partnerships Division has a net decrease of 5 funded positions.

- Reclassed and eliminated 6 Community Outreach Specialist to 2 Marketing and Communications Specialist.
- Unfunded 1 Senior Governmental Affairs Officer.

Security, Safety and Customer Satisfaction Division has net increase of 44 funded positions.

- Transferred 42 Facilities from Planning, Grants and Procurement Division.
- Added 2 positions: 1 Transportation Supervisor – Police Services and 1 Facilities Superintendent.
- Reclassed 1 Administrative Technician to Facilities Maintenance Scheduler.
- Reclassed 1 Facilities Service Worker (Elk Grove) to 1 Facilities Grounds Worker I (Elk Grove).
- Reclassed 1 Treasury Clerk to 1 Senior Clerk.

Capital Budget Summary

Project Overview

SacRT adopted the [FY 2023 - FY 2027 Capital Improvement Plan \(CIP\)](#) on August 22, 2022. The CIP represents the culmination of Sacramento Regional Transit District (SacRT) efforts to strategically plan and prioritize capital expenditures and activities over five years. SacRT has a large backlog of capital asset rehabilitation and replacement needs and limited funding and resources with which to accomplish it. A multi-year view of capital needs is essential to maximize the use of capital funds. The CIP is intended to be a “living document” that is reviewed and updated on a regular basis. The FY 2025 Capital Budget includes all active projects. The following chart and tables represent the Capital Budget as it pertains to the FY 2025 Budget for the projects listed. The amounts contained in the FY 2025 Capital Budget represent fully funded, partially funded, and unfunded projects along with anticipated and secured funding sources for FY 2025. Non-Awarded grant funding is shown as To-Be-Determined (TBD).

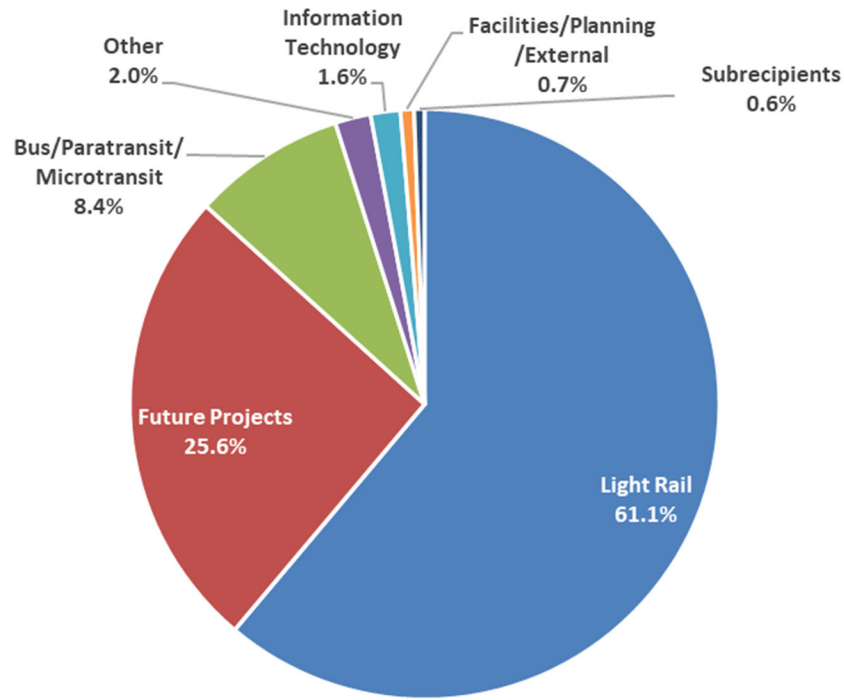
Major Capital Projects

Sacramento Regional Transit District’s capital budget allocates resources to improve infrastructure by acquiring, constructing, purchasing, rehabilitating, and replacing facilities and major equipment. Improvement projects generally occur in phases over multiple years.

The highlight of the Capital Improvement Program is the Light Rail Modernization project. Several individual projects are underway to deliver new modern low floor light rail vehicles, enhance light rail stations to accompany the new vehicles, and implement new technologies both on board vehicles and in the stations to enhance the customer experience.

Modernizing the rail fleet will reduce maintenance and repair costs associated with keeping the aging LRVs in service past their 25-year useful life. SacRT has executed a contract with Siemens to purchase up to 76 modern low floor light rail vehicles (LRVs). Twenty S700 new light rail vehicles have been delivered and another 25 are in production. SacRT expects the first S700 vehicles to go into service on the Gold Line beginning in the fall of 2024. Station modifications started in 2023 and will continue through 2027.

Capital Budget by Category



(Dollars in Thousands)

Project Categories	# of Projects	FY 2025 Budget	% to the Total
Light Rail	32	1,135,373	61.1%
Future Projects	15	474,558	25.6%
Bus/Paratransit/Microtransit	25	155,810	8.4%
Other	7	36,338	2.0%
Information Technology	8	30,270	1.6%
Facilities/Planning/External	22	13,837	0.7%
Subrecipients		10,537	0.6%
Total		\$ 1,856,723	100%

Capital Revenues & Expenses

SacRT relies primarily on Federal, State, and Local grants to pay for capital projects. The FY 2025 budget includes a total budget authority of \$1.856 billion.

- The FY 2025 capital budget includes a total of \$1.127 billion available/awarded funding for all SacRT approved projects. A total of \$126 million is for Bus/Paratransit/Microtransit Projects, \$939 million for Light Rail Projects, \$3 million for Facilities Projects, \$156 thousand for Planning Projects, \$16 million for Information Technology Projects, \$31.4 million for Other Projects, \$475.7 million for Future Projects, and \$1.9 million for External Projects. The FY25 Capital Budget includes \$619.4 million in funding to be determined.
- The FY 2025 capital budget also includes a total of \$10.5 million available/awarded funding for subrecipients and \$1.9 million for external projects.
- Federal, State, and Local funding opportunities for capital projects are comprised of funding sources that are applied for on a project-by-project basis. The availability of the funding is dependent upon individual funding programs. The total funding opportunities for a fiscal year is based on the amount of funding sources available from federal appropriations, program allocations made by the State, or other funding sources made available for application.
- As Capital Projects progress it is often necessary to update budget authority to represent total project costs most accurately. These changes are reflected in the additions and deductions column and will result in a total budget reduction of \$192.2 million for FY 2025. This is primarily due to project savings from active projects and modifications to the scope of work for future projects.
- The TBD budget amount gives SacRT staff the authority to apply for competitive grant opportunities and/or allocate formula grant funds for projects up to the TBD amount.



