



**Sacramento Regional Transit District**

## **BOARD MEETING NOTICE TO THE PUBLIC & AGENDA**

**The option to provide public comment via Zoom  
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is no longer be available.**

**If you would like to provide public comment, you must attend the meeting in  
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**Submit written public comment up to 250 words relating to the  
Agenda by 1:00 p.m. on the day of the Board meeting to**

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**Written comments will be provided to the Board and will become  
part of public record upon submission to the Board.**

**Please place the Item Number in the  
Subject Line of your correspondence.**



# Sacramento Regional Transit District Agenda

**BOARD MEETING**  
**4:00 P.M., MONDAY, MARCH 11, 2024**  
**SACRAMENTO REGIONAL TRANSIT AUDITORIUM**  
**1400 29<sup>TH</sup> STREET, SACRAMENTO, CALIFORNIA**  
**Website Address: [www.sacrt.com](http://www.sacrt.com)**  
**(29<sup>th</sup> St. Light Rail Station Bus 38, 67, 68)**

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**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 February 26, 2024
- 2.2 Resolution 2024-03-018: Approving the First Amendment to Cost-Sharing Agreement for Operation of Route E37 Commuter Bus Service with the University of California Davis Health (L. Ham)
- 2.3 Resolution 2024-03-019: Approving a Sole Source Procurement and Delegating Authority to the General Manager/CEO to Execute Contracts with Urban Transportation Associates for Software and Hardware Support Services and Supplies for Automatic Passenger Counters (S. Valenton)
- 2.4 Resolution 2024-03-020: Delegating Authority to the General Manager/CEO to Execute: (1) the First Amendment to License Agreement for Parking (510 12<sup>th</sup> Street) with the City of Sacramento; and (2) a Subsequent Amendment to Extend the Term to 2034 (C. Flores)
- 2.5 Resolution 2024-03-021: Approving a Title VI Service Equity Analysis and Adopting Service Changes for 2024 (L. Ham)
- 2.6 Resolution 2024-03-022: Conditionally Approving the Contract for Track Geometry Testing with Holland L.P. (C. Alba)

**3. INTRODUCTION OF SPECIAL GUESTS**

**4. UNFINISHED BUSINESS**

**5. PUBLIC HEARING**

6. **PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA\***
7. **NEW BUSINESS**
  - 7.1 Information: Branding Update (D. Selenis)
8. **GENERAL MANAGER'S REPORT**
  - 8.1 General Manager's Report
    - a. Major Project Updates
    - b. SacRT Meeting Calendar
    - c. Mystery Rider Update
    - d. Strategic Plan Update
9. **REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS**
10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

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\*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](mailto: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 29<sup>th</sup> 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 Comcast, Consolidated Communications and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at [metro14live.sacounty.gov](http://metro14live.sacounty.gov). The meeting will replay Saturday, March 16<sup>th</sup> at 2:00 PM and Sunday, March 17<sup>th</sup> at 12:00 PM on Channel 14. This meeting can also be viewed at [youtube.com/metrocable14](http://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

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**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Tabetha Smith, Clerk to the Board  
**SUBJ:** APPROVAL OF THE ACTION SUMMARY OF FEBRUARY 26, 2024

### RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT  
BOARD OF DIRECTORS  
BOARD MEETING  
FEBRUARY 26, 2024**

**ROLL CALL:** Roll Call was taken at 4:04 p.m. PRESENT: Directors Brewer, Budge, Daniels, Jennings, Kaplan, Kozlowski, Maple, Serna, Singh-Allen, Vang, and Chair Kennedy. Absent: None. Director Hume arrived at 4:10 p.m.

**1. PLEDGE OF ALLEGIANCE**

**2. CONSENT CALENDAR**

- 2.1 Motion: Approval of the Action Summary of January 8, 2024
- 2.2 Receive and File: Quarterly Treasurer's Report (J. Johnson)
- 2.3 Emergency Response Services Agreements (L. Hinz)
  - A) Resolution 2024-02-006: Emergency Response Services Agreement with The City of Sacramento; and
  - B) Resolution 2024-02-007: Emergency Response Services Agreement with the County of Sacramento
- 2.4 Resolution 2024-02-008: Approving the Second Amendment to the License Agreement for Underground Conduit and Fiber (Arden and Oxford Street – APN: 275-1032-002-000) with MCImetro Access Transmission Services LLC (C. Flores)
- 2.5 Resolution 2024-02-011: Temporarily Authorizing a Fare Equivalent and Approving Agreement with Highlands Community Charter School for Pilot Fare Equivalent for Adult Students (J. Johnson)
- 2.6 Resolution 2024-02-012: Authorizing the Execution of the Corrective Action Plan for the Low Carbon Transit Operations Program for the Zero Emission Infrastructure – Elk Grove Transit System Project (L. Ham)
- 2.7 Resolution 2024-02-013: Approve a Sole Source Procurement and the Sixth Amendment to the Software License and Services Agreement with Ecolane USA Inc. for Complementary Paratransit Scheduling and Dispatching Software (C. Alba)
- 2.8 Resolution 2024-02-014: Approving Sole Source Procurements for Future Purchases of Components for Genfare Fare Collection Equipment and

Delegating Authority to the General Manager/CEO to Execute Contracts for Genfare Components (C. Alba)

- 2.9 Resolution 2024-02-015: Approve Transfer of Project Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair Between Already Approved Projects (L. Ham)
- 2.10 Resolution 2024-02-016: Specifically Authorizing the General Manager/CEO to Apply for and Receive State Transit and Intercity Rail Capital Program Funds from CalSTA and Caltrans (L. Ham)
- 2.11 Resolution 2024-02-017: Approving the Sixth Amendment to the Contract for Low Floor Light Rail Vehicle Procurement with Siemens Mobility, Inc. for Purchase of Nine Additional S700 Light Rail Vehicles (C. Alba)
- 2.12 Commending Resolutions
  - A) Resolution 2024-02-009: Commending Katie Valenzuela; and
  - B) Resolution 2024-02-010: Commending Sean Loloee

Public Comment: Jeffery Tardaguila

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

### **3. INTRODUCTION OF SPECIAL GUESTS**

- 3.1 Community Transit Champion Recognition Program (D. Selenis)
  - A. Miguel Barraza (Director Maple)
  - B. Keith Smothers (Director Hume)

Devra Selenis presented the item and recognized the recipients.

Director Comment: Chair Kennedy

### **4. UNFINISHED BUSINESS**

### **5. PUBLIC HEARING**

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

Public Comment: Robert Coplin, Helen O'Connell, Jeffery Tardaguila

Director Comment: Chair Kennedy, Serna

Staff Comment: Henry Li

Chair Kennedy requested a change to the order of the agenda to hear item 7.2 ahead of item 7.1.

## **7. NEW BUSINESS**

- 7.2 Motion: Authorize the General Manager/CEO to Pursue a Legislative Amendment to SacRT Enabling Legislation Relative to the Board's Composition and Voting Structure (O. Sanchez-Ochoa)

Olga Sanchez-Ochoa, General Counsel presented item 7.2.

Director Comments: Chair Kennedy, Directors Serna, Budge, Singh-Allen, Hume, Kozlowski, Jennings, Kaplan, Daniels, Vang and Maple

Director Daniels made a motion and Director Kozlowski seconded the motion.

Director Serna made a substitute motion which Director Vang seconded.

***ACTION: SUBSTITUTE MOTION FAILED. Director Serna moved; Director Vang seconded the approval to go with a 13-member Board with the composition as described on the table provided by the City of Sacramento as option 4 which would add an additional seat for the County to the current 12-member Board. Motion failed by roll call vote. Ayes: Directors Jennings, Kaplan, Maple, Serna and Vang; Noes: Directors Brewer, Budge, Daniels, Hume, Kozlowski, Singh-Allen and Chair Kennedy; Abstain: None; Absent: None.***

***ACTION: APPROVED. Director Daniels moved; Director Kozlowski seconded the approval to authorize the General Manager to move forward with what is required to create the 13 member Board which would include 3 seats for the City of Sacramento, 3 seats for Sacramento County, 2 seats for Elk Grove, 1 seat for the City of Citrus Heights, 1 seat for the City of Folsom, and 1 seat for the City of Rancho Cordova with the capacity to add two additional jurisdictions, that could be later allocated to any new jurisdictions that join the District. Motion was carried by roll call vote. Ayes: Directors Brewer, Budge, Daniels, Hume, Kozlowski, Singh-Allen and Chair Kennedy; Noes: Directors Jennings, Maple, Serna and Vang; Abstain: Kaplan; Absent: None.***

- 7.1 Information: SacRT in Review and Future Strategic Capital Expansion and Modernization Plan Presentation (H. Li)

Henry Li, General Manager/CEO presented this item.

Director Daniels left the meeting at 5:16 p.m.



Director Comments: Serna, Budge, Maple, Singh-Allen

Public Comment: Michael Bevens

- 7.3 Alternate Member Chair Appointment for Capitol Corridor Joint Powers Authority (S. Valenton/T. Smith)

***ACTION: Chair Kennedy appointed Vice Chair Jennings as Alternate Member to the Capitol Corridor Joint Powers Authority.***

## **8. GENERAL MANAGER'S REPORT**

- 8.1 General Manager's Report
  - a. Major Project Updates
  - b. SacRT Meeting Calendar
  - c. Semi-Annual Report: EEO Office
  - d. Semi-Annual Report: Internal Auditor
  - e. Semi-Annual Report: General Counsel

Due to the length of Mr. Li's previous presentation, he waived providing a verbal report.

Public Comment: Robert Coplin, Jeffery Tardaguila

Director Comments: Budge and Chair Kennedy

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

- 9.1 San Joaquin Joint Powers Authority Meeting Summary of January 26, 2024 (Hume)
- 9.2 Capital Corridor Joint Powers Authority Meeting Summary of February 21, 2024 (Maple)

Director Comment: Maples

Public Comment: Michael Bevens

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

## **11. ANNOUNCEMENT OF CLOSED SESSION ITEMS**

## **12. RECESS TO CLOSED SESSION**

13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 5:31 p.m.

A T T E S T:  
HENRY LI, Secretary

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

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## STAFF REPORT

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**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning, Grants and Procurement  
**SUBJ:** APPROVING THE FIRST AMENDMENT TO COST-SHARING AGREEMENT FOR OPERATION OF ROUTE E37 COMMUTER BUS SERVICE WITH THE UNIVERSITY OF CALIFORNIA DAVIS HEALTH

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approval of the proposed amendment will secure funding for two new trips on Route 137, initially named E37, from the UC Davis Medical Center to Elk Grove and authorize implementation. The new trips would take effect on April 8, 2024.

### FISCAL IMPACT

Operating costs would increase by an estimated \$117,319 per year; however, these costs would be 100 percent covered by UC Davis Health, with no net cost to SacRT. There is no need for additional buses for these two new trips.

### DISCUSSION

Route 137 launched on September 5, 2023, with six morning trips from Elk Grove to the UC Davis Medical Center and six afternoon return trips. An agreement with UC Davis Health, approved by the SacRT Board on July 25, 2022, covers 100 percent of operating costs for the service, totaling \$1.8 million over the agreement's four-year term. The agreement also funded the purchase price for one new full-size Gillig CNG bus.

Ridership on Route 137 has averaged 120 passengers per day with busier trips averaging about 20-25 passengers. Feedback has been favorable from both riders and SacRT's partners at UC Davis Health.

Under SacRT's major service change policy, these proposed changes are subject to public review and a Title VI equity analysis, which has taken place as part of SacRT's 2024 Service Changes, as discussed in a separate agenda item. Approval of this amendment would authorize the two new trips, contingent on the SacRT Board's approval of the Title VI equity analysis and service changes.

RESOLUTION NO. 2024-03-018

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

March 11, 2024

**APPROVING THE FIRST AMENDMENT TO COST-SHARING AGREEMENT FOR OPERATION OF ROUTE E37 COMMUTER BUS SERVICE WITH THE UNIVERSITY OF CALIFORNIA DAVIS HEALTH**

WHEREAS, on July 27, 2022, SacRT and UC Davis Health executed a Cost-Sharing Agreement for Operation of Route E37 Commuter Service; and

WHEREAS, the parties desire to add two new trips to the schedule and increase the cost-sharing amount accordingly; and

WHEREAS, in accordance with SacRT's Service Change Policy, the proposed changes and a Title VI service equity analysis have been made available for public review and will be brought to the SacRT Board of Directors for consideration.

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

THAT, the First Amendment to Cost-Sharing Agreement for Operation of Route 137, initially called E37, Commuter Bus Service is hereby approved, contingent upon adoption by the SacRT Board of Directors of the Title VI service equity analysis and the proposed service changes; and

THAT, the Board Chair and General Manager/CEO are hereby authorized and directed to execute the First Amendment upon satisfaction of the foregoing contingency.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## STAFF REPORT

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**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Shelly Valenton, Deputy General Manager/CEO  
**SUBJ:** APPROVING A SOLE SOURCE PROCUREMENT AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACTS WITH URBAN TRANSPORTATION ASSOCIATES FOR SOFTWARE AND HARDWARE SUPPORT SERVICES AND SUPPLIES FOR AUTOMATIC PASSENGER COUNTERS

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to enter into contracts with Urban Transportation Associates, Inc. (UTA), on a sole source basis, for ongoing hardware and software support for Automatic Passenger Counters (APC) that are critical to SacRT operations and National Transit Database (NTD) reporting.

### FISCAL IMPACT

The cost of the current support proposal offered by UTA of \$10,737.32 for the remainder of this Fiscal Year is included in the Fiscal Year 2024 Operating Budget. Future Fiscal Year costs will be included in the Operating Budgets at an approximate cost of \$32,218 per year plus travel costs and taxes for the next two years based on the current proposal; these costs could change if additional services are determined to be needed. In addition, rates could increase in the future, since this delegation will be valid for the remaining life of the hardware and software.

### DISCUSSION

In 2018, as a result of a competitive procurement, UTA was awarded a contract to provide SacRT a hardware APC system for light rail vehicles and to provide a centralized software reporting platform for all SacRT APC data. UTA included in its response an option for SacRT to extend the software reporting platform to bus as well. This option was exercised as part of the contract. The contract initially included installation on the UTDC and CAF light rail vehicles; the Second Amendment executed in April 2019 included the Siemens light rail vehicles as well. SacRT purchased the software platform but did not enter into a

contract with UTA for ongoing hardware, software, or professional support services (in its proposal, UTA offered as an alternative a Software as a Service contract, but that option was not selected by SacRT as part of the procurement process).

In 2021 SacRT executed a contract on a sole source basis for UTA's APC Software processes to be applied to APC data generated from the Dilax APC system operating on 54 buses in Elk Grove to allow for centralized data reporting.

UTA has been a leader and innovator in providing APC since 1981 and provides APC systems to large and small transit providers. UTA is an experienced provider of fully integrated APC hardware and software systems, improving transit through high quality analytics with mature hardware and proven software.

Today, SacRT operates the following APC systems:

- 225 buses | Clever Devices APC
- 93 light rail vehicles | UTA APC
- 54 Elk Grove buses | Dilax APC

Regardless of the APC hardware system installed on the vehicle, all raw APC data from SacRT buses and light rail vehicles is collected and processed by UTA's APC Software and UTA is SacRT's system of record for official passenger counts. UTA then generates critical agency reporting as well as mandatory reports required by the Federal Transit Administration's (FTA's) NTD program. UTA's centralized data collection and processing provides SacRT access to analytics to approximately 80 Reports/Analysis for bus, rail, AVL, farebox, manual, and mobile ticketing sources.

SacRT intends to include raw APC data from the new Siemens S700 light rail vehicles in the UTA software system.

As SacRT has used the UTA hardware and software systems since installation, it has identified ongoing support needs to maintain the functionality of both the UTA hardware and software, as well as the need for additional functionality. As the provider of both the hardware and software, UTA is best positioned to provide support services.

In addition, the UTA hardware system uses on-board hardware devices called LMUs to collect data from the APCs and provide GPS coordinates for tracking the location of the light rail vehicle. These devices have SacRT-specific flash memory and firmware and can only be obtained from UTA.

The UTA software system uses various channels to acquire data, such as direct file transfer and FTP from multiple sources. However, due to updates from other vendors or changes in infrastructure or communication at SacRT, SacRT must constantly monitor and adjust the data processing pipelines established by UTA to ensure timely and accurate processing of the data. Sometimes, SacRT must make software adjustments to account for missing data caused by breakdowns in communication, cellular issues, Wi-Fi issues, or device failures.

The currently proposed hardware support would include maintenance training, quarterly maintenance visits and ad hoc maintenance services as needed for maintenance of the light rail APC hardware.

The ability to provide reporting across multiple platforms, plus the number and complexity of integrations into current data systems across SacRT's networks, and staff familiarity all make UTA the best software system for continued use. SacRT needs to maintain continuity of its record keeping and ability to report data to the FTA and other internal and external partners in a consistent, conforming, and reliable manner. Transition to another system of record could be costly, burden limited IT resources and possibly disrupt reporting.

Approving this sole source justification and delegating authority to the General Manager/CEO would allow Staff to obtain support and parts needed to continue use of the system until such time as SacRT replaces the hardware and software system.

RESOLUTION NO. 2024-03-019

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

March 11, 2024

**APPROVING A SOLE SOURCE PROCUREMENT AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACTS WITH URBAN TRANSPORTATION ASSOCIATES FOR SOFTWARE AND HARDWARE SUPPORT SERVICES AND SUPPLIES FOR AUTOMATIC PASSENGER COUNTERS**

WHEREAS, in 2018, after a competitive procurement, the Sacramento Regional Transit District ("SacRT") entered into a contract with Urban Transportation Associates, Inc. (UTA) to provide and install automatic passenger counters on SacRT's light rail vehicles and provide a centralized software solution to aggregate and report ridership data for both bus and light rail consistent with National Transit Database standards; and

WHEREAS, in 2021, as part of the annexation of the City of Elk Grove, SacRT entered into a sole source contract with UTA to integrate data from Dilax APC into the UTA software solution to have a single database and reporting solution; and

WHEREAS, SacRT has an ongoing need for additional software and hardware support services to maintain the functionality of the existing system; and

WHEREAS, as the provider of the software and hardware, UTA is uniquely positioned to perform the required support services; and

WHEREAS, SacRT requires proprietary parts that can only be obtained from UTA to preserve the functionality of the APC system on light rail vehicles.

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, the Board has determined that it is in the best interest of the Sacramento Regional Transit District to contract on a sole source basis UTA for software and hardware support services for UTA's Automatic Passenger Counters and software.

THAT, pursuant to Section 1.405.B.1 of the Procurement Ordinance, the supplies necessary to maintain the functionality of the UTA APC hardware are programmed with SacRT-specific flash memory and firmware can only be obtained from the UTA and it would be futile to seek competitive bids for these supplies.



THAT, notwithstanding the monetary limits set out in the Procurement Ordinance, authority is hereby delegated to the General Manager/CEO to enter into contracts with UTA for hardware and software support services (professional and non-professional services) and proprietary parts using non-federal funds for so long as SacRT continues to use UTA products.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## STAFF REPORT

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**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Chris Flores, Chief of Staff/VP, Real Estate  
**SUBJ:** DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE: (1) THE FIRST AMENDMENT TO LICENSE AGREEMENT FOR PARKING (510 12TH STREET) WITH THE CITY OF SACRAMENTO; AND (2) A SUBSEQUENT AMENDMENT TO EXTEND THE TERM TO 2034

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to negotiate and execute an extension of the license agreement with the City of Sacramento to manage Sacramento Regional Transit District's (SacRT) parking lot at 510 12<sup>th</sup> Street and 1122 E Street, Sacramento CA would provide continued revenue for SacRT while placing responsibility for the management of the lot on the City of Sacramento.

### FISCAL IMPACT

On a quarterly basis, SacRT receives one-half of all parking lot revenues collected by the City of Sacramento, which has averaged about \$20K annually to date. If approved, there will be no fiscal impact of the proposed resolution as the funding source was accounted for in the FY24 budget.

### DISCUSSION

SacRT owns the parking lot at 510 12<sup>th</sup> Street and 1122 E Street (APN: 002-0116-007, 002-0116-009), which was purchased by SacRT to operate as a public parking lot to provide environmental mitigation for the loss of on-street parking along 12<sup>th</sup> Street as part of the initial light rail construction and provide access to SacRT's substation. On March 11, 2019, the SacRT Board approved entering into a five-year license agreement with the City of Sacramento to conduct upgrades to improve the safety and security of the lot and to manage the paid parking lot while also allowing public use of the parking lot and fair value for use of the lot. The current license includes an option for a five-year extension on mutual agreement of the parties.

Under the license, the City of Sacramento must manage and monitor the lot, collect and enforce parking fees, provide security for the property, and maintain and repair the parking lot. The five-year term of the license began April 1, 2019, and expires March 31, 2024. Both parties would like to extend the license another five years and also add an additional five-year option to possibly extend the term to a total of 15 years, to March 31, 2034. The parties may agree to the installation of new improvements during the extended term. If the City makes additional improvements that are agreed to by both parties, the City of Sacramento may recover the cost of the improvements from the parking revenues, during which time SacRT will not receive a revenue share.

RESOLUTION NO. 2024-03-020

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

March 11, 2024

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE: (1) THE FIRST AMENDMENT TO LICENSE AGREEMENT FOR PARKING (510 12TH STREET) WITH THE CITY OF SACRAMENTO; AND (2) A SUBSEQUENT AMENDMENT TO EXTEND THE TERM TO 2034**

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 a First Amendment to the License Agreement for Parking (510 12<sup>th</sup> Street) to extend the term of the license agreement with the City of Sacramento, therein referred to as "Licensee," to occupy, maintain, and manage Sacramento Regional Transit District's, therein referred to as "Licensor", parking lot at 510 12<sup>th</sup> Street and 1122 E Street, Sacramento CA on Assessor Parcel Numbers 002-0116-007 and 002-0116-009 for an additional five years, with an option to extend another five years (for 15 years total), with Licensor and Licensee each receiving one-half share of gross revenues of all parking lot revenues collected by the Licensee after deduction of the cost of any agreed-upon improvements.

THAT, if the First Amendment is executed to extend the term to March 31, 2029, then authority is hereby delegated to the General Manager/CEO to later exercise the additional five-year option and execute an amendment to further extend the term to March 31, 2034.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



# STAFF REPORT

**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning, Grants and Procurement  
**SUBJ:** APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR 2024

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

The recommended action would adopt service changes as described in Exhibit A, mostly taking effect on August 25, 2024.

## FISCAL IMPACT

The proposed changes would increase operating costs by approximately \$3,389,593 per year but would be partially offset by \$180,939 per year of external subsidy and an estimated \$284,306 of fare revenue per year for a net increase in operating cost of \$2,924,348. This cost will be included in the proposed FY 24-25 Operating Budget for adoption in June 2024.

Gross O&M Cost Per Year	\$3,389,593
External Subsidy	(\$180,939)
Fare Revenue	(\$284,306)
Net O&M Cost Per Year	\$2,924,348

## DISCUSSION

On Friday, January 31, 2024, Draft Service Changes for 2024 and a Title VI service equity analysis were made available for 30-day public review via [sacrt.com](http://sacrt.com). Comments were due on Friday, March 1, 2024. A total of 28 comments were received and are included in Attachment 1.

Proposed changes include improving frequency on the Gold Line to every 15 minutes to and from Folsom, changes to Folsom bus service, improvements to several other major bus routes, two new trips on Route 137 UCDMC Elk Grove Express, and future bus service from the planned Altamont Commuter Express train station in Natomas to Sacramento International Airport.

Improvements to Route 137 will be subsidized by UC Davis Health. Improvements to Route 33 are conditioned upon a grant amendment with the Strategic Growth Council (SGC) as discussed in the Final Plan (Exhibit A).

## **Updates**

Minor changes have been made to two routes from the original draft plan. For Route 81, three proposed new trips have been rescinded, as described on Page 23 of the Final Plan (Exhibit A). For the Gold Line an additional hour of evening service on Sundays and Holidays has been added, as described on Page 5 of the Final Plan (Exhibit A).

**SacRT Service Changes  
Proposed for 2024**

Route	O&M Cost Per Year	New Passengers Per Year	Cost Per Passenger
<b>Folsom Bus and Light Rail</b>			
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>
Subtotal	\$2,798,617	192,234	\$14.56
<b>Other SacRT Bus</b>			
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 UCDMC Elk Grove Commuter *	<u>\$131,654</u>	<u>8,996</u>	<u>\$14.63</u>
Subtotal	\$590,974	63,897	\$9.25
<b>External Subsidy *</b>			
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
<b>Total (Gross)</b>	<b>\$3,208,653</b>	<b>256,131</b>	<b>\$12.53</b>
Fare Revenue	<u>(\$284,306)</u>	<u>n/a</u>	<u>n/a</u>
<b>Net Cost</b>	<b>\$2,924,348</b>	<b>256,131</b>	<b>\$11.42</b>

See Exhibit A for complete descriptions and demographic analysis.