FY 2025 Capital Budget

Project		FY 2024	FY 2025 Budget	FY 2025	Awarded &	FY 2025	
Number	Project Name	Amended Budget	Additions & Reductions	Budget	Available Funding	Anticipated Grants	TBD
Bus/Paratransit/Microtransit Projects							
715	Bus Maintenance Facility #2	\$ 25,383,587		\$ 25,383,587	\$ 25,383,587		\$ -
B147	Fleet Maint Mgmt Software	414,500	1,085,500	1,500,000			1,500,000
B150	Watt I-80 Transit Center Improve	30,000,000	112,905	30,112,905	30,112,905		-
B151	Above Ground Gas Tank	2,000,000		2,000,000	-		2,000,000
B153	BMF1 Remediation	153,683		153,683	153,683		-
B164	Airport ZEB Expansion Vehicles	9,926,957	(5,926,957)	4,000,000	3,250,136		749,864
B165	Electric Bus Charging Infrastr	16,630,500		16,630,500	4,854,078	390,000	11,386,422
B171	Citrus Heights Bus Stop Improve	310,000		310,000	310,000		-
B172	Folsom Bus Stop Improvements	200,000		200,000	200,000		-
B173	40' CNG Bus Replacement	64,891,011	(12,302,988)	52,588,023	52,588,023		-
B174	Disruption Manager Software	214,866	95,269	310,135	310,135		-
B176	Vehicle Event Recorder	454,590	100,000	554,590	554,590		-
B177	Trapeze OPS Web	251,000		251,000	251,000		-
B179	Bus Stop Improvements	1,462,790		1,462,790	620,674	437,500	404,616
B180	Bus Lift Replacements	872,154		872,154	699,000		173,154
B181	Operator Barrier Replacement	1,327,000		1,327,000	-		1,327,000
B182	Bus WiFi	299,267		299,267	299,267		-
B183	Elk Grove Clever Device	1,500,000		1,500,000	1,170,978		329,022
B184	CA Labor Federation WED		77,000	77,000	77,000		-
P012	Cutaway Vehicle Ride Improve	125,000		125,000	-		125,000
P013	SacRT Go Vehicles	8,800,000		8,800,000	5,469,828		3,330,172
P014	SmaRT Ride Vehicle Replace	5,623,038		5,623,038	-		5,623,038
P015	SmaRT Ride Expansion Vehicle	171,000		171,000	-		171,000
TBD09	Elk Grove - One 40' ZEB	1,060,000		1,060,000			1,060,000
B400	Bus Capital Improvements	500,000		500,000	-		500,000
Total Bus Projects		172,570,943	(16,759,271)	155,811,672	126,304,884	827,500	28,679,288
Facilities Projects							
F028	Administrative Equipment	700,000		700,000	-		700,000
F033	SacRT Go/Ride Fueling/Chargi	805,000		805,000	509,885		295,115
F037	Wayside Roof Replacement	503,000		503,000	503,000		-
F040	Bridge Asset Rehabilitation	137,333		137,333	137,333		-
F041	R Street Warehouse Update	375,000		375,000	375,000		-
F042	South Bus Parking Lot Pavement	100,000	700,000	800,000	800,000		-
F043	BMF2 Pavement Repair	2,065,000		2,065,000	370,448		1,694,552
F044	Metro Concrete Pad	41,250		41,250	41,250		-
F046	1225 R Street Upgrade	32,000		32,000	32,000		-
F047	Watt/I-80 Elevator & HVAC	363,859		363,859	363,859		-
F400	Facilities Capital Improvements	500,000		500,000			500,000
Total Facilities Projects		5,622,442	700,000	6,322,442	3,132,775	-	3,189,667
IT Projects							
T066	Historic Folsom Camera Enhan	88,607		88,607	88,607		-
T067	Connect Card Version 2	7,500,000		7,500,000	-		7,500,000
T071	Mobile Camera Trailers (2)	187,702		187,702	-		187,702
T072	Train Technology Refresh	17,079,402		17,079,402	15,156,293	1,923,109	-
T074	Security Camera System Upgrades	2,070,000		2,070,000	-		2,070,000
T075	Bus Router Refresh	2,305,225		2,305,225	-		2,305,225
T077	Connect Card Firewall Refresh	888,579		888,579	821,979		66,600
TBD10	Multifactor Authentication	150,000		150,000			150,000
Total IT Projects		30,269,515	-	30,269,515	16,066,879	1,923,109	12,279,527



FY 2025 Capital Budget Continued

Project Number	Project Name	FY 2024 Amended Budget	FY 2025 Budget Additions & Reductions	FY 2025 Budget	Awarded & Available Funding	FY 2025 Anticipated Grants	TBD
Light Rail Projects							
404	Green Line to the River Dist	49,762,000		49,762,000	49,762,000		-
410	South Sacramento Phase 2 LR	270,000,000		270,000,000	270,000,000		-
R001	CAF Light Rail Vehicle Paint	995,000		995,000	995,000		-
R115	GL Replace 13 LRVs NTP #1	75,866,094		75,866,094	75,866,094		-
R135(a)	Horn LR Station - Design	2,136,858		2,136,858	2,136,858		-
R135(b)	Horn LR Station - Construction	18,721,142		18,721,142	-	21,989,000	(3,267,858)
R327	SVS Loop Realignment	38,320,000		38,320,000	36,964,960		1,355,040
R359(a)	15 Minute Service (Glenn Station)	37,000,000		37,000,000	37,000,000		-
R363	Tamper Refurbishment	89,880		89,880			89,880
R365	Tamper Re-Power		47,500	47,500			47,500
R366	GL Expansion 7 LRVs NTP #1	42,104,534		42,104,534	42,104,534		-
R371	Y1 Substation Replacement	6,886,000		6,886,000	1,000,000	5,886,000	-
R372	Roadway Worker Protection Sy	805,000		805,000	-		805,000
R373	Material Storage System	655,000		655,000	-		655,000
R374	TPSS A1 Neg Return Cable Rep	184,390		184,390	184,390		-
R375	Dos Rios LR Station Construction	42,805,053		42,805,053	28,782,982	10,000,000	4,022,071
R376	8 New LRVs - Goldline NTP 2	58,400,000	(12,200,000)	46,200,000	46,200,000		-
R377	8 New LRVs - Blueline NTP 3	58,400,000	(11,400,000)	47,000,000	46,959,700	40,300	-
R378	LRV Replacement - NTP #4	58,400,000		58,400,000	56,264,603		2,135,397
R379	LRV Replacement - NTP #5	58,400,000		58,400,000	16,882,500	3,500,000	38,017,500
R380	Gold Line Station Conversions	102,615,000	(7,615,000)	95,000,000	63,512,078	18,000,000	13,487,922
R381	Blue Line Station Conversions	90,200,000	(28,000,000)	62,200,000	41,200,000	21,000,000	-
R384	LRV Maintenance Shop Upgrade	289,800	2,228	292,028	292,028		-
R386	LR Station LED Light Upgrade	2,750,000	2,250,000	5,000,000	2,000,000	1,000,000	2,000,000
R387	Park & Ride LED Light Upgrade	3,000,000	2,000,000	5,000,000	2,000,000	1,000,000	2,000,000
R389	Instrument House A019 Local	82,250		82,250	-		82,250
R390	Emergency OCS Repair	200,000		200,000	200,000		-
R391	Railroad Tie Replacement	5,000,000		5,000,000	2,880,000		2,120,000
R392	CAF Overhaul	4,000,000		4,000,000	4,000,000		-
S030	Downtown Riverfront Streetcar	160,000,000		160,000,000	110,548,142	17,000,000	32,451,858
R400	Light Rail SGR Maintenance	500,000		500,000			500,000
Total Light Rail Projects		1,188,568,001	(54,915,272)	1,133,652,729	937,735,869	99,415,300	96,501,560

Planning Projects

M008	Transit Action (Long Range)	200,000		200,000	-		200,000
M019	Arcade Creek Bridge Enviro	110,000	31,781	141,781	141,781		-
M021	Blue Line to Elk Grove/High-	200,000		200,000	-		200,000
M023	SacRT Workforce Development	1,250,000		1,250,000	-		1,250,000
M024	Meadowview Transit Oriented	300,000		300,000		150,000	150,000
M025	Truxel Bridge Study		14,730	14,730	14,730		-
M027	Comprehensive Ops Analysis	1,000,000		1,000,000		1,000,000	-
TBD	Mobility Hub Implementation	500,000		500,000		500,000	-
TBD	Safe Routes to Transit Plan	500,000		500,000		500,000	-
TBD	Stockton Boulevard Corridor	910,000		910,000			910,000
M400	Planning/Studies	500,000		500,000			500,000
Total Planning Projects		5,470,000	46,511	5,516,511	156,511	2,150,000	3,210,000



FY 2025 Capital Budget Continued

Project Number	Project Name	FY 2024 Amended Budget	FY 2025 Budget Additions & Reductions	FY 2025 Budget	Awarded & Available Funding	FY 2025 Anticipated Grants	TBD
Other							
M004	FY12 Revenue Bond Payments	25,406,671	1,542,900	26,949,571	25,406,671	1,542,900	-
N001	Police Vehicle Replacement	2,420,000		2,420,000	1,680,000		740,000
N002	Non Revenue Vehicle Replace	2,175,000		2,175,000	1,200,000		975,000
V102	Q Street Move	2,900,000	500,000	3,400,000	3,152,000		248,000
TBD	Winters Bridge Closure Fencing	293,100		293,100			293,100
TBD	Non Revenue Electric Vehicle Charging Infrastructure	600,000		600,000			600,000
E400	RE Capital Improvements	500,000		500,000			500,000
Total Other Projects		34,294,771	2,042,900	36,337,671	31,438,671	1,542,900	3,356,100