2024 Service Changes  
Public Engagement Exhibits

A-Frame Signs



**SACRAMENTO** 50  
REGIONAL TRANSIT 1974-2024

## Proposed 2024 Service Modifications

SacRT's draft service modifications for calendar year 2024 are available for public review and comment through Friday, March 1, 2024.

Proposed improvements include implementing 15-minute service frequency on the Gold Line from Sunrise Station to Historic Folsom Station; adding weekend and holiday service on Folsom bus route 10; adding morning and evening trips on bus routes 1, 26, 33, 81, 84, and 93; and adding trip times on bus route 137 (Elk Grove/ UC Davis Medical Center Express), implementing minor reductions in service to certain bus stops on Folsom bus route 10; discontinuing two early morning trips on bus route 51 (Stockton/ Broadway); and discontinuing Folsom bus route 30 due to low ridership.

**LEARN MORE**



[sacrt.com/2024service](https://sacrt.com/2024service)  
or call 916-321-2877

Posted at 29 major stops and stations



**2024 Service Changes  
Public Engagement Exhibits**

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**Draft 2024 Service Changes**

Summary published on [sacrt.com](http://sacrt.com)  
January 30, 2024

**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 am to 7:15 pm.

**Gold Line**

Add a Saturday departure on the Gold Line from Folsom at 7 a.m. and Sunday/Holiday departures from Folsom at 7 a.m., 7:30 a.m., 8 a.m., 8:30 a.m., 9 a.m. and 9:30 a.m. Add Sunday/Holiday departures from Sacramento Valley Station to Sunrise at 9:19 p.m. and 9:49 p.m.

**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**

Add one evening trip on Saturday departing Watt/I-80 Station at 9:36 pm to improve frequency to every 30 minutes and provide a better connection with the Blue Line.

(more)

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**2024 Service Changes  
Public Engagement Exhibits**

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**Draft 2024 Service Changes**

Summary published on [sacrt.com](http://sacrt.com)  
January 30, 2024

**26 Fulton Watt**

Add weekday trips departing University/65th Street Station at 8:47 p.m. and 9:47 p.m. 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 route 81 (Florin).

Add Saturday trips departing Watt & Elverta at 6:58 p.m., and 7:58 pm and departing University/65th St Station at 6:17 p.m., 7:17 p.m., 8:17 p.m., and 9:17 p.m. to improve frequency to every 30 minutes and improve connections with the Gold Line and route81 (Florin).

Add Sunday/Holiday trips departing Watt & Elverta at 7:58 p.m. and departing University/65th Street Station at 9:17 p.m. to improve connections with the Gold Line and other bus routes.

**33 Dos Rios**

Extend evening hours so that the last trip departs Alkali Flat Station at approximately 6:34 p.m. Also consider other future changes to the route and stops.

**51 Stockton Broadway**

On weekday mornings, due to low ridership, change headways at every 15 minutes, and to help alleviate overcrowding on route 81 from heavy student loads, shift the 6:20 a.m., 6:35, a.m. 6:50 a.m., and 6:58 a.m. 8th & F Street departures to 6:25 a.m., 6:40 a.m., 6:55 a.m., and 7:10 a.m. and eliminate the 7:12 a.m. departure. Also, shift the 6:01 a.m., 6:16 a.m., 6:31 a.m., and 6:43 a.m. Florin Towne Centre departures to 6:05 a.m., 6:20 a.m., 6:35 a.m., and 6:50 a.m. and eliminate the 6:55 a.m. departure.

(more)

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## 2024 Service Changes Public Engagement Exhibits

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### Draft 2024 Service Changes

Summary published on [sacrt.com](http://sacrt.com)  
January 30, 2024

#### 81 Florin/65th St

To provide additional capacity during times of heavy student ridership, add or extend several weekend trips. Add a weekday morning trip from University/65th Street Station at 6:57 a.m.. Extend the existing 7:44 a.m. Florin Towne Centre departure so that it departs from University/65th Street Station at 7:33 a.m. Add a 6:59 a.m. departure from Florin and Riverside going all the way to University/65th Street Station.

On weekday afternoons, extend the existing 4:19 p.m., 4:49 p.m., and 5:19 p.m. Florin Towne Centre departures so that they depart from University/65th Street Station at 3:56 p.m., 4:28 p.m., and 5:02 p.m. Also extend the existing 3:28 p.m., 4:01 p.m., and 4:27 p.m. arrivals at Florin Towne Centre to University/65th Street Station, arriving at 3:48 p.m., 4:18 p.m., and 4:48 p.m.

#### 81 Florin/65th St

Add one Saturday evening trip departing University/65th Street Station at 9:13 p.m. to improve frequency to every 30 minutes and provide a better connection with the Gold Line and route 87 (Howe).

Add Sunday/Holiday trips departing Florin & Riverside at 6:48 p.m. and 7:48 p.m. and departing University/65th Street Station at 7:43 p.m. and 9:13 p.m. to provide better connections with the Gold Line and route 87 (Howe).

#### 84 Watt

Add Saturday departures from Watt/Manlove Station at 6:35 p.m., 7:35 p.m., 8:35 p.m., and 9:35 p.m. and from Watt & Elverta at 7:07 a.m. and at 7:07 p.m., 8:07 p.m., and 9:07 p.m. to improve frequency to every 30 minutes and improve connections with the Blue Line, Gold Line, and multiple bus routes.

Add a Sunday/Holiday departure from Watt/Manlove station at 9:05 p.m. and from Watt & Elverta at 8:37 p.m., to improve span of service, consistent with other major routes.

(more)

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**2024 Service Changes  
Public Engagement Exhibits**

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**Draft 2024 Service Changes**

Summary published on [sacrt.com](http://sacrt.com)  
January 30, 2024

**93 Hillsdale**

Add one weekday trip departing Louis & Orlando transit center at 7:04 a.m. to close a 54-minute gap in service.

**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, pending completion 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, pending completion of a cost-sharing agreement with the San Joaquin Regional Rail Commission.

2024 Service Changes  
Public Engagement Exhibits


Next Stop News  
February 2024





## NEXT STOP NEWS


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**INSIDE THIS EDITION:**

- 

**Public comment open for 2024 service modifications**  
Your feedback is important!
- 

**Planned bus and light rail service disruptions on the Gold Line in February**
- 

**Folsom 15-minute service construction update**
- 

**SacRT celebrating Transit Equity Day with systemwide free rides on February 4**

FEBRUARY 2024

### SacRT Proposed 2024 Service Modifications

SacRT’s draft service modifications for calendar year 2024 are available for public review through Friday, March 1, 2024.

Proposed improvements include implementing 15-minute service frequency on the Gold Line from Sunrise Station to Historic Folsom Station; adding weekend and holiday service on Folsom bus route 10; adding morning and evening trips on bus routes 1, 26, 33, 81, 84, and 93; and adding trip times on bus route 137 (Elk Grove/UC Davis Medical Center Express).

Implementing minor reductions in service to certain bus stops on Folsom bus route 10; discontinuing two early morning trips on bus route 51 (Stockton/Broadway); and discontinuing Folsom bus route 30 due to low ridership. Comments must be received by 5 p.m. on Friday, March 1, 2024. Visit [sacrt.com/2024service](http://sacrt.com/2024service) for details or call 916-321-BUSS (2877).


### SacRT Board Meeting Changes Starting February 26, 2024

Effective February 26, 2024, virtual participation options for the SacRT Board of Directors meetings will no longer be available. If you would like to provide public comment, you must attend the meeting in person, which starts at 4 p.m., or submit written public comment in advance. The meetings will continue to be streamed on YouTube both live and available for replay after the meeting. YouTube is only for viewing the meeting and there is no public participation option. Visit [sacrt.com/board](http://sacrt.com/board) for more information.

Circulated in all buses and light rail vehicles  
and at SacRT offices

## 2024 Service Changes Public Engagement Exhibits

### Service Change Brochures



### Proposed 2024 Service Modifications

SacRT's draft service modifications for calendar year 2024 are available for public review through Friday, March 1, 2024.

Proposed improvements include implementing 15-minute service frequency on the Gold Line from Sunrise Station to Historic Folsom Station; adding weekend and holiday service on Folsom bus route 10; adding morning and evening trips on bus routes 1, 26, 33, 81, 84, and 93; and adding trip times on bus route 137 (Elk Grove/UC Davis Medical Center Express).

Implementing minor reductions in service to certain bus stops on Folsom bus route 10; discontinuing two early morning trips on bus route 51 (Stockton/Broadway); and discontinuing Folsom bus route 30 due to low ridership.

Comments must be received by Friday, March 1, 2024.

Visit [sacrt.com/2024service](https://sacrt.com/2024service) for details or call 916-321-BUSS (2877).

ARABIC

**التغييرات المقترحة إدخالها على خدمات هيئة النقل العام في ساكرامنتو لعام 2024**

يُطرح مشروع التعديلات المقترحة إدخالها على خدمات هيئة النقل العام في ساكرامنتو للعام الميلادي 2024 للجمهور لإبداء الرأي العام اعتبارًا من يوم الجمعة الموافق 1 مارس 2024، وتشمل التحسينات المقترحة تنفيذ خدمة الحافلات بتواتر زمني كل 15 دقيقة من محطة صن رايز إلى محطة هيسستوريك فولسوم بخط جولد لاين؛ وذلك لزيادة خدمة الرحلات في عطلة نهاية الأسبوع والإجازات بالمسار رقم 10 بخط حافلات فولسوم؛ وزيادة الرحلات الصباحية والمسائية بمسارات الحافلات أرقام 1 و26 و33 و81 و84 و93؛ وزيادة أوقات الرحلات بمسار الحافلات رقم 137 (الخط السريع بين إلك غروف/مركز ديفيس الطبي بجامعة كاليفورنيا). إضافة إلى إجراء بعض التخفيضات الطفيفة للخدمة في مواقف حافلات محددة بالمسار رقم 10 بخط حافلات فولسوم؛ وذلك بتوقف رحلتى الصباح الباكر بمسار الحافلات رقم 51 (ستوكتون/برودواي)؛ وتوقف عمل المسار رقم 30 بخط حافلات فولسوم نظرًا لقلة الركاب. يجب تلقي تعليقات الجمهور يوم الجمعة الموافق 1 مارس 2024. لمزيد من التفاصيل، زوروا موقعنا [sacrt.com/2024service](https://sacrt.com/2024service) أو اتصلوا برقم 916-321-2877.

VIETNAMESE

**SacRT Đề Xuất Các Thay Đổi Dịch Vụ Năm 2024**

Dự thảo sửa đổi dịch vụ của SacRT cho năm dương lịch 2024 đã có sẵn để công chúng xem xét cho đến thứ Sáu, ngày 1/3/2024. Các cải tiến được đề xuất gồm triển khai tần suất dịch vụ 15 phút trên Tuyến Vàng từ Ga Sunrise đến Ga Folsom Lịch sử; bổ sung dịch vụ cuối tuần, ngày lễ trên tuyến xe buýt Folsom 10; bổ sung các chuyến sáng, tối trên các tuyến xe buýt 1, 26, 33, 81, 84, 93; và bổ sung thời gian chuyến đi trên tuyến xe buýt 137 (Elk Grove/UC Davis Medical Center Express). Các thay đổi là giảm nhẹ dịch vụ tại một số điểm dừng xe buýt trên tuyến xe buýt Folsom 10; ngừng hai chuyến sáng sớm trên tuyến xe buýt 51 (Stockton/Broadway); và ngừng tuyến xe buýt Folsom 30 do lượng hành khách thấp. Vui lòng gửi nhận xét trước Thứ Sáu, ngày 1/3/2024. Hãy truy cập [sacrt.com/2024service](https://sacrt.com/2024service) để biết thêm thông tin chi tiết hoặc gọi số: 916-321-2877.