Total Active Projects	1,438,515,596	(68,885,132)	1,369,630,464	1,116,555,513	105,858,809	146,013,042
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Future Projects							
B100	Bus Fleet Replacement	21,629,000		21,629,000	-		21,629,000
F035	South Area BMF	100,000,000		100,000,000	-		100,000,000
M022	Systemwide SCADA	6,500,000		6,500,000	-		6,500,000
R125	CAF Midlife Overhaul	102,230,277	(92,230,277)	10,000,000	-		10,000,000
R370	Sac Valley Dbl Tracking	95,800,000		95,800,000	-		95,800,000
R383	LR Maint Facility Env/PE/ROW	22,500,000		22,500,000	-		22,500,000
T076	Network Infrastructure Refre	27,776,625		27,776,625	-		27,776,625
R359(b)	15 Min Svc (Hazel Station)	70,172,977		70,172,977	-		70,172,977
R328	Green Line Final EIS/EIR	3,000,000		3,000,000	-		3,000,000
B159	Microtransit ZEVs & Chargers	5,519,200		5,519,200	-		5,519,200
R368	SVS Loop Expan LRVs (3)	46,500,000	(31,500,000)	15,000,000	-		15,000,000
R362	LR Wheel Truing Machine	4,415,438		4,415,438	1,174,111		3,241,327
TBD	Stockton Blvd. Rapid Transit	72,000,000		72,000,000	-		72,000,000
R385	Grand Ave Bridge Repair	15,245,000		15,245,000	-		15,245,000
R388	Facilities LED Light Upgrade	5,000,000		5,000,000	-		5,000,000
Total Future Projects		598,288,517	(123,730,277)	474,558,240	1,174,111	-	473,384,129

Total Inactive Projects	598,288,517	(123,730,277)	474,558,240	1,174,111	-	473,384,129
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FY 2025 Capital Budget Continued

Project		FY 2024	FY 2025 Budget	FY 2025	Awarded &	FY 2025	
Number	Project Name	Amended Budget	Additions & Reductions	Budget	Available Funding	Anticipated Grants	TBD
Subrecipients							
Q016	City of Placerville	3,825,286		3,825,286	3,825,286		
Q052	Subrecipient - SACOG	550,000		550,000	550,000		
Q061	Yolobus Causway Connection	1,500,000		1,500,000	1,500,000		
Q063	El Dorado Transit COVID-19	950,866		950,866	950,866		
Q068	Placerville Transit Station	645,000		645,000	645,000		
Q070	El Dorado Transit - Ops	31,181		31,181	31,181		
Q071	El Dorado Transit - Park & Ride	700,000		700,000	700,000		
Q072	Paratransit - Mobility Mgmt	500,000		500,000	500,000		
Q073	El Dorado Transit FY23-29 Ops	946,103		946,103	946,103		
Q075	El Dorado Transit FFY23 5307/5339(a)	438,792		438,792	438,792		
TBD	El Dorado Transit FFY24 5307/5339(a)		450,000	450,000	-	450,000	
Total Subrecipient Projects		10,087,228	450,000	10,537,228	10,087,228	450,000	-
External Projects							
A012	65th St. / Jackson Properties	77,000		77,000	77,000		
A015	Caltrans Brighton Overhead Design	378,230	7,000	385,230	385,230		
A019	Caltrans Camellia City Viaduct	434,300	(7,000)	427,300	427,300		
A020	Folsom Blvd Complete Streets	45,000		45,000	45,000		
A021	29th/30th Signal System: SacRT Labo	100,000		100,000	100,000		
A022	29th/30th Signal System	315,000		315,000	315,000		
A024	Richards Blvd Office Complex	50,000		50,000	50,000		
A025	DGS 9th/O Street Bldg Renovation	149,000		149,000	149,000		
A026	Railyards Station	149,000		149,000	149,000		
A027	Midtown Station	150,000		150,000	150,000		
A028	Hazel Ave at US50 Interchang	150,000		150,000	150,000		
Total External Projects		1,997,530	-	1,997,530	1,997,530	-	-
Combined Capital Project Totals		\$ 2,048,888,871	\$ (192,165,409)	\$ 1,856,723,462	\$ 1,129,814,382	\$ 106,308,809	\$ 619,397,171

Capital Project Funding Addition Descriptions

Bus/Paratransit/Microtransit

- B147 Fleet Maintenance Mgmt Software – The software increase preventive maintenance schedule efficiencies, maintain real time records, provide timely and reliable information for reporting, track maintenance trends warranty recovery.
- B150 Watt/I-80 Transit Center Improvements –Relocate the roadway median barrier and narrowing vehicle travel lanes, expanding platform(s), new stairway(s), add new lighting & signage, trash and recycling receptacles, seating, shade/rain shelters, pedestrian amenities, landscape buffer, relocating bus stops, improving on-ramps and pick-up/drop-off space, shelter modifications, elevator replacement, bathroom/breakroom renovations, and demolition.
- B174 Disruption Manager Software – Software will allow SacRT to react quickly to service disruptions that occur due to weather, traffic or road conditions, and/or vehicle maintenance issues.
- B176 Vehicle Event Recorder – The on-board video event recorder will increase visibility, improve safety, track vehicles and streamline fleet compliance.
- B184 CA Labor Federation WED – Workforce and Economic Development Program to build out and continue the Partners Moving Forward high road training partnership.

Light Rail

- R384 LRV Maintenance Shop Upgrades – Engineering and construction for Light Rail Maintenance Shop upgrades needed to maintain the new Siemens S700.
- R386 LR Station LED Light Upgrade – Replace all obsolete high intensity discharge (HID) light fixtures at all light rail stations.
- R387 Park & Ride LED Light Upgrade - Replace all obsolete high intensity discharge (HID) light fixtures at all park & ride locations.
- R388 Facilities LED Light Upgrade - Replace all obsolete high intensity discharge (HID) light fixtures at all SacRT facilities.

Facilities

- F042 South Bus Parking Lot Pavement – Pavement repair to South bus parking lot.

Planning

- R384 Comprehensive Operations Analysis – Update SacRT’s service standards, Long Range Transit Plan, and Short Range Transit Plan to reflect addition of new modes (e.g., Smart Ride), annexation of new jurisdictions (e.g., Folsom and Elk Grove), changes in travel patterns (e.g., post-pandemic), and to re-evaluate SacRT’s mix of modes (e.g., bus, light rail, BRT, microtransit, etc.). Project to include planning, peer reviews, financial forecasting, and public involvement.

Capital Project Funding Addition Descriptions continued**Other**

- M004 FY12 Revenue Bond Payments – Annual payments for revenue bond issuance.
- M019 Arcade Creek Bridge Environmental – To obtain CEQA categorical exemption and environmental permitting to proceed with repairs.
- M025 Truxel Bridge Study – SacRT is providing internal technical review/support for the City of Sacramento engineering feasibility study for a new multi-modal bridge across the lower American River between Truxel Road and Sequoia Pacific Boulevard
- V102 1102 Q Street Building Move – Relocate staff to new building, buildout of office space and Board room, purchase/install furniture, and equipment.

Subrecipients

- TBD El Dorado Transit FFY24 FTA 5307/5339(a) – El Dorado Transit has been allocated \$450,000 of FTA 5307/5339(a) funds for FFY24. As designated recipient for the Sacramento region, SacRT includes El Dorado Transit's projects on its FTA grants.