(more)

2024 Service Changes  
Public Engagement Exhibits

Service Change Brochures

## SacRT Proposed 2024 Service Modifications

<p style="text-align: center; font-weight: bold; font-size: small; color: #003366;">RUSSIAN</p> <p><u><a href="#">Предлагаемые изменения в работе SacRT в 2024 году</a></u></p> <p>Проект изменений в работе Регионального общественного транспорта Сакраменто (SacRT) на 2024 календарный год доступен для общественного обсуждения до пятницы, 1 марта 2024 года. Предлагаемые улучшения включают введение 15-минутной частоты рейсов на золотой линии (Gold Line), от станции «Санрайз» (Sunrise) до станции «Хисторик Фолсом» (Historic Folsom); добавление рейсов в выходные и праздничные дни на автобусном маршруте 10 в Фолсоне; добавление утренних и вечерних рейсов на автобусных маршрутах 1, 26, 33, 81, 84 и 93; а также добавление дополнительных рейсов на автобусном маршруте 137 (экспресс между станциями «Элк-Гроув» (Elk Grove) и «Ю-Си Дэвис Медикал Сентер» (UC Davis Medical Center)). Незначительное сократится обслуживание ряда остановок на автобусном маршруте 10 в Фолсоне; отменяются два ранних утренних рейса на автобусном маршруте 51 (Стоктон/Бродвей); из-за небольшого количества пассажиров прекращает работу автобусный маршрут 30 в Фолсоне. Комментарии должны быть получены до пятницы, 1 марта 2024 года. Подробности можно узнать на сайте <a href="http://sacrt.com/2024service">sacrt.com/2024service</a> или по телефону 916-321-28-77.</p>	<p style="text-align: center; font-weight: bold; font-size: small; color: #003366;">SPANISH</p> <p><u><a href="#">Propuesta de cambios en los servicios de SacRT para 2024.</a></u></p> <p>Se encuentra a disposición para que el público analice el borrador con las modificaciones del servicio de SacRT para el año calendario 2024 hasta el día viernes 1.º de marzo de 2024. La propuesta de las mejoras, entre otras, son la implementación de la frecuencia de los servicios a 15 minutos en la línea Gold que va de la estación Sunrise hasta la estación Historic Folsom; incorporación de servicios durante los fines de semanas y días festivos en la ruta 10 de autobús de Folsom; incorporación de viajes durante la mañana y la noche en las rutas de autobús 1, 26, 33, 81, 84 y 93; e incorporación de horarios de viajes en la ruta de autobús 137 (servicio expreso de Elk Groove/ Centro UC Davis Medical Center). También la implementación de reducciones menores en el servicio en ciertas paradas de autobús en la ruta 10 del autobús de Folsom; interrupción de dos viajes de madrugada en la ruta de autobús 51 (Stockton/ Broadway), e interrupción de la ruta 30 del autobús de Folsom por la baja demanda de pasajeros. Los comentarios se deben enviar antes del viernes 1º de marzo de 2024. Visite <a href="http://sacrt.com/2024service">sacrt.com/2024service</a> para conocer más detalles o llame al 916-321-2877.</p> <p style="text-align: center; font-weight: bold; font-size: small; color: #003366;">CHINESE</p> <p><u><a href="#">薩克拉門托地區交通區2024年度服務變更建議</a></u></p> <p>薩克拉門托地區交通區提出的2024年度日曆年服務調整草案可在2024年3月1日（星期五）前供公眾查閱。擬議的改進包括：黃金線(Gold Line)，即從日出站(Sunrise Station)到輕軌站(Historic Folsom Station)，其服務頻率調整為15分鐘一班；佛森10號公交線路上增加週末和節假日服務；1、26、33、81、84和93號公交線路上增加早晚班次；以及增加137號公交線路（埃爾克格羅夫/加州大學戴維斯分校醫學中心快線）的班次。對佛森10號公交線路的某些站點實施小幅服務縮減；停運51號公交線路（斯托克頓/百老匯）的兩個清晨班次；且由於乘客數量較少，停運福爾松30號公交線路。請於2024年3月1日（星期五）前提出意見。詳情請訪問 <a href="http://sacrt.com/2024service">sacrt.com/2024service</a>，或致電916-321-2877。</p>	<p style="text-align: center; font-weight: bold; font-size: small; color: #003366;">HMONG</p> <p><u><a href="#">SacRT Tau Thov Hloov Pauv Cov Kev Pab Xyoo 2024</a></u></p> <p>SacRT cov kev hloov kho tshiab rau xyoo 2024 muaj rau kev tshuaj xyuas zej tsoom txog hnub Friday, Lub Peb Hlis Tim 1, 2024. Cov kev thov txhim kho suav nrog kev nquag siv 15-feeb kev pab cuam ntawm Gold Line los ntawm Sunrise Station mus rau Historic Folsom Station; ntxiv kev pab cuam hnub so qab lim tiam thiab hnub so holiday ntawm Folsom tshab npav 10; ntxiv kev mus ncig ua si thaum sawv ntsov thiab yav tsaus ntuj ntawm txoj kev tshab npav 1, 26, 33, 81, 84, thiab 93; thiab ntxiv sij hawm rau ntawm txoj kev tshab npav 137 (Elk Grove / UC Davis Medical Center Express). Ua raws li kev txo qis hauv kev pab cuam rau qee qhov chaw nres tshab npav ntawm Folsom tshab npav 10; txiav tawm ob qhov kev mus ncig thaum sawv ntsov ntawm txoj kev tshab npav 51 (Stockton / Broadway); thiab txiav Folsom txoj kev tshab npav 30 vim muaj kev caij tshab tsawg. Cov lus yuav tsum tau txais ua ntej hnub Friday, Lub Peb Hlis 1, 2024. Mus saib <a href="http://sacrt.com/2024service">sacrt.com/2024service</a> kom paub meej los sis hu rau 916-321-2877.</p>
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Circulated in all buses and light rail vehicles

2024 Service Changes  
Public Engagement Exhibits

Folsom A-Frame Sign

# RIDER ALERT

## Folsom Routes F10 and F30 Proposed Service Changes

### Folsom Route F30

SacRT is proposing eliminating Route F30 effective August 25, 2024.

- Service to Folsom Prison is available via SmaRT Ride on-demand bus.
- Smart Ride is open to general public at standard SacRT fare.

### Folsom Route F10

SacRT is proposing service changes to Folsom Route F10 effective August 25, 2024.

- Stops will be discontinued on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road (except on the first morning trip and last two evening trips).
- Route F10 will get new weekend and holiday service.
- Route F10 buses from Main and Madison will arrive earlier at Historic Folsom Station, allowing riders to catch an earlier train (trains will also be available every 15 minutes starting in summer 2024).
- Smart Ride on-demand bus is available on American River Canyon Drive, etc. from 7 a.m. to 7 p.m., and open to the general public, at the same fare as Route F10.

Please submit comments by:  
**Friday, March 1, 2024**

More information:  
[sacrt.com/2024service](http://sacrt.com/2024service)  
Available January 31, 2024

Posted at major stops and stations in Folsom



2024 Service Changes  
Public Engagement Exhibits

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Email Announcement  
January 31, 2024



(more)

## 2024 Service Changes Public Engagement Exhibits

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### Email Announcement January 31, 2024

(cont.)

The Sacramento Regional Transit District's (SacRT) draft service modifications for calendar year 2024 are available for public review through Friday, March 1, 2024.

[View the Draft Plan and Title VI Equity Analysis](#)

Proposed changes include:

- Implementing 15-minute service frequency on the Gold Line between Sunrise and Historic Folsom light rail stations
- Adding weekend and holiday service on Folsom bus route 10
- Adding morning and evening trips on bus routes 1, 26, 33, 81, 84, and 93
- Adding trips on bus route 137 (Elk Grove/UC Davis Medical Center Express)
- Planning for a future express bus from the planned Altamont Commuter Express train station in Natomas to the Sacramento International Airport
- Potential changes to bus route 33 (Dos Rios)
- Implementing minor reductions in service to certain bus stops on Folsom bus route 10
- Discontinuing two early morning trips on bus route 51 (Stockton/Broadway)
- Discontinuing Folsom bus route 30 due to low ridership (as an alternative, customers can access SmarT Ride service)

[Click here](#) to review the Draft Plan and Title VI service equity analysis. Comments must be received by Friday, March 1, 2024 to be included in the public record. The proposed 2024 service modifications are expected to be presented to the SacRT Board of Directors during the Monday, March 11, 2024 meeting for approval. Most changes would take effect in fall 2024.

Your feedback is important! Please direct comments to:

SacRT Customer Advocacy

Online form: [sacrt.com/customerfeedback](https://sacrt.com/customerfeedback)

Email: [customeradvocacy@sacrt.com](mailto:customeradvocacy@sacrt.com)

Call: 916-557-4545

Attn: James Drake

For more information, visit [sacrt.com/2024service](https://sacrt.com/2024service).

2024 Service Changes  
Public Engagement Exhibits



**SACRAMENTO REGIONAL TRANSIT  
MOBILITY ADVISORY COUNCIL  
A G E N D A**

**REGIONAL TRANSIT AUDITORIUM  
1400 29TH STREET, SACRAMENTO  
(29th Street Light Rail Station/Bus 30, 38, 67, 68)  
THURSDAY, FEBRUARY 15, 2024  
2:30 P.M. – 4:30 P.M.  
THIRD THURSDAY OF THE MONTH  
NOTICE TO THE PUBLIC**

3. **Approval of Minutes**

A. January 18, 2024 (Attachment 1) \*

4. **Public Comment**

5. **Chair Report**

A. Report on Executive Committee Discussion with Henry Li  
B. Committee Meeting Announcement

6. **Old Business**

A. Voting on MAC 2024 Work Plan (Jeff Thom, MAC Chair) (Attachment 2) \*  
B. SacRT Service Changes 2024 (James Drake, Senior Manager, Planning)  
C. Cal ITP Update (Casey Courtwright, Director, Office of Management and Budget)

7. **New Business**

A. Public Education & Communication Plan for S700 Trains (Devra Selenis, VP, Communications & Partnerships)

8. **Other Business**

9. **Announcements/Council Members Request for Information**

10. **Adjournment**

\*Attachments are sent to committee members, key staff, and others as appropriate. Copies are available upon request.

**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #1

Feedback ID: 127541

Received: 1/31/24

From: Viet-Long Nguyen

Route: Gold Line

Hi, I'd like to provide public comment on the proposed 2024 service modifications. My comment is specifically on the Gold Line proposal to "add Sunday/Holiday departures from Sacramento Valley Station to Sunrise at 9:19 p.m. and 9:49 p.m.".

I strongly support the proposal to add trips to the Gold line. I urge SacRT to consider adjusting the proposed Sunday/Holiday departure times from Sacramento Valley Station (SVT) at 9.19 and 9.49pm to later times in order to allow for timed transfers for Capitol Corridor (CC) passengers arriving at SVT. With the current CC schedule trains 744 and 746 are scheduled to arrive at SVT at 9.15 and 10.10pm respectively. I request that SacRT explore later departure times to allow CC passengers arriving at SVT late at night to take advantage of a timed transfer to the Gold line. I use the Gold line to get home after taking CC and timed transfers would make the riding experience more convenient and safer, especially late at night.

Thank you for your consideration.

Best,

Viet-Long Nguyen, Sacramento resident and SacRT customer

Response:

Thank you for your comment on connections between the Gold Line and Capitol Corridor train. We will take a look. Adding an additional trip would be very expensive, and deviating from our standard 30-minute headways would likely affect transfers from light rail to connecting bus lines down the line. But I have contacted Capitol Corridor to see if there are any schedule changes on the horizon, and we will take a solid look at your thoughtful suggestion. We'll also include your comment in the public record for our Board of Directors.

**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #2

Feedback ID: 127531

Received: 1/30/24

From: Aiden Ander

Route: FSL Route 10

Response to the F10 proposal and meeting for board of directors. I vote NO on changes to discontinue from going up to main and Madison and American River oak avenue. I vote YES to weekend service please. NO to the smart on demand service which absolutely is always late and NO ROOM on busses for carts. All we need is weekend

Thank you for your consideration.

Response:

Thank you for your comment regarding proposed service changes to Folsom Bus service. Please note there are no proposed reductions to service or stops on Main Ave or Madison Ave. The planned reduction in stops affects only American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road and only from 8:03 am to 5:05 pm. The buses that currently stop on American River Canyon Drive at 7:02 am and at 6:05 and 7:05 pm will continue to do so, under the current proposal. During the daytime, we suggest customers use SmaRT Ride if they need to get to American River Canyon Drive. But for the first morning trip and the last evening trip, Route F10 will continue to stop on American River Canyon Drive as-is. Your comment will be included in the public record for the SacRT Board of Directors.

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Comment #3

Feedback ID: 127570

Received: 1/31/24

From: John Galt

Route: FSL Route 10 and Gold Line

I want to express support for the first two items,

\* Implementing 15-minute service frequency on the Gold Line between Sunrise and Historic Folsom light rail stations

\* Adding weekend and holiday service on Folsom bus route 10

I suggest also increasing service on route F10 on weekdays to every half hour. This would make my commute easier.