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: APPROVAL OF THE FY 2024 ANNUAL PERFORMANCE
EVALUATION FOR THE GENERAL MANAGER, CEO, HENRY LI

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approve the FY 2024 Annual Performance Evaluation for the General Manager/CEO (GM/CEO), Henry Li.

FISCAL IMPACT

Performance-based salary increase of 4% of base pay, similar to what the Management and Confidential Employee Group (“MCEG”) and Operating Engineers Local Union No.3 (OE3) are receiving this year, equivalent to an annual amount of \$16,463.10. This amount is budgeted in the FY 2024 Operating Budget.

DISCUSSION

The Board of Directors met in closed session on May 13, 2024, to conduct the General Manager’s Annual Performance Evaluation. Prior to that meeting, the Board was provided with a letter from Henry Li, General Manager/CEO, which included a comprehensive list of performance accomplishments for the Fiscal Year (FY) 2024 and major objectives and goals for FY 2025.

The following documents, also attached to this report, were provided to the Board prior to the May 13, 2024, Closed Session:

- Attachment 1 - Letter to the Board from General Manager/CEO
- Attachment 2 – The Year in Pictures
- Attachment 3 – FY 24 YTD Scorecard

The FY 24 performance accomplishments and FY 25 performance objectives and goals presented to the Board are in line with SacRT’s FY 2021-2025 Strategic Plan, guided by the four pillars that drive SacRT’s strategic priorities: Operational Excellence, Customer Satisfaction, Employee Community Value, and Employee Engagement. Embedded in

SacRT's strategic plan is a performance scorecard, which tracks quarterly metrics, tactics and milestones for achieving SacRT's goals. Attachment 3 presents SacRT's FY 24 YTD performance scorecard with an overall score of 96.49, indicating that SacRT is making tremendous progress and consistently delivering results in all performance areas.

The Board has determined that the GM/CEO has met, and in most cases, exceeded, the key performance goals set for FY 2024. In recognition of this, the Board proposed that the GM/CEO receive a 4% performance-based salary increase, similar to what MCEG and OE3 employees are receiving this year.

May 9, 2024

Dear Chair Kennedy and SacRT Board of Directors:

As Fiscal Year 2024 comes to a close, I cannot be thankful enough for the guidance, passion and wisdom provided by the Board. I remain proud of our agency's tremendous spirit and of what our workforce has accomplished, collectively and individually.

SacRT continues to make meaningful progress on meeting our goals; however, **what I'm most pleased about is the continued focus on enriching the customer experience, prioritizing safety, and strengthening workforce development across the agency.** We continued to hold true to our mission of *moving people where they want to go when they want to go*, making a difference in the lives of so many in the Sacramento region.

We had a lot to celebrate in FY24 – observing our 50 years of steadfast service as well as delivery of our new low-floor trains and station platform construction, all part of our Light Rail Modernization and **Expansion** Project that has been over 30 years in the making. Throughout the year, we continued to amplify and expand public transit to better serve our region, continuing our steady ridership recovery with approximately 23% ridership growth. And in extremely encouraging news, our bus ridership recovery is nearly at 100% compared to pre-pandemic levels.

Despite an ongoing nationwide recruitment crisis, we have successfully hired key frontline positions, maintained, and expanded service levels, minimized service cancelations, and welcomed over 200 new employees who joined our growing SacRT family. **Our accomplishments are reflected on our four strategic priorities/pillars: Customer Satisfaction, Community Value, Employee Engagement, and Operational Excellence, all of which you will read in the sections listed below.**

Sacramento Regional Transit District (SacRT) General Manager/CEO Fiscal Year 2024 Performance Accomplishments (As of May 2024)

1. In the area of Customer Satisfaction: Ensuring that SacRT customers have access to high quality mobility options that they actively and increasingly use is a priority. 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.

- Continued a steady ridership growth trend, and **we are on pace to end the fiscal year at approximately 83% pre-covid ridership levels, with bus ridership almost at 100%.**
- Celebrated another major ridership milestone – SacRT GO paratransit service will hit one million rides this month (May 2024).
- **Governor Newsom signed both of SacRT's sponsored bills into law (AB 354, AB 1052).**
- Hosted several in-person hiring events, **welcoming over 200 new talents to the SacRT family**, many of which filled much needed frontline positions. Significantly reduced hiring time with 34 days as the average amount of time from job posting to the offer date being accepted by the employee.

- Graduated 37 new members from the SacRT Citizens Transit Academy to help us educate others by sharing the benefits of public transportation.
- Promoted six systemwide free ride days, which were funded through a Caltrans grant. These fare-free days included National Disability Independence Day, International Day of Clean Air for Blue Skies, California Clean Air Day, Rosa Parks Birthday, International Day of Happiness and Earth Day. These systemwide ride days helped increase ridership by 10 to 15% for each event.
- **SacRT provided approximately 100 free ride days to vulnerable populations to travel to and from warming and cooling centers.** And we have provided over 50 monthly passes to assist the recent arrival of asylum seekers, as well as complimentary daily passes for seniors living in the Sierra Vista apartments.
- Contracted with vendor to provide Mystery Riders throughout all of our transportation modes. To date we have had 51 mystery rides, and our overall score is 96.53% (out of 100%). Implementing a corrective action plan to address identified issues.
- Approved the Award of Contract and **started work on the light rail passenger announcement or real time information for the launch of new low-floor trains this summer.** This system will be in place to assist customers with a focus on those using mobility devices.
- Posted Request for Proposal for the implementation of a consolidated mobile app (mobile ticketing, safety and security reporting and multi-modal trip planning all in one app). Expect to have the new app ready for launch in FY2025.
- Progressed the redesign of a new website to make it much more user-friendly and accessible for our customers.
- Received and responded to over 12,493 Customer Advocacy calls and responded 226,331 Customer Service calls with an average wait time of 45 seconds.

2. In the area of 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 ridership, demonstrate value as a community partner,** and educate the public about the benefits of transit and how local funding is important to create a world-class transit system.

- Continued to celebrate our 50th anniversary of service in the Sacramento region, which culminated on April 1, 2024, with the launch of SacRT's new branding and logo. As part of our long-term marketing strategy that will redefine SacRT for the future.
- Completed an Origin-Destination Survey that identified that communities of color make up 68% of our riders. Most of the riders are transit dependent, with 67% without access to a personal automobile and 56% from low-income households. It also identified that 1/3 of our riders make less than \$10,000 a year and that their primary trip purpose is transportation to work or school.
- In partnership with Civic Thread, we finalized a Bus Stop Improvement Plan, identifying a comprehensive list of necessary and desired improvements and amenities to improve the customer experience once funding is identified.
- To encourage more people to take public transit, we have been working closely with the Sacramento Transportation Management Association with several promotions and a series of transit field trips

and events. This closely aligns with the recent 100% transit subsidy agreement provided by the State for all SEIU employees.

- **Hosted our first bilingual (Spanish) how to ride presentation for Los Manitos at the Hart Senior Center for approximately 70 retirees with limited English proficiency.**
- Progressed transit-oriented development, celebrating the opening of the Salvator Apartments, a sustainable infill development featuring 120 affordable apartment homes opened adjacent to SacRT's Royal Oaks Station. The project serves as a catalyst for neighborhood revitalization and smart growth. We have also partnered with BRIDGE Housing to secure funding for 124 units at 440 Arden Way, adjacent to the Arden/Del Paso Station.
- Station activation continued with **partnerships for the Farmer's Market at Sunrise Station (totaling 8,640 attendees for the quarter); with new farmers markets at the Florin Station and soon to be at Meadowview Station**; concerts at the Mills Building totaling 200 attendees for the first quarter (in partnership with the Mills Art Community Center; Autumn Lantern Festival at Franklin Station, which attracted 3,000 attendees.
- In partnership with the City and County of Sacramento, a \$5 million grant was secured from SACOG to continue progress on a bus rapid transit (BRT) route along Stockton Boulevard.
- **Secured approximately \$150M in grant funding in FY24** to support important projects such as the feasibility study for a BRT/LRT extension into the city of Elk Grove, Climate Action, Arden/Del Paso, ADA paratransit buses and operations, Bus Stop Improvement Planning, Dos Rios, Blue Line Conversion, Comprehensive Operational Analysis, and others.
- Convened a group of Community Benefit Organizations to form a Task Force on how to best communicate youth challenges as the ridership among this demographic continues to grow.
- Recognized and awarded four 2023 Community Transit Champions. This program aims to advance SacRT's efforts to connect with regional constituents and increase community support for a safe, clean, and convenient transit service here in the Sacramento region.
- In partnership with local and regional mental health stakeholders and agencies, SacRT has begun to see a variety of positive outcomes for the community. **Our Social Equity Program maintains an active caseload of over 136 unhoused individuals, and to date has connected approximately 775 persons experiencing homelessness with much needed resources.**
- Continued the joint 4 Agency meetings monthly with SACOG, SMAQMD, and SMUD. Held the first Board meeting in November 2023, which was focused on securing federal and state funding for zero emission transition.
- **Added security guards on every train at night and daytime trains.**
- Welcomed aboard a talented rookie police dog, Blue, to help ensure SacRT safe and secure facilities. The Sac Bee and other broadcast media featured Blue in stories.

3. In the area of 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.

- We want to make sure working at SacRT is as rewarding as possible. We know that we are on the right path as demonstrated by the **82.7% employee satisfaction and 86% employee engagement rating received during the recent Employee Survey. The question “overall I am happy at work” received a rating of 90.7% (industry average is about 70%).**
- SacRT’s celebrated our first female apprentice graduate of the Bus Maintenance Program. This achievement speaks volumes about the diversity and inclusivity we champion in our workforce.
- Launched the Nivati Mental Health & Wellness Platform for employees to have easy access to a range of mental health and wellness services.
- Partnered with Patelco Credit Union to provide financial health and wellness benefits to our employees including complimentary personal financial coaching.
- Successfully **implemented new learning management system NEOGOV LEARN for all employees on a variety of topics.**
- **Further strengthened our relationship with all partners, especially union partners,** fostered strong employee morale, and successfully negotiated all major Collective Bargaining Agreements last year with fair, fiscally responsible, and highly competitive pay and benefit packages.
- Continued diversity heritage month activities and identity recognition resources to all employees through the end of 2023 and launched DEI Monthly Discussion Topic program complete with training tools at the start of 2024.
- **Launched SacRT Transit Hero campaign to celebrate our frontline workers.**
- In partnership with the ATU and California Transit Works, we relaunched our Partners Moving Forward mentorship program to create and strengthen a safe and positive work environment.
- Held several employee engagement/appreciation events throughout the year.
- Provided a one-time supplemental disbursement to all employees in appreciation for their contributions to SacRT’s accomplishments.
- Featured in the Sacramento Business Journal’s special edition: Developing the Sacramento Workforce – How Sacramento Businesses are Preparing Future Employees.
- Was one of four organizations featured in the Sacramento Business Journals panel discussion: Future of Cities 2024.
- Continued to invest on information technology infrastructure and advanced technology projects to enhance business efficiency, such as upgrading Trapeze and SAP software, implementing email access to all employees, transitioning to a cloud-based strategy, and preparing for the implementation of new digital messaging boards and real-time information as part of the light rail modernization project.
- **SacRT met and exceeded our racial, pay and equity goals, with zero valid EEO complaints in the last three years.**

4. In the area of **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 **not only implementing industry best practices but also raising the bar to ensure operational excellence for the Sacramento region.**

- Advocated alongside the California Transit Association to secure the passage of SB125 which provides \$5.1 billion to transit agencies, with flexibility to direct 100% of the funding to meet the operational needs of the agency.
- **Secured over \$400 million for the Light Rail Modernization and Expansion Project**, including over \$100 million in the 2023 calendar year, which includes the purchase of new low-floor trains, modifications to station platforms and adding a passing track to provide 15-minute service frequency to four Folsom area stations.
- **We have ordered 45 new low-floor trains built by Siemens Mobility in south Sacramento, signaling the beginning of a new era in transit accessibility.** This year, we have already received delivery of 20 of the new low-floor vehicles (an additional 25 are in the manufacturing process), with the option to purchase up to 76.
- Began multi-phased testing of new low-floor light rail trains in preparation of revenue service starting summer 2024.
- Celebrated the Light Rail Modernization and Expansion Project and broke ground on the Folsom 15-Minute Service Frequency Project, signaling the next steps in evolving and improving our transit infrastructure.
- To accommodate the next generation of low-floor trains, we began the construction of station platforms modifications on the Gold Line. Currently, **89% of the 29 station conversions are complete.**
- Opened 10 high speed electric vehicle chargers at the Power Inn Station in partnership with GiddyUp EV Charging, Inc. and the Sacramento Municipal Utility District (SMUD).
- In partnership with UC Davis Health, we **launched the new Elk Grove UC Davis Medical Center Express Bus Route 137**, connecting people between Elk Grove and the UC Davis Medical Center in Sacramento.
- Accelerated partnerships with schools and school advocates to further increase student ridership. In September 2023, SacRT estimated nearly 400,000 student boardings as part of the RydeFreeRT fare-free for youth program. This put us on pace for **nearly 4.2 million student rides this year.**
- Although we had a couple of challenging incidents occur on our system over the last year, safety and security remained a top priority. This is evident in our **very low crime rate, which was only .0007% (very low compared to industry average).**
- Implemented a light duty customer service program at the Watt/I-80 Station. The addition of staffing has greatly helped reduce elevator breakdowns, nuisance behavior, and the station is staying much cleaner.
- The Downtown Riverfront Streetcar Project Environmental work and Final Design are in progress. Completed the first phase of outreach.
- Secured federal Community Project Funding requests from both Congresswoman Matsui and Congressman Bera to support SacRT's Light Rail modernization and Expansion program.
- Approved the Award of the Contract for Construction Management Services for Watt/I-80 Transit Center Improvement Project, which is expected to start this month. Watt/I-80 is our largest station and is an intermodal hub, both the northern terminus for the Blue Line and a major bus transfer center for SacRT and our partners in the region.
- **Received delivery of 41 new Gillig (Gillig) 40-foot buses and 30 cutaway buses.**

- **Declared midtown properties surplus in July 2023 and posted RFP.**
- Awarded the 2023 APTA Rail Safety Certificate of Merit for Light Rail Systems.
- Received the 2023 GFOA Distinguished Budget Presentation award.

For detailed information, please review the attached performance scorecard with an over 96% score.

SacRT Major Objectives and Goals in FY 2025

Annual objectives and goals have been thoughtfully developed to align directly with one of the above outlined four strategic priorities. Using the strategic plan tactics and goals to guide SacRT work, progress will be measured by staff using quarterly milestones to ensure that projects are advancing as planned.

- **Initiate a comprehensive operational analysis and long-range plan** for our bus and light rail system. **Post-pandemic travel patterns have changed, and we need to once again look to evaluate our efficiency and service standards for all transit modes to ensure an optimal mix of services that is cost-effective, fiscally sustainable, and consistent with SacRT strategic goals.**
- Groundbreaking ceremony and start of construction for the Watt/I-80 Transit Center Improvement Project.
- **Implement AI program with the City of Sacramento related to illegal parking at bus stops.**
- Hold press event to celebrate the **start operations of low-floor light rail trains on Gold and Green lines, and 15-minute service frequency to Folsom stations.**
- **Implement a real-time train tracking or real-time information system**, as this is one of the top requested improvements by SacRT customers.
- Partner with the State of California to integrate technologies that will allow us to more easily provide discounts to veterans and others.
- **Further progress transit-oriented developments, including initiating the disposition of the Power Inn and Evergreen properties.**
- **Reach a Purchase and Sale Agreement for SacRT's old administrative campus.**
- Complete renovation of the Security Operations Center located inside SacPD's Real Time Crime Center.
- Complete Final Design phase and submit Small Starts application to FTA for **Downtown Riverfront Streetcar project.**
- Partner agencies will begin procurement of consultant for the **Stockton Boulevard BRT project** and expect complete locally preferred alternative by end of 2025.
- Expect **to enter into a feasibility study to decide on Bus Rapid Transit or Light Rail extension to Elk Grove.**
- Begin **construction on the Dos Rios Station project (current low bid is about \$27m)** as funding allows.