Response:

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

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #4

Feedback ID: 127653

Received: 2/01/24

From: Yvonne Dixon

Route: Seavey Circle to Route 11

We still need transportation. Everyone over here is not a bad person. I have a family and we have no car. Please bring our bus route back.

Response:

Thank you for your comment letter on SacRT's proposed changes. Although the walk distance from Seavey Circle to Route 11 is over a half mile and almost a mile to Route 51, the area is also served by SmaRT Ride on-demand service, Monday to Friday, from 7:00 am to 7:00 pm, as well as SacRT Go paratransit service, seven days a week. Unfortunately, lack of through streets makes Seavey Circle impossible to serve more directly with traditional full-size bus service, without a major detour off-route, so Smart Ride is the best option for the general public for direct service. I will, however, share include your comment in the public record for our Board of Directors.

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Comment #5

Feedback ID: 127689

Received: 2/01/24

From: Jennifer Thach-Armstrong

Route: Seavey Circle to Route 11

Come May 2024 appropriately 6,000 are moving to the Richard Blvd. There is no direct line from Folsom to There. The green line is limited times. Will there be a more there be more available to both green and gold line?

Response:

Thank you for your inquiry. If you are coming from the Gold Line from Folsom, Sunrise, Rancho Cordova, etc., you can transfer downtown to the Green Line, which runs every half hour. Another option is to transfer from the Gold Line to Route 11. Route 11 picks up along 8th Street, at the bus stops just across the street from the light rail stations. It also runs every half hour, but it typically runs about 15 minutes apart from the Green Line, so whichever Gold Line train you're on, there's likely to be either a Route 11 bus or a Green Line train with a decent connection. If you have additional questions on that schedule timing or where to make your transfer, please call 916-321-BUSS (2877) and one of our customer service reps will be happy to assist.

You may be interested to know that SacRT does have a long-term project to build additional track from Amtrak to 7th Street. This would allow Gold Line trains from Folsom to go directly to Richards Blvd without you having to change trains. However, this is a major project that we are still working on fully funding.

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #6  
Feedback ID: 127637  
Received: 2/01/24  
From: Olara Savage  
Route: FSL Route 10

Mrs. Savage called in to provide her input about the F10 proposed changes. Mrs. Savage stated that her bus stop # 11138 is where the cancelled route will be implemented which will cause her to have no means of transportation.

Response:

Thank you for your comment on SacRT's proposed service changes. The bus stop you entered #11138, on Creekside Drive, will not lose any stops under the proposed changes. Actually, it will gain weekend and holiday service, but not lose any weekend service. Please let me know if you still have any questions. I will include your comment in the public record for SacRT's Board of Directors.

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Comment #7  
Feedback ID: 127495  
Received: 1/30/24  
From: Jeff Dierking  
Route: 255

Hello, Would it be possible to add a stop at La Riviera Dr and Occidental Dr to the 255 La Riviera - College Greens route to service this area.

Response:

Hi Jeff, We'll have one of our team take a look, and run it by our Facilities team if it seems feasible. We'll let you know either way. (Stops along mentioned area confirmed to already exist)

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Comment #8  
Feedback ID: 128252  
Received: 2/13/24  
From: Linda Cheff  
Route: 93

It would be very helpful if Route 93 Louise & Orlando - Watt/I-80 could insert an added bus between 6:38am and 7:32am so I would not be too late arriving at work if the 6:38am bus is not functioning. Thank-you for your consideration of this addition.

Response:

Good afternoon, I'm writing in response to your request for a new trip on Route 93 departing sometime between the current 6:38 and 7:32 am departures from Louis & Orlando. SacRT is currently proposing a new trip on Route 93, departing Louis & Orlando around 7:04 am, to address the issue you brought up (i.e., a gap of about one hour between buses). More information is available at [sacrt.com/2024changes](http://sacrt.com/2024changes).

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #9  
Feedback ID: 128491  
Received: 2/20/24  
From: Ian Treat  
Route: 1, 26, 84, 137

Hello, I'm pleased to see the restoration of evening service to maintain 30-min headways on several routes (1, 26, 84, & 137). The remaining bus route modifications seem reasonable to better improve transfers at University/65th St. I am excited for the improved 15-min Gold Line service to Folsom on weekdays, however, I was surprised to see that won't apply for weekends, at least to Saturdays.

Response:  
Thank you for your comment on the proposed 2024 service changes. We'll include your comment in the public record when we present the final proposal to the SacRT Board of Directors on March 11, 2024.

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Comment #10  
Received via GM Chat  
Date: 2/2/24  
From: Orangevale, CA  
Route: F10

I had a question about the potential 2024 service modifications being circulated for public review and comment. I noticed that there are potential modifications to Route F-10 in Folsom, along with added trips to Route 1 to better connect to the Blue Line. I was hoping that Regional Transit would've considered closing what we call in Orangevale the "Greenback Gap" such that Route 1 would serve Greenback between Arcadia Drive in Citrus Heights to Historic Folsom Station via Greenback on a 30-minute frequency, and therefore completely eliminate "North-of-River" Loop in its entirety on Route F-10. The proposal continues to leave out any service west of Main Avenue and east of Arcadia Drive. I have seen on YouTube that Regional Transit has had speakers at board meetings address the same topic. When will the "Greenback Gap" be included in the service plan?

Response:  
Thanks for your comment. SacRT's Short Range Transit Plan does include a plan to extend Route 1 to (or through) Orangevale. This could be to Main & Madison or all the way to light rail at Historic Folsom. The estimated cost is over \$1.2 million per year, however, so at this time, that improvement is not funded.



**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #11  
Received via GM Chat  
Date: 2/2/24  
From: Folsom, CA  
Route: Gold Line

How much will the 30-minute to 15-minute service change impact be on Folsom Blvd traffic? Currently, the 30-minute Gold Line train appears to impact traffic on Folsom Blvd at each intersection due to the long duration it takes to cycle through the crossing gates. The traffic lights do not react until a significant amount of time has passed after the crossing gates have been down. In addition, the crossing gates do not lift as soon as the train has passed the intersection. Is this lapsed time a requirement?

Response:  
Part of the scope of the Folsom 15-Minute Light Rail Project is to adjust the train pre-emption timing in order to minimize traffic impacts associated with the crossing gates in the 'down' position.

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Comment #12  
Received via GM Chat  
Date: 2/2/24  
From: Sacramento, CA  
Route: Multiple Commuter Bus Routes

Hello Mr. Li, I heard there's going to be a new bus route schedule coming soon. Do you have any updates on when to expect this? As you may have heard, Governor and Mayor are requiring State and City employees to return to downtown offices, which will be reliant upon the public transit system. How is the hiring for bus operators going, as there still seems to be a lot of bus cancelations? Thanks

Response:  
SacRT's next service changes will be in April 2024 and will have some small modifications to bus routes. SacRT is currently proposing some service modifications for 2024. They are available for public review and comment between now and March 1, 2024. You can find them at [sacrt.com/2024service](https://sacrt.com/2024service). SacRT is continuing to hire and train new bus operators. We accept applications all the time, and also hold quarterly hiring events.

## 2024 Service Changes Public Engagement Exhibits

### Public Comments

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#### Comment #13

Received via GM Chat

Date: 2/2/24

From: South Sacramento, CA

Route: 81

I applaud the Regional Transit District for taking into consideration within the draft 2024 service plan, the willingness to have some short-line trips on Route 81 to operate the entire route length, especially when it factors in heavy student ridership. Has any thought been considered to expand Route 81 in its entirety to every fifteen minutes for the entire route on all trips, and not just provide the fifteen minute frequency exclusively on Florin Road? While there is definitely a financial cost to do this, it may actually make understanding of the route much less confusing and complicated, and actually simplify things for both the riders and staff.

#### Response:

Thanks for your comment. Initially, we looked at going to 15-minute frequency on the entire line, at least on weekdays. This is a recommendation in SacRT's Short Range Transit Plan. The reason we didn't do that all day was the increase in operating cost was more than we can sustain over the next couple years. Instead, we looked at when ridership was the heaviest, and reduced the proposal to a schedule we could sustain financially and justify in terms of strong ridership, cost-effectiveness, and equity. We are hopeful this will help alleviate crowding we're experiencing on the route and attract new riders

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#### Comment #14

Received via GM Chat

Date: 2/2/24

From: Folsom, CA

Route: Gold Line

I have a clarification question to ask regarding the new low floor light rail vehicles. Based on the 2024 potential service modifications, did I read correctly that the first day of service is going to occur on Sunday, August 25th, or is that merely an assumption based solely on service change implementation only? Is it remotely possible that the new low-floor vehicles could roll out in July, but then under service schedules and timetables as it published for this month? Would you be able to provide some clarification on the first day of service for the new low-floor light rail vehicles at this point, or would the April or May monthly chat be a more prudent time to do this clarification? Thank you.

#### Response:

We are planning launch the new Folsom-15 service this summer, but it depends on completion of work on track, stations, signaling, etc. At this point, we are simply authorizing initiation of the new service, with the final date to be determined.

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #15

Received via MAC Meeting

Date: 2/15/24

From: Sacramento, CA

Route: n/a

Hi, I wanted to know what the link to the SacRT 2024 service changes is.

Response:

You can find it on SacRT's website, but the direct link to the service changes is [sacrt.com/2024service](https://sacrt.com/2024service).

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Comment #16

Received via MAC Meeting

Date: 2/15/24

From: Sacramento, CA

Route: 33

Just to double check, is the Route 33 now going until 6:30pm? And will there be weekend service?

Response:

The final trip of Route 33 will begin at 6:44 pm to connect with the Blue Line, which is at 30-minute headways at that time of night. We are not proposing weekend service to Route 33. The 5:34 pm trip that goes to Union Gospel Mission will remain the same.

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Comment #17

Received via MAC Meeting

Date: 2/15/24

From: Sacramento, CA

Route: 1

I wanted to know if the Route 1 would be extended to Folsom despite service cutbacks.

Response:

We are not planning to cut service to Route 1. We are adding a couple new trips to Route 1. Extending Route 1 to Folsom is a bigger budget item that we aren't currently proposing.

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #18

Received via MAC Meeting

Date: 2/15/24

From: Sacramento, CA

Route: 1

Will there be new bus stops on Greenback Lane near Orangevale where the County is doing a street project? Does this mean there will be service there for Route 1 Greenback?

Response:

It is in our Short-Range Transit Plan to extend Route 1 Greenback. What we must consider right now is: do we think it's warranted, and is it a budget priority? We've already answered yes to that first question, but the budget priority has been the tougher question to answer. We encourage our transit partners to design bus corridors to a standard rather than a plan. Greenback is a major arterial connecting major transit lines. It should be designed so that bus stops could be easily added. In other words, at a minimum, it should have turnouts and 8-foot sidewalks far-side of major intersections.

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Comment #19

Feedback ID: 128709

Date: 02/25/2024

From: Dana J. Schwartz

Route: 11

Dear James Drake, I live at Heritage Park in North Natomas which is a public transportation desert. There is no service out here. How come this is not addressed in the RT service Plan. Why are our needs being ignored. I would like an answer to this.

Response:

Thank you for your comment letter requesting transit service to Heritage Park in North Natomas. SacRT does have plans to extend Route 11 farther north, closer to Heritage Park, but no funding at this time to implement these plans. Heritage Park is served by SacRT's SmaRT Ride service, which is open to the general public Monday to Friday, from 7:00 a.m. to 7:00 p.m., for the same fare as the regular bus. SmaRT Ride can take you directly to many destinations in North and South Natomas as well as to several connecting bus lines and even light rail. More information is available at [sacrt.com/smartride](http://sacrt.com/smartride).

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Comment #20

Received via Folsom City Council Meeting

Date 2/27/2024

From: Margie Donovan

Route: Folsom bus and light rail

Will this affect SacRT Go service?

Response:

No, SacRT Go will continue to serve all of Folsom seven days a week.

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #21

Received via Folsom City Council Meeting

Date 2/27/2024

From: Robert Holderness

Route: Folsom bus and light rail

Speaker congratulated city and SacRT for bringing light rail to Folsom and now expanding service.