- Finalize Hydrogen Bus Feasibility study and progress a pilot program of new hydrogen buses.
- Enter into Phase 2 of the Low-Floor Station Modification program that will be focused on the Blue Line.
- Complete a Facilities Master Plan to better understand SacRT current and future needs.
- Launch new website and consolidated mobile app to improve the customer experience.
- Continue with community programming such as Transit Academy and Community Transit Champion.
- Secure long-term, sustainable funding for RydeFreeRT program.
- **Continue to pursue all available funding sources**, while at the same time, through strategic initiatives and strong management, maximize the benefit of the funding we receive in order to maintain our high standards for customer service and employee satisfaction. Ensure a sustainable budget that protects core services by planning for future revenue challenges, maximizing operational efficiency and implementing cost cutting measures.
- **Continue to promote a culture of employee engagement** and risk awareness through ongoing strategic process improvement and training. Create efficiencies to reduce resource intensive processes in claims management through automation of compliance reporting and file maintenance. Implement risk management information system (RMIS) and update risk program to improve efficiency, consistency, and reliability of data, prevent adverse loss, and reduce liability for us.
- **Continue to work closely with SACOG to ensure SacRT receives the maximum allocation of SB 125 funding**, to not only close the projected operational gaps, but to free up discretionary monies such as Federal 5307 funds to address significant Capital needs.
- Possible measure: **even though we have been very successful in the past in securing unprecedented federal and state grant funding and running SacRT in a highly efficient and effective way, we know we need to continue to relentlessly seek more grant opportunities in the future, given we have such limited local funding. SacRT will work with community partners to refine a countywide transportation measure in 2026 to put more focus on climate change and transit improvement.** SacRT receives approximately 5 times less in local funding support than our peer agencies, who receive a ½ penny, a penny or more. SacRT has an ambitious \$6B capital plan, including many of our state of good repair programs.
- Begin the process of implementing Transit-Oriented Developments at Florin and Meadowview light rail stations as envisioned by the Urban Land Institute, including conducting infrastructure site assessment with Green Means GO Funds. Begin the surplus process of underutilized parcels at Evergreen and Power Inn to support needed affordable housing.

In closing, I would like to **express my sincere appreciation of the Board's continued strong leadership, and I'm extremely proud of our talented, highly collaborative team of SacRT professionals, our union partners, funding partners, stakeholders, and the community** for working together to find successful solutions to make the Sacramento region a better place to work, live and play.

In the blink of an eye, eight years have passed since I started my steadfast trajectory with SacRT, and I feel more empowered than ever to continue this historic journey, no matter how big or small the challenges are, even in an uncertain economy. I'm optimistic that we will continue to set the bar high in our approach to improving mobility in the Sacramento region.

With gratitude,



Henry Li
General Manager/CEO
Sacramento Regional Transit District



LIGHT RAIL MODERNIZATION PROJECT



SACRAMENTO REGIONAL TRANSIT



Transit Heroes

Saving the day, one ride at a time.



Meeting Base Parks
Ride SACRT for FREE on Transit Equity Day!
Refer to the RTD website on Saturday February 4, 2024.



SacRT Overall Performance Scorecard

Strategic Pillar	Overall Metric	FY2024 Performance Goals	FY24 Annual Performance Results			Goal Points	Q3 Earned Points	Definition
			Q1 (July-Sept)	Q2 (Oct-Dec)	Q3 (Jan-March)			
Operational Excellence	Operating Cost Per Vehicle Revenue Hour	FY24 Budgeted Cost Per Hour:						
	Bus:	\$183.71	\$177.39	\$182.88	\$201.59	3	2.71	The average operating cost of an hour of revenue service.
	CBS Fixed:	\$279.15	\$253.16	\$271.63	\$263.68	3	3.00	The average operating cost of an hour of revenue service.
	SmaRT Ride:	\$225.37	\$194.95	\$206.14	\$221.09	3	3.00	The average operating cost of an hour of revenue service.
	SacRT GO:	\$221.72	\$185.00	\$205.59	\$205.62	3	3.00	The average operating cost of an hour of revenue service.
	Light Rail:	\$445.24	\$418.75	\$428.15	\$453.85	3	2.94	The average operating cost of an hour of revenue service.
	On-Time Performance							
	On-Time Performance (Fixed Route)	80%	78.76%	75.60%	77.77%	3	2.92	The percentage of trips completed within the scheduled on-time window.
	On-Time Performance (Paratransit)	85%	84.43%	79.51%	86.07%	3	3.00	The percentage of trips completed within the scheduled on-time window.
	On-Time Departure (LR)	97%	96.6%	97.00%	97.3%	6	6.00	The percentage of trips completed within the scheduled on-time window.
	Mean Distance Between Failures (Miles)							The average miles between mechanical problems that result in a vehicle not completing its scheduled revenue trip, or a vehicle not
	Bus	13,700	13,581	20,492	17,528	3	3.00	Total fleet miles divided by total monthly road calls.
	CBS/SacRT GO/ SmaRT Ride	TBD	25,036	47,012	52,129	3	3.00	Total fleet miles divided by total monthly road calls.
	Light Rail	8,200	9,235	9,640	7,708	4	4.00	Total fleet miles divided by total monthly road calls.
	System Cleanliness	100%	92%	96%	95%	5	4.75	The average score for LR Stations, Bus Stops, bus and light rail vehicle cleanliness metrics.
Collisions Per 100k Miles (YTD)	1.6	0.41	0.59	0.66	5	5.00	The quarterly number of accidents per 100,000 miles. Calculated by (Accidents/ Revenue Miles) * 100,000.	
TOTAL POINTS						47	46.32	
Community Value	Rebuild Ridership Trust	4,072,032	3,922,453	4,234,363	4,068,586	10	10.00	The average number of unlinked trips per revenue hour across all service modes.
	Fare Evasion Rate	2.08%	0.84%	0.63%	0.77%	5	5.00	Percentage of fares inspected divided by the number of citations issued for the month.
	Social Media Engagement							
	Facebook Reach/Impressions	140,000	138,000	394,000	411,000	2	2.00	Total reach/impressions of content shared on SacRT social media platforms.
	Twitter Reach/Impressions	400,000	81,410	70,800	83,600	2	0.42	Total reach/impressions of content shared on SacRT social media platforms.
	Instagram Reach/Impressions	30,000	54,900	80,700	12,000	2	0.80	Total reach/impressions of content shared on SacRT social media platforms.
	LinkedIn Reach/Impressions	25,000	16,500	49,458	31,500	2	2.00	Total reach/impressions of content shared on SacRT social media platforms.
TOTAL POINTS						23	20.22	
Employee Engagement	% Agree They Receive Timely Feedback on Performance from Supervisor	68.15%	64.90%	64.90%	75.30%	4	4.00	The % of employees that somewhat agree, agree, or strongly agree that they receive timely feedback on their performance from their supervisors.
	% Agree They Receive Enough Training to be Their Best at Work	84.11%	80.10%	80.10%	84.80%	3	3.00	The % of employees that somewhat agree, agree, or strongly agree that they receive enough training to be best their best at work.
	% Overall I am Happy At Work	88.50%	88.50%	88.50%	90.70%	3	3.00	The % of employees that somewhat agree, agree, or strongly agree that they are happy at work at SacRT.
	% Agree they Have a Good Working Relationship with Those Around Me	96.50%	96.50%	96.50%	94.20%	2	1.95	The % of employees that somewhat agree, agree, or strongly agree that they have a good working relationship with those around me.
TOTAL POINTS						15	14.95	
Customer Satisfaction	Overall Customer Satisfaction	3.5	3.7	3.7	3.7	10	10.00	Through customer surveys, using a scale of 0 to 5 of how satisfied the public is with SacRT. The KPI goal is overall score of 3.5 or higher.
	Service Level for Calls Answered for Customer Service, Customer Advocacy queues							
	Customer Service	80%	81%	80%	83%	2.5	2.50	Percentage of calls answered within 20 seconds for Customer Service.
Customer Advocacy	60%	29%	62%	61%	2.5	2.50	Percentage of calls answered within 20 seconds for Advocacy queues.	
TOTAL POINTS						15	15.00	
OVERALL PERFORMANCE SCORE						100	96.49	

RESOLUTION NO. 2024-06-061

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

June 10, 2024

APPROVAL OF THE FY 2024 ANNUAL PERFORMANCE EVALUATION FOR THE GENERAL MANAGER, CEO, HENRY LI

WHEREAS, Sacramento Regional Transit's General Manager/CEO Henry Li has met and exceeded the SacRT Board of Directors' expectations related to his performance during his tenure at Sacramento Regional Transit District.

WHEREAS, in recognition of his outstanding performance in FY 2024, the Sacramento Regional Transit District Board of Directors desires to provide him with a performance-based salary increase.

WHEREAS, because Mr. Li's contract has an automatic renewal provision, any merit increases must be approved by the Board of Directors in an open Board meeting, listed under New Business pursuant to California Government Code Section 54953(c)(3).

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

THAT, the Board approves the FY 2024 annual performance evaluation of General Manager/CEO Henry Li.

THAT, the Board hereby approves a 4% merit pay increase for Henry Li, effective July 1, 2024.

THAT, the Board Chair and SacRT staff are hereby authorized and directed to perform all tasks necessary to effectuate the terms of this Resolution.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Meeting Calendar

Regional Transit Board Meeting

July 22, 2024
SacRT Auditorium
4:00 P.M.

Quarterly Retirement Board Meeting

June 12, 2024
SacRT Auditorium
1:00 P.M.

Mobility Advisory Council Meeting

June 20, 2024
SacRT Auditorium / Webconference
2:30 P.M.

Light Rail Service Disruptions in June

There are several planned service disruptions in June 2024. It is important to remember that the schedule may change due to various reasons including weather. Riders are urged to check the free Alert SacRT app and sacrt.com/stationclosures.

Wednesday, June 12, 2024

Due to a SacRT related event, there will be a temporary closure on the Green Line on Wednesday, June 12, 2024 between 8 a.m. and 2 p.m. Riders can use bus route 11.

Saturday, June 15 and Sunday, June 16, 2024

Due to station platform construction that will impact the tracks at Archives Plaza Station, several light rail stations on the Blue and Gold lines will not have light rail service. Instead, bus bridges) will be in place:

- Gold Line: Bus bridge (shuttle buses operate between stations) between 13th Street and Sacramento Valley stations.
- Blue Line: Bus bridge (shuttle buses operate between stations) between Globe and 13th Street stations.

SacRT is expected to complete Phase 1 of the platform modification construction on the Gold Line this month. However, testing and double-tracking construction will continue through late summer 2024 to add a passing track at the Glenn/Robert G. Holderness Station in preparation to provide 15-minute light rail frequency service to all Folsom area stations including Hazel, Iron Point, Glenn/Robert G. Holderness and Historic Folsom. A bus bridge is in place between Iron Point and Historic Folsom stations.

S700 Low-Floor Train Community Event

Join us at a community event to tour the new S700 low-floor light rail train.

Wednesday, June 12, 2024

10 a.m. – 12:30 p.m.

7th & Richards/Township 9 Station
(7th Street and Richards Boulevard)

The community event is open to everyone, so bring your co-workers and friends for an unforgettable sneak peek at SacRT's cutting-edge light rail technology. Learn more about the events at sacrt.com/S700events.

Arden/Del Paso Parking Lot Temporarily Closing

Starting this month, the Arden/Del Paso park-and-ride lot will be closed for approximately two years due to construction of an affordable housing development adjacent to the lot. On street parking will be available or riders can park at Globe or Swanston stations.

Farmers' Market Now Open at Meadowview Station

On June 2, the Meadowview Certified Farmers' Market opened to the public at the Meadowview light rail station. The market will be open every Sunday between 8 a.m. and 1 p.m. SacRT also hosts Farmers' Markets at Florin Station on Thursdays between 8 a.m. and noon, and at Sunrise Station on Saturday's between 8 a.m. and noon. Visit sacrt.com/farmersmarket.

Route 137 Schedule Adjustment in June

Effective Monday, June 17, 2024, bus route 137 (Elk Grove/UC Davis Medical Center Express) will depart the UC Davis Medical Center five minutes later, shifting the 6:15 p.m. trip to 6:20 p.m. to offer better travel times for staff. Visit sacrt.com/ucdhelkgrove for details.



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SACRAMENTO
REGIONAL TRANSIT

GM/CEO Update

June 10, 2024

Community Project Funding Requests



Recipient: Sacramento Regional Transit District

Project Name: City College & Fruitridge Light Rail Station Modernization

Requested Amount: \$4,000,000

Recipient Address: 1102 Q Street, Suite 4100, Sacramento, California, 95811

Project Description: This project will modernize the City College and Fruitridge Light Rail Station to accommodate new low-floor light rail vehicles.

U.S. REPRESENTATIVE

AMI BERA, M.D.

Project Sponsor: Sacramento Regional Transit District

Project Name: Sacramento Regional Transit Bus Maintenance Facility #2 Hydrogen Fueling Station

Project Location: 3701 Dudley Blvd, McClellan, CA 95652.

Requested Amount: \$4,000,000

Explanation: The funding would be used for the construction of a permanent hydrogen fueling station infrastructure at McClellan Bus Maintenance Facility (BMF-2). The project is an appropriate use of taxpayer funds because it would support the transition to a zero-emission public transit fleet and help address the air quality issues the region faces from transportation emissions.



Kevin Kiley
CALIFORNIA'S 3RD DISTRICT

Name of Project: Hazel and Iron Point Stations and Park & Ride Modifications

Recipient: Sacramento Regional Transit District

Address of Recipient: 1102 Q Street, Suite 4100, Sacramento, CA

Amount Requested: \$4,000,000

Purpose: The purpose of this project is to modify and upgrade two light rail stations to accommodate new low-floor light rail vehicles, improve boarding/lighting, and improve safety and service for all riders

RydeFreeRT

Your free ticket to summer fun.



AAPI Night Market



S700 Light Rail Vehicle Community Event



S700 Light Rail Vehicle Community Event



INTRODUCING


The S700 Low-Floor Train

Come tour the new low-floor light rail vehicles
during our second community event

DAY 2

Wednesday

June 12, 2024

 10 a.m. - 12:30 p.m.

 7th & Richards /
Township 9 Station

Siemens Board Tour



Meadowview Farmers Market



WELCOME & RIBBON CUTTING BY COUNCILMEMBER MAI VANG
 REMARKS FROM ESTEEMED GUESTS
 MEADOWVIEW LIGHTRAIL STATION | 3501 MEADOWVIEW RD
 Weekly Year-Round Market | Every Sunday | 8:00 AM - 1:00 PM
 Accepts CalFresh/EBT | Match up to \$10 available for EBT benefits and SUN bucks each week

- Giveaways by City of Sacramento Community Engagement
- Health Screenings sponsored by UC Davis Health
- Live Entertainment

FREE

- Family Friendly Activities
- Free Bike Repair by SABA
- EV Test Drive sponsored by SMUD
- Prize Drawings
- Face Painting sponsored by District 8

For more information, visit: heartandhustle.org/MeadowviewFarmersMarket Follow us @meadowviewfarmersmarket



SacRT GO 1 Millionth Rider



STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Director Linda Budge
SUBJ: SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY MEETING SUMMARY OF MAY 13,
2024

RECOMMENDATION

No Recommendation - For Information Only.