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Comment #22

Feedback ID: 128873

Date: 2/28/2024

From: Charles Dalldorf

Thank you for the opportunity to provide comments on Sacramento Regional Transit's Proposed 2024 Service Modifications. I am a resident of The City of Sacramento and I have reviewed the Draft Plan and Title VI Equity Analysis. I fully support and appreciate the effort to equitably increase public transit access throughout the Sacramento Regional Transit service area, as expressed in this draft plan. I urge the board of directors to approve the draft plan and I thank RT staff for their work to ensure transit equity throughout RT's service. Transit funding is difficult and a serious challenge, and I am very impressed with the efforts proposed which will increase service in several areas. The unaddressed challenge to increased ridership remains, as you already know, the cleanliness, and the safety of transit users. I understand that is not what this draft report is about, but it is important to state that this improvement of service will be minimal to increase ridership, without addressing cleanliness and safety. I frequently ride Sacramento RT light rail, as well as BART (Bay Area Rapid Transit) in the Bay Area, SF MUNI (San Francisco Municipal Railway) and SMART (Sonoma Marin Area Rail Transit) in the North Bay Area. I have been extremely impressed when using those systems in their cleanliness and safety, but it is not so for Sacramento RT. For improved ridership, this is crucial. Thank you again for all of your work and continued efforts to improve public transportation for all Sacramentans.

Response:

Thank you for your comment on the proposed service changes. We will include it in our agenda item for our Board of Directors at their March 11 meeting.

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Comment #23

Feedback ID: 128844

Date: 3/01/2024

From: Mattie Parfitt

Route: 26 and Gold Line

Hello! I read the proposed 2024 Service Modifications and I'm very happy for the additional trips on route 26! I'm also happy that the Folsom light rail project will allow 15-minute service frequency between Sunrise and Historic Folsom. The other changes don't affect me, but overall I like this plan. Thank you for all you do.

Response:

Hi Mattie, Thank you for your comment.

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**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #24

Received via GM Chat

Date: 3/01/2024

From: Citrus Heights, CA

Route: 93, 193

The proposed 2024 modifications speak of adding a new morning trip to Route 93 to close a long gap in service. Closing long gaps nearby brings to mind the related Route 193 which was unfortunately suspended in 2022. There is talk about getting State workers back to Downtown offices more regularly. I wonder if that would prompt other Downtown employers to also ask their workers to come back more often. Next I wonder about Downtown workers who live in Citrus Heights, Roseville and this vicinity. If you bring back Route 193, that could make getting to Downtown faster by providing a transfer directly to the Blue Line. What do you think about reactivating Route 193 at this time? Yes, this does include both AM and PM revivals. Share your thoughts!

Response:

Thank for your comments and suggestions. We have been receiving an increasing number of requests for commuter bus service from many different communities and will be doing a significant re-evaluation of our commuter service, post-pandemic, including Route 193.

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Comment #25

Receive via GM Chat

Date: 3/01/2024

From: Sacramento, CA

Route: 86 and 88

With the April service changes coming, especially with regards to Routes 86 and 88, will bus operators of these routes be allowed to stop at posted bus stops at the Sacramento Convention Center on J Street at 14th Street, as well as the bus stop on L Street at 14th Street by the southern side of the Performing Arts Center, or will these particular two bus stops be prohibited for routes 86 and 88 to stop at? Thank you

Response:

We added the stops along the extended route., our Facilities team will add the stop numbers to those bus stop signs soon!

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## 2024 Service Changes Public Engagement Exhibits

### Public Comments

Comment #26  
Feedback ID: 128956  
Date: 03/01/2024  
From: Chris Paros  
Route: 11

Date: February 29, 2024

To: SacRT Boardmembers & Planners

From: Chris Paros, Sacramento resident

Subject: Comments Submittal, SacRT Proposed 2024 Service Modifications

Boardmembers,

I submit the following comments/suggestions re SacRT's 1/31/24 draft plan for Service Changes in 2024:

- 1) Currently SacRT provides minimal bus service in Natomas, and we still have no light rail. Yet this 2024 plan has no proposed service for Natomas. Our fast-growing region has over 138,000 residents and thousands of new housing units in development review. Without alternative transit options, Natomas will be choking in traffic congestion (especially I-5) and air pollution.

Request: RT provide a simple, express bus route between Natomas and downtown. Currently, it takes over an hour to get downtown by bus. An express bus departing from a central Natomas location (e.g. Towncenter or Natomas Crossing area), then heading directly downtown to the DOCO center & back would attract more riders – especially during sports & special events. This route could be funded by reducing some of the proposed weekend service routes in Folsom.

As a former program manager for Siemens Light Rail Division working with the St. Louis, MO Metro Rail Authority, I saw St. Louis achieve a highly-successful light rail service with a simple route and few stops. Riders preferred transit that got them downtown quickly.

- 2) Ref pg. 29-32: The proposed ACE/Airport Express service starting in 2026 will bring frequent bus traffic to Elkhorn Blvd (15 round trips per day) and lots of traffic to the future station. Commuters will come from everywhere to park and catch the ACE train or airport shuttle. What's the plan for the major traffic congestion on Elkhorn Blvd and around the train station?

Request: Add an RT stop on this shuttle route that's somewhere in Natomas (e.g. an hourly run) to reduce traffic around the station. Natomas residents could then take the shuttle to the station. By leveraging the ACE shuttle service, RT's cost to include an extra stop on the shuttle route every hour would be low and cost-effective. Some options for the Natomas stop could be at/near the Town Center Shopping Area or in West Natomas.

I hope your board will consider the future needs of our fast-growing Natomas community in your plans. Natomas was designed around light rail but has no light rail. Many residents live in TOD-designated zones with apartments and medium/high density housing. We only have one real access to downtown, I-5, that is already congested with commute and pass-through interstate truck traffic.

Thank you for your consideration and efforts.

Chris Paros  
Sacramento City Resident  
[REDACTED]

**2024 Service Changes  
Public Engagement Exhibits**

**Public Comments**

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Comment #27

Feedback ID:

Date: 03/04/2024

From: Rose Flores

Route: Folsom Stage Lines

I was unable to attend the Folsom Council meeting last Tuesday to see your presentation and ask questions. I am a resident of Folsom. First, let me say I am extremely excited for weekend and holiday service I do not drive and rely heavily on public transportation. I would like to know if service will continue be every hour for the buses. I would really love to see it run every 30 or 45 minutes. I use the bus to get to the light rail for work and I have to catch the earliest bus otherwise I am late to work. I have several other friends in the same situation as I. I do use SmaRT Ride from time to time when the timing is right to catch my train but it's been mainly bus. Thanking you in advance.

Response:

Thank you for your comment on the service changes. Service on Folsom Route 10 will continue to be hourly. Unfortunately, we do not have a budget to improve headways on it at this time. Your comments were received after our comment deadline, but I think there may still be time to include them in our board packet with the rest.



## 2024 Service Changes Public Engagement Exhibits

### Public Comments

Comment #28  
Date: 02/29/2024  
From: Fayzah Mughal  
Route: 33



#### **SacRT 2024 Service Changes Draft Plan & Title VI Equity Analysis: Feedback**

On January 8th, 2024, the SacRT Board reversed their November 13th, 2023 decision and approved the Dos Rios Station project funding. There was 1 vote of dissent, and 1 'reluctant' yes vote among the board's decisions. Also disclosed in the meeting was news that the anticipated \$115K grant funds for Route #33 bus service expansions were not applicable due to the project's temporary lifespan.

Public feedback for the *Service Changes Draft Plan & Title VI Equity Analysis* is due on March 1st, 2024. The current report findings will be impacted by the change discussed at the January RT Board meeting, i.e. the loss of the anticipated Route #33 service expansion funds.

This change may significantly alter the data presented in the Draft Plan. Route #33's service expansion was touted as one of several equity-focused counter-balances to planned service changes that would benefit a more affluent demographic (i.e. the ACE/Airport Express, UCDMC Elk Grove Express service expansion, and the Folsom-15 expanded service). It is unlikely that Route #33 changes will move forward without sufficient grant funding, which is disconcerting given the route continues to suffer from wheelchair pass-ups — a departure from SacRT's non-discrimination goals. As bicycle advocates we understand that the accessibility of alternative transportation modes, including and especially public transit, is critical to providing truly equitable service. The Draft Plan highlights the importance of equitable service along this bus route: *"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"*.

We ask that SacRT revise the Draft Plan to reflect the most current changes and updated analytics. RT must remedy any equity imbalances that are found, including where findings are shown to be slightly less than (but fast-approaching) SacRT's standard of statistical significance of 15%. We request that the public feedback period be extended to allow for adequate community review of the revised Draft Plan.

Thank you for considering these comments,  
Fayzah Mughal  
Project Manager  
Sacramento Area Bicycle Advocates

909 12th Street, Ste 110

Sacramento, CA 95814

[www.sacbike.org](http://www.sacbike.org)

RESOLUTION NO. 2024-03-021

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

March 11, 2024

**APPROVING A TITLE VI SERVICE EQUITY ANALYSIS AND ADOPTING SERVICE CHANGES FOR 2024**

WHEREAS, SacRT is considering major service changes, as defined in Resolution No. 15-12-0137, planned for implementation on or around August 25, 2024, as described and except as noted in Exhibit A; and

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

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

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

THAT, the proposed changes to Route 137 are hereby approved, pending execution of an amendment to the Cost Sharing Agreement for Operation of Route E37 Commuter Bus Service with University of California Davis Health, to become effective on April 8, 2024, as described in Exhibit A; and

THAT, the General Manager/CEO and/or his designee(s) are hereby authorized to negotiate an agreement to fund operations and capital costs for the proposed new Altamont Commuter Express Airport Express bus service described in Exhibit A including a commitment by SacRT to operate the service as described; and

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

March 11, 2024

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SacRT is currently 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 plan was made available to the public via [sacrt.com](http://sacrt.com) on Friday, January 31, 2024 for public review, with comments due on Friday, March 1, 2024. This final version is being presented to the SacRT Board of Directors on Monday, March 11, 2024, for potential approval.

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.

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.

**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.
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.
26 Fulton Watt	<p>Add weekday trips departing University/65th St station at 8:47 and 9:47 pm and departing Watt &amp; 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 &amp; 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 &amp; 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>

**Proposed Changes, cont.**

<b>Route</b>	<b>Proposed Changes</b>
<p>33 Dos Rios</p>	<p>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.</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 &amp; 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>
<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 &amp; 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>

**Proposed Changes, cont.**

Route	Proposed Changes
84 Watt	<p>Add Saturday departures from Watt/Manlove station at 6:35, 7:35, 8:35, and 9:35 pm and from Watt &amp; 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 &amp; Elverta at 8:37 pm, to improve span of service, consistent with other major routes.</p>
93 Hillsdale	<p>Add one weekday trip departing Louis &amp; Orlando transit center at 7:04 am to close a 54-minute gap in service.</p>
137 UCDMC Elk Grove Express	<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>
ACE Airport Express	<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>

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## **Gold Line**

*Proposed Changes* – Effective Summer 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.



**Gold Line – Monday to Friday  
 Proposed New Schedule**

Effective Summer 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	5:55a	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	<b>6:03a</b>	<b>6:15a</b>	6:28a	7:10a	7:14a
5:19a	6:05a	6:18a	6:30a	6:43a	7:25a	7:29a
5:34a	6:20a	<b>6:33a</b>	<b>6:45a</b>	6:58a	7:40a	7:44a
5:49a	6:35a	6:48a	7:00a	7:13a	7:55a	7:59a
6:04a	6:50a	<b>7:03a</b>	<b>7:15a</b>	7:28a	8:10a	8:14a
6:19a	7:05a	7:18a	7:30a	7:43a	8:25a	8:29a
6:34a	7:20a	<b>7:33a</b>	<b>7:45a</b>	7:58a	8:40a	8:44a
6:49a	7:35a	7:48a	8:00a	8:13a	8:55a	8:59a
7:04a	7:50a	<b>8:03a</b>	<b>8:15a</b>	8:28a	9:10a	9:14a
7:19a	8:05a	8:18a	8:30a	8:43a	9:25a	9:29a
7:34a	8:20a	<b>8:33a</b>	<b>8:45a</b>	8:58a	9:40a	9:44a
7:49a	8:35a	8:48a	9:00a	9:13a	9:55a	9:59a
8:04a	8:50a	<b>9:03a</b>	<b>9:15a</b>	9:28a	10:10a	10:14a
8:19a	9:05a	9:18a	9:30a	9:43a	10:25a	10:29a
8:34a	9:20a	<b>9:33a</b>	<b>9:45a</b>	9:58a	10:40a	10:44a
8:49a	9:35a	9:48a	10:00a	10:13a	10:55a	10:59a
9:04a	9:50a	<b>10:03a</b>	<b>10:15a</b>	10:28a	11:10a	11:14a
9:19a	10:05a	10:18a	10:30a	10:43a	11:25a	11:29a
9:34a	10:20a	<b>10:33a</b>	<b>10:45a</b>	10:58a	11:40a	11:44a
9:49a	10:35a	10:48a	11:00a	11:13a	11:55a	11:59a
10:04a	10:50a	<b>11:03a</b>	<b>11:15a</b>	11:28a	12:10p	12:14p
10:19a	11:05a	11:18a	11:30a	11:43a	12:25p	12:29p
10:34a	11:20a	<b>11:33a</b>	<b>11:45a</b>	11:58a	12:40p	12:44p
10:49a	11:35a	11:48a	12:00p	12:13p	12:55p	12:59p
11:04a	11:50a	<b>12:03p</b>	<b>12:15p</b>	12:28p	1:10p	1:14p
11:19a	12:05p	12:18p	12:30p	12:43p	1:25p	1:29p
11:34a	12:20p	<b>12:33p</b>	<b>12:45p</b>	12:58p	1:40p	1:44p
11:49a	12:35p	12:48p	1:00p	1:13p	1:55p	1:59p
12:04p	12:50p	<b>1:03p</b>	<b>1:15p</b>	1:28p	2:10p	2:14p
12:19p	1:05p	1:18p	1:30p	1:43p	2:25p	2:29p
12:34p	1:20p	<b>1:33p</b>	<b>1:45p</b>	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	<b>2:03p</b>	<b>2:15p</b>	2:28p	3:10p	3:14p
1:19p	2:05p	2:18p	2:30p	2:43p	3:25p	3:29p
1:34p	2:20p	<b>2:33p</b>	<b>2:45p</b>	2:58p	3:40p	3:44p
1:49p	2:35p	2:48p	3:00p	3:13p	3:55p	3:59p
2:04p	2:50p	<b>3:03p</b>	<b>3:15p</b>	3:28p	4:10p	4:14p
2:19p	3:05p	3:18p	3:30p	3:43p	4:25p	4:29p
2:34p	3:20p	<b>3:33p</b>	<b>3:45p</b>	3:58p	4:40p	4:44p
2:49p	3:35p	3:48p	4:00p	4:13p	4:55p	4:59p
3:04p	3:50p	<b>4:03p</b>	<b>4:15p</b>	4:28p	5:10p	5:14p
3:19p	4:05p	4:18p	4:30p	4:43p	5:25p	5:29p
3:34p	4:20p	<b>4:33p</b>	<b>4:45p</b>	4:58p	5:40p	5:44p
3:49p	4:35p	4:48p	5:00p	5:13p	5:55p	5:59p
4:04p	4:50p	<b>5:03p</b>	<b>5:15p</b>	5:28p	6:10p	6:14p
4:19p	5:05p	5:18p	5:30p	5:43p	6:25p	6:29p
4:34p	5:20p	<b>5:33p</b>	<b>5:45p</b>	5:58p	6:40p	6:44p
4:49p	5:35p	5:48p	6:00p	6:13p	6:55p	6:59p
5:04p	5:50p	<b>6:03p</b>	<b>6:15p</b>	6:28p	7:10p	
5:19p	6:05p	6:18p	6:30p	6:43p	7:25p	7:29p
5:34p	6:20p	<b>6:33p</b>	<b>6:45p</b>	6:58p	7:40p	
5:49p	6:35p	6:48p	7:00p	7:13p	7:55p	7:59p
6:04p	6:50p	<b>7:03p</b>	<b>7:15p</b>	<b>7:28p</b>	<b>8:10p</b>	
6:19p	7:05p	7:18p	7:30p	7:43p	8:25p	8:29p
<b>6:34p</b>	<b>7:20p</b>					
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.

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.

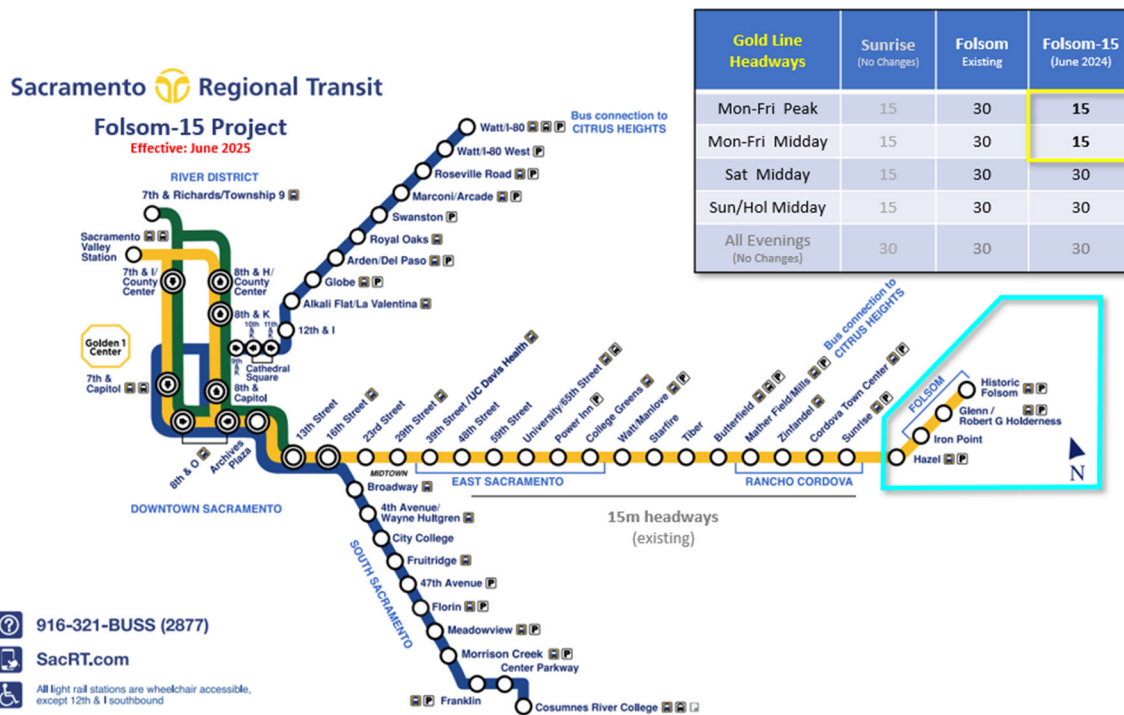
*Update:* With the additional Sunday and Holiday evening trips discussed above, Sunday and Holiday ridership would increase by a total of 40,041 boardings per year.

Altogether, the weekday and weekend/holiday changes are projected to increase systemwide ridership by approximately 179,347 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. On Saturdays, passenger loads peak around 35, with Sunday and Holiday trains averaging 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 million per year, before factoring in any additional fare revenue. With an estimated 145,331 new passenger boardings per year, the cost per passenger is expected to be approximately \$19. Passenger fares average \$1.11 per boarding, equating to approximately \$161,000 in new fare revenue, bringing the net cost to approximately \$2.60 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 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.



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*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.

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## **#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.

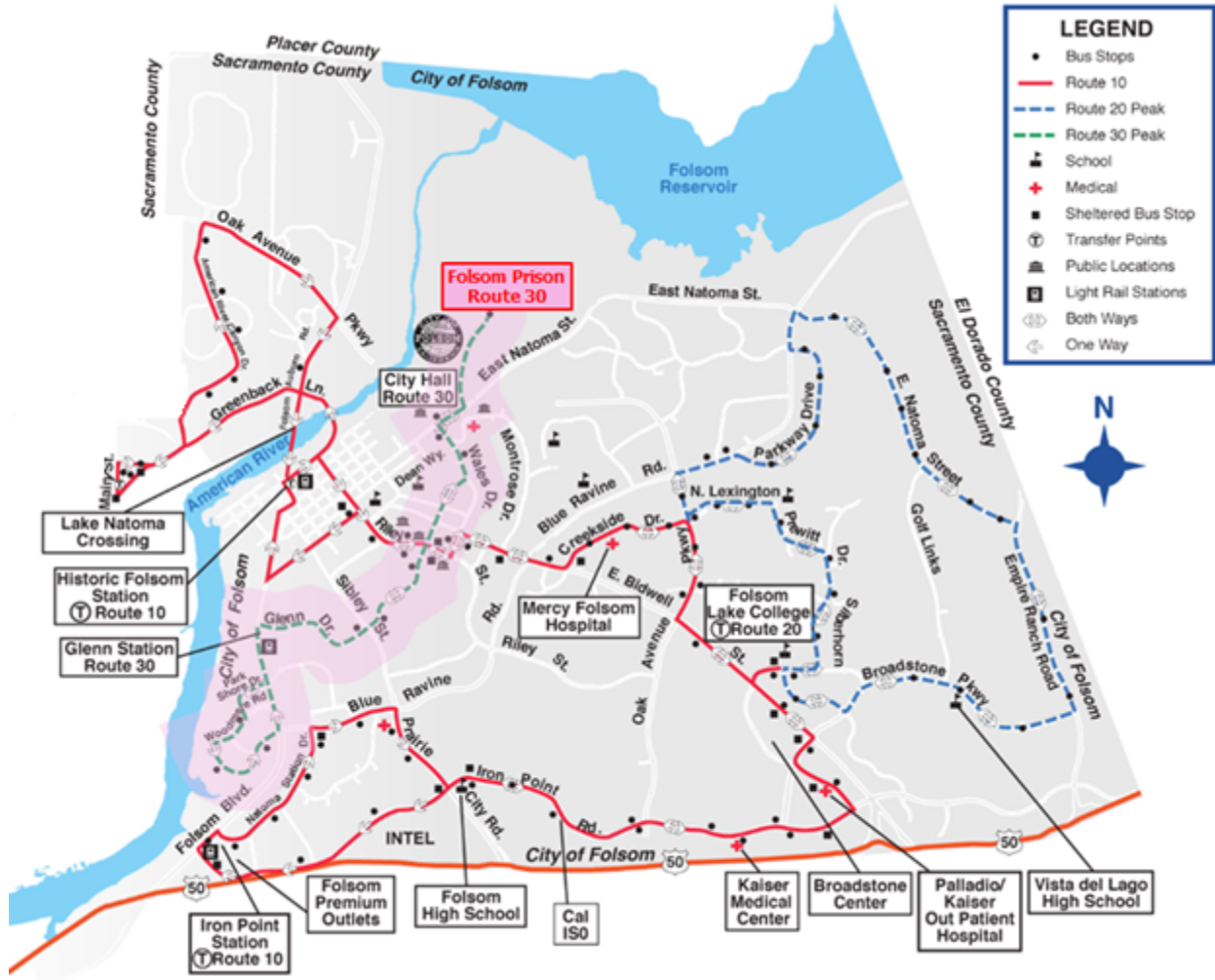
Annual savings of \$245,000 from elimination of F30 Folsom Prison would also help SacRT pay for new weekend and holiday service on F10 Folsom, discussed in more detail separately.

*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.