Written Report by Director Budge from the Sacramento Placerville Transportation Corridor JPA Meeting of May 13, 2024

MEMO TO: RT Board of Directors

Cc: Interested Parties

RE: Sacramento – Placerville Transportation Corridor Joint Powers Authority Meeting of May 13, 2024

The SPTC/JPA Board, met on May 13, 2024 in Folsom City Hall as usual. The membership includes RT Representative and Rancho Cordova Alternate, Linda Budge; Rancho Cordova Representative David Sander; Sacramento County Representative and RT Alternate, Pat Hume; Folsom Representative and Chair Sarah Aquino; and El Dorado County Representative Supervisor John Hidahl.

Minutes for the March 11, 2024 meeting were approved.

The Budget Update, and Operating Budget were approved with the note that the historic contribution by member agencies of \$27,500 may need to increase to \$40,000 for the FY 2025/2026. There are so many repair and planning activities being discussed that the current income will not cover.

Dokken Engineering reported on the completion of the Bridge and Culvert Inspections, and the report was discussed. Most people were pleased with the detail of the report. The only real concern was the fact that the repair list is based on the requirements to run commercial operations along the track that, to date, has only been used for excursions. Until the anticipated Master Plan is drafted and accepted, returning commercial operation to the track will remain a concept that has been proposed. The finalization of a variety of issues really depends on the results of the Master Plan process.

Folsom's Brett Bollinger, who has been in the title role of CEO of the JPA has stepped down due to the time commitment with his job at City of Folsom. The JPA plans to hire Vickie Sanders from El Dorado County. For many years, Vickie has been head of the El Dorado County Parks Department and is the only person who is intimately familiar with all of the issues, and people involved with the variety of organizations using the track alignment. Vickie has retired from the County and opened Sanders Consulting. The JPA plans to hire her as a consultant to become the new CEO. This arrangement would follow the model established when John Segerdell, retired from SRTD and a consultant for PHG Wong, was the long time CEO of the JPA.

Member reports included updates on the light rail double tracking by Folsom and Regional Transit.

The next meeting will be August 8, 2024. Topics will include renewal of the PSVRR use contract and deciding how to pay for the Master Plan creation.

Linda Budge, AICP
5/14/2024.

STAFF REPORT

DATE: June 10, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Sarah Poe, Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF MAY 17, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on May 17, 2024.

Meeting Notes

Item 1. Call to Order, Pledge of Allegiance, Roll Call

Item 2. Public Comments

- No Public Comments were prepared.

Item 3. Presentation by the City of Hanford on the Kings-Tulare HSR INFORMATION Connectivity and Land Use Planning (Dan Leavitt/Jason Waters)

Staff Comments

- In 2023, SJJPA partnered with CHSR and surrounding municipalities and transit authorities on the Caltrans Sustainable Communities Planning Grant
- This effort goes toward and is in tandem with the ongoing Cross Valley Corridor Phase 1 study (Lead: Tulare CAG) as well as SJJPA's support for \$33.8M in TIRCP towards electric buses and shuttles on the corridor and securement of operating funds to enable Kings Area Regional Transit to run service between Hanford and Visalia.

Board Comments:

- Member Verboon appreciates the work put into the cross-valley corridor project and looks forward to the 20-40 years of work ahead of them.

Public Comments:

- A public participant expresses disappointment in downgrading from café cars to vending machines.
- A conductor representative asks about service cuts due to state budgetary issues and why, during one trip, a venture car was taken out of service.

Item 4. Consent Calendar

- All items were passed on consent.

Item 5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final 2024 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2024/2025 (Michael Hanebutt)

Staff Comments:

- Staff presented the final update to the 2024 Business Plan which covers the next two fiscal years and includes continued strategies and key focus areas.
- Funding for SJJPA operations is contingent on Plan approval.

Public Comments:

- A public participant inquired about a plan to reinstate the 7th round trip
 - Chair Hume responds that there is no plan as it is not included in the SJJPA Business Plan

Board Vote:

- All approved

Item 6. Approve and Authorize Executive Director to Execute Third Amendment to Agreement Between the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission for Managing Agency Services in the Oversight of the San Joaquin Intercity Rail Service. (Stacey Mortensen/Janice D. Magdich)

Staff Comments:

- In 2013, SJJPA issued an RFP for managing agency services that support the Authority. The San Joaquin Regional Rail Commission was recommended and approved.
- Staff recommends passing third amendment to extend agreement for an additional 5 years.

Public Comments:

- A public participant recommends passing the third amendment.

Board Comments:

- Member Chiesa expresses support for 5-year extension
- Member Verboon expresses support for an 8:30p trip in light of approving third amendment.

Board Vote:

- All Approved

Item 7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe (BNSF) for Construction for the Lake to West Escalon Project for an Amount Not-To-Exceed \$19,650,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Tamika Smith)

Staff Comments:

- The Lake to West Escalon project will add 3.8 miles of double track, modify 6 at-grade crossings, and extend 9 culverts on the BNSF Stockton Subdivision.
- Design documents are 100% complete.

Board Vote:

- All approved

Item 8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe (BNSF) for Construction for the Oakley Station Platform Project for an Amount Not-To-Exceed \$6,374,508 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Nathan Alastra)

Staff Comments:

- BNSF will manage construction of a 700-foot-long platform through the City of Oakley between 2nd Street and Norcross Lane.
- BNSF will receive notice to begin construction in October 2024 with the projected completion of August 2025.

Board Comments:

- Chair Hume asks if the roadways are funded.
 - Staff responds that they are funded by the city.
- Member Burgis expresses support for resolution.

Public Comments:

- Public Participant asks if the Oakley Station is meant to be in addition to or replacing the Antioch Station.
 - Staff responds that it is in addition to the Antioch Station.

Board Vote:

- All approved

Item 9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Amendment 01 to the Agreement with Burlington Northern Santa Fe (BNSF) for Construction of the Metal Security Fencing Increasing the Amount by \$1,400,000 a New Not-To-Exceed \$1,889,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Cameron Paler)

Staff Comments:

- Amendment refers to additional fencing at W Ashlan Ave, N West Ave, and E Weldon Ave to E Shields Ave in Fresno, CA.
- Fencing has been a deterrent to trespassing by unauthorized persons.
- Construction of the fencing will be funded by the state.

Board Comments:

- Member Young recommends approving resolution.

Board Vote: All approved

Item 10. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Extending the Revenue Management Pilot for the San Joaquins Intercity

Passenger Rail Service to December 31, 2024, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Her Spending Authority (David Lipari)

Staff Comments:

- In 2023 SJJPA approved a Revenue Management Pilot to last from November 1, 2023 to June 30, 2024.
- Analysis yielded that San Joaquins fare was priced at the upper end of what passengers were willing to pay.
- Reductions in pricing have resulted in positive trends in ridership since the launch of the Revenue Management Pilot

Board Vote:

- All approved

Item 11. Presentation on San Joaquins Rebranding (David Lipari)

Staff Comments:

- When SJJPA first partnered with Amtrak, they moved forward with the branding 'Amtrak San Joaquins'.
- San Joaquins has begun work to rebrand with the support of Caltrans

Board Vote:

- Informational only

Item 12. Update on the Cross Valley Corridor Phase 1 Bus Service (Bee Thao)

Staff Comments:

- In 2021, SJJPA completed the South Merced Integration Study which assessed how best to serve Hanford, Corcoran, and Wasco once the first segment of CAHSR opens
- The Authority has entered an MOU to develop the Cross Valley Corridor Phase 1 Bus Service

Board Vote:

- Informational Only

Item 13. Update and Discussion of Marketing and Outreach Efforts for Amtrak San Joaquins (Marques Cook, Gaby Rodriguez)

Staff Comments:

- SJJPA staff has delegated four outreach teams by location to facilitate outreach efforts

Board Vote:

- Informational Only

Item 14. Board Member Comments

Item 15. Executive Director's Report

Item 16. Adjournment

- The next regular meeting is scheduled for July 17, 2024.