### #F30 Folsom Prison



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

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## **#F10 Folsom**

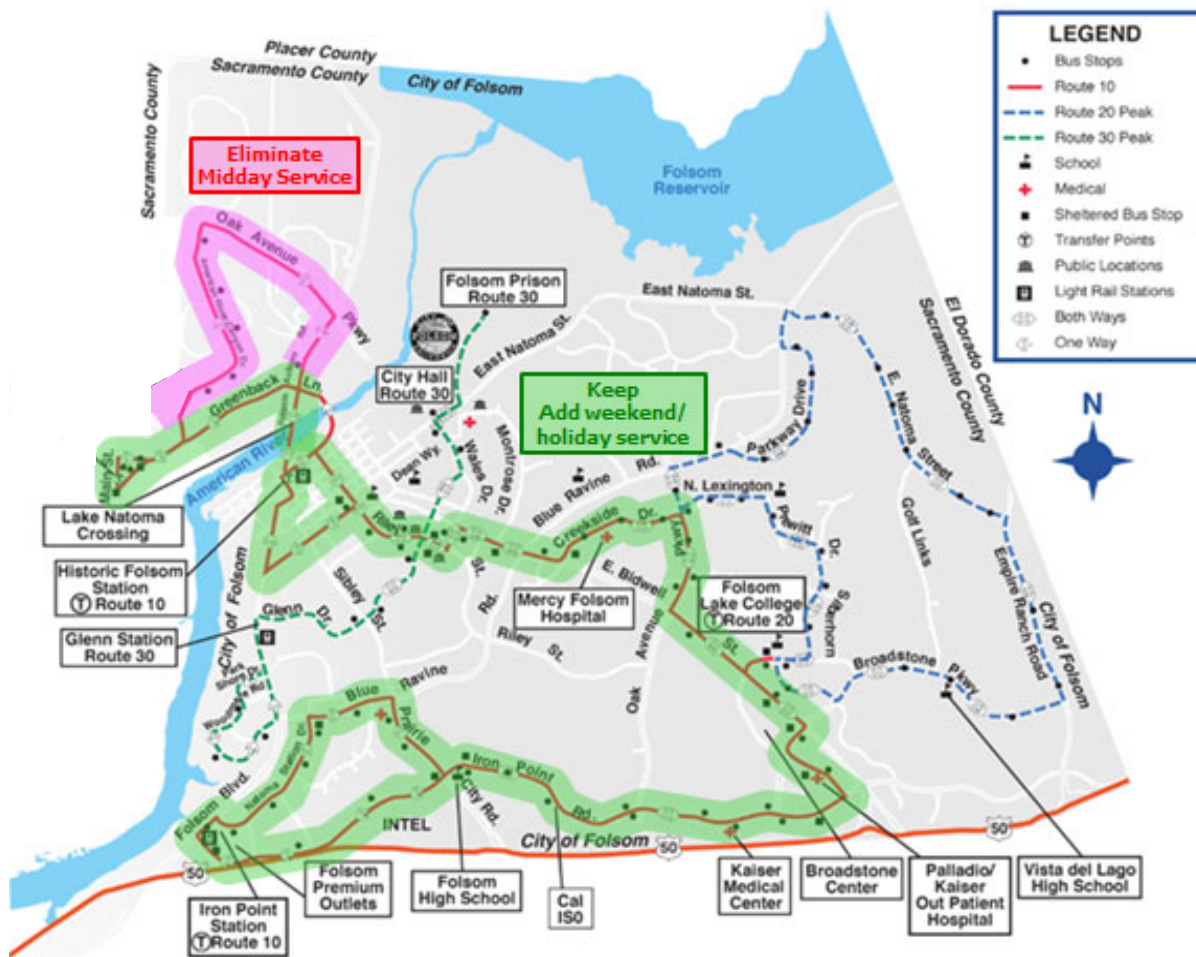
*Proposed Changes* – Effective August 25, 2024, service on Route F10 on American River Canyon Drive, Oak Avenue Parkway, and Folsom-Auburn Road would be eliminated, north of the American River, except on the first morning trip and the last two evening trips. Saturday, Sunday and Holiday service would 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:

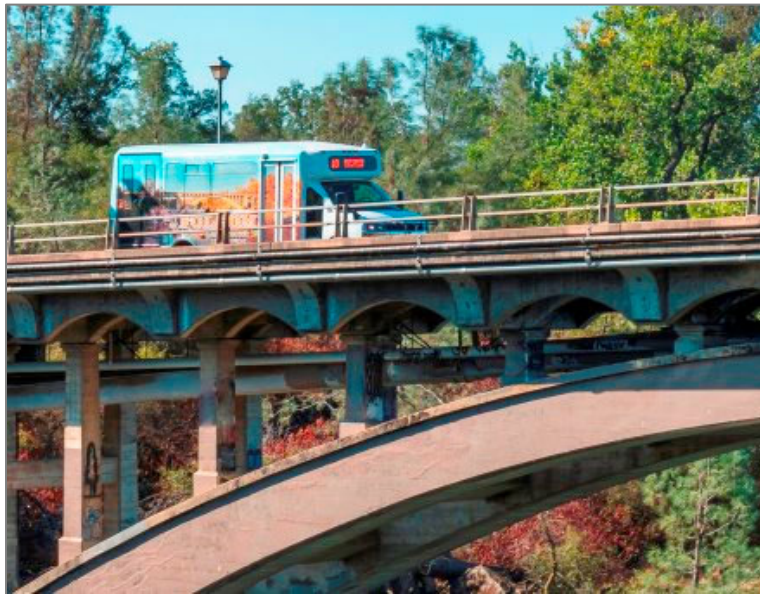
- (1) Allowing a more reasonable operator break
- (2) Affecting very few total riders
- (3) Availability of alternative service (i.e., SmaRT Ride)
- (4) The \$305,000 annual savings from this proposed change can help pay for weekend bus service, which does not currently exist in Folsom, but would cost \$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**



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.<sup>1</sup>

<sup>1</sup> 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.



**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
			8:08a	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	-	6:09p
5:20p	5:38p	5:58p	6:08p	6:31p	6:55p	7:02p	-	7:08p
6:20p	6:38p	6:58p	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.

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## **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.

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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.



**SacRT Bus – Span Improvements**

Route	Proposed Changes
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.
26 Fulton Watt	<p>Add weekday trips departing University/65th St station at 8:47 and 9:47 pm and departing Watt &amp; 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 &amp; 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 &amp; 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>
51 Stockton Broadway	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.

**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 &amp; 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 &amp; 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 &amp; 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 &amp; Orlando transit center at 7:04 am to close a 54-minute gap in service.</p>

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## **#137 UCDMC Elk Grove Express**

*Proposed Changes* – Add two new trips to the #137 UCDMC Elk Grove Express, departing from the UC Davis Medical Center (UCDMC) 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 UCDMC 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 would respond to requests from UCDMC 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 this 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 UCDMC and in ride-alongs on the route, email responses to promotional emails sent by UC Davis Health staff, and an open house held at UCDMC 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. SacRT is conditioning this proposed new service on execution of an amendment to the existing cost-sharing agreement whereby UC Davis

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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.



**#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 & Whitelock	Laguna & Bruceville	E. Stockton & Bond	Sheldon Park & Ride	45 <sup>th</sup> 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 <sup>th</sup> St & Y St (UCDMC)	Sheldon Park & Ride	E. Stockton & Bond	Laguna & Bruceville	Bruceville & Whitelock
4:15p	4:45p	4:47p	4:57p	5:07p
4:45p	5:14p	5:16p	5:26p	5:36p
5:15p	5:44p	5:46p	5:56p	6:06p
5:45p	6:09p	6:11p	6:21p	6:31p
6:15p	6:36p	6:38p	6:48p	6:58p
6:45p	7:05p	7:07p	7:17p	7:27p

Starting Tuesday

# 9/5/23

## Fares

\$2.50 Single Ride

SacRT fares apply  
See [sacrt.com](http://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.

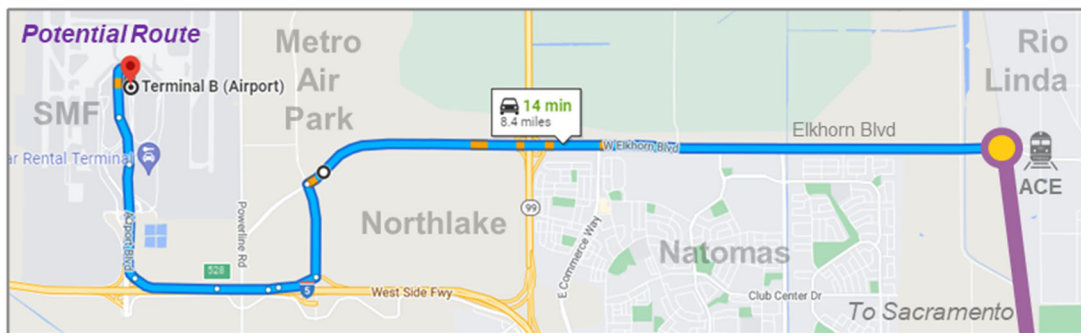
*Background* – The San Joaquin Regional Rail Commission (SJRRC), which operates the Altamont Commuter Express (ACE) commuter rail service, and the San Joaquin Joint Powers Authority (SJJPA), which operates the *San Joaquin* intercity train service, are developing the Valley Rail project, which will increase 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

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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* – 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, 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.



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## #33 Dos Rios

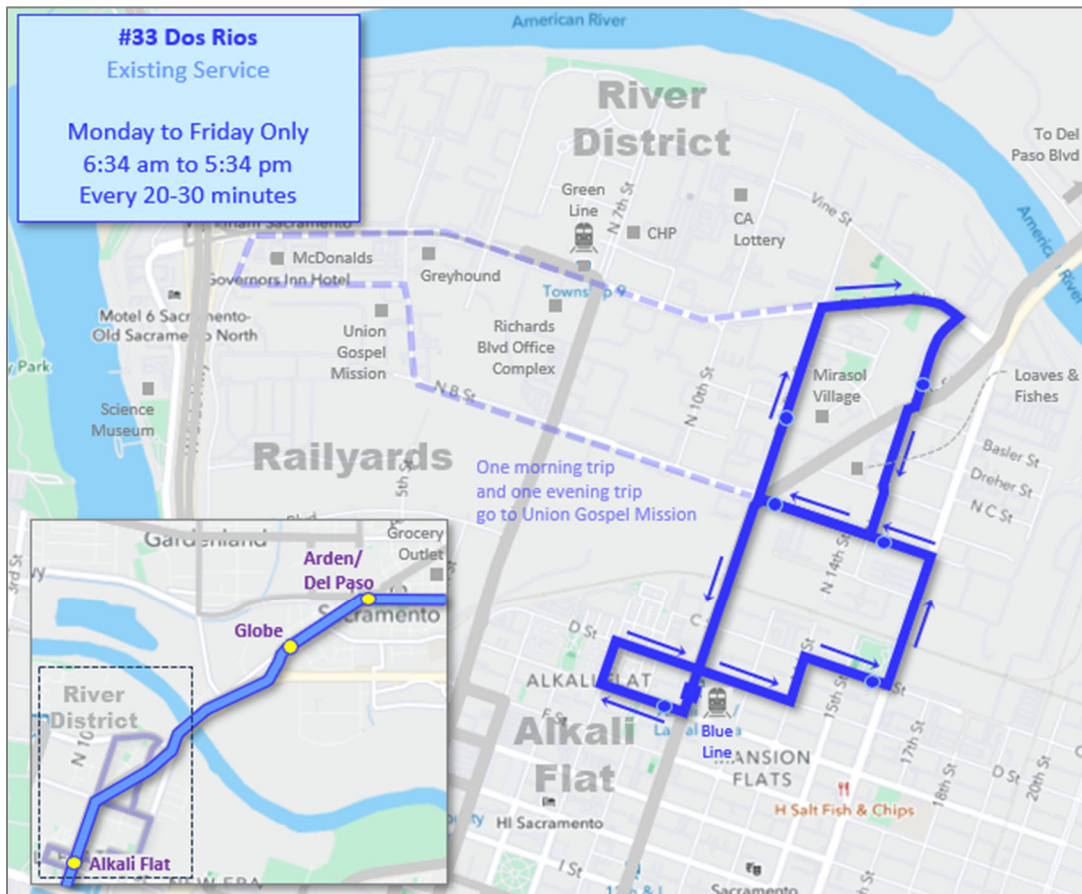
*Proposed Changes* – Extend evening hours so that the last trip departs Alkali Flat station at approximately 6:44 pm, providing a connection with Blue Line trains arriving at 6:38 and 6:39 pm, contingent upon securing approximately \$115,000 of grant funds.

*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 (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.



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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.)





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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.

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*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.

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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.

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## Summary

Cumulatively, the proposed service changes would have an annual cost of \$3.21 million per year excluding fare revenue. They would generate approximately 256,131 new passenger boardings per year, at a rate of \$12.53 per passenger, slightly above SacRT's systemwide average of approximately \$10. Net cost, after fare revenue, would be \$2.92 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 million of the total and would generate 179,347 new passenger boardings, at a rate of \$16.41 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.
- *#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.
- *ACE Airport Express* – Approval of the proposed plan would authorize 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 would be implemented in April 2024, the new ACE Airport Express route, which is expected to launch in 2027, and the new Gold Line service,

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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
<b>Folsom Bus and Light Rail</b>			
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>
Subtotal	\$2,798,617	192,234	\$14.56
<b>Other SacRT Bus</b>			
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	63,897	\$9.25
<b>External Subsidy *</b>			
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	<u>(\$180,939)</u>	<u>0</u>	<u>0</u>
<b>Total (Gross)</b>	<b>\$3,208,653</b>	<b>256,131</b>	<b>\$12.53</b>
<b>Fare Revenue</b>	<b><u>(\$284,306)</u></b>	<b><u>n/a</u></b>	<b><u>n/a</u></b>
<b>Net Cost</b>	<b>\$2,924,348</b>	<b>256,131</b>	<b>\$11.42</b>

See Section II for demographic data and equity analysis.

## **Section II**

### **Title VI Service Equity Analysis**

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## **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.<sup>2</sup>

## **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 UCDMC/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 which was made available online at [sacrt.com](http://sacrt.com) for a 30-day public review period beginning January 31, 2024.

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<sup>2</sup> 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.



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## **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 draft plan for public review on January 31, 2024 and plans to present 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).

## **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.<sup>3</sup>

## **Baseline Data**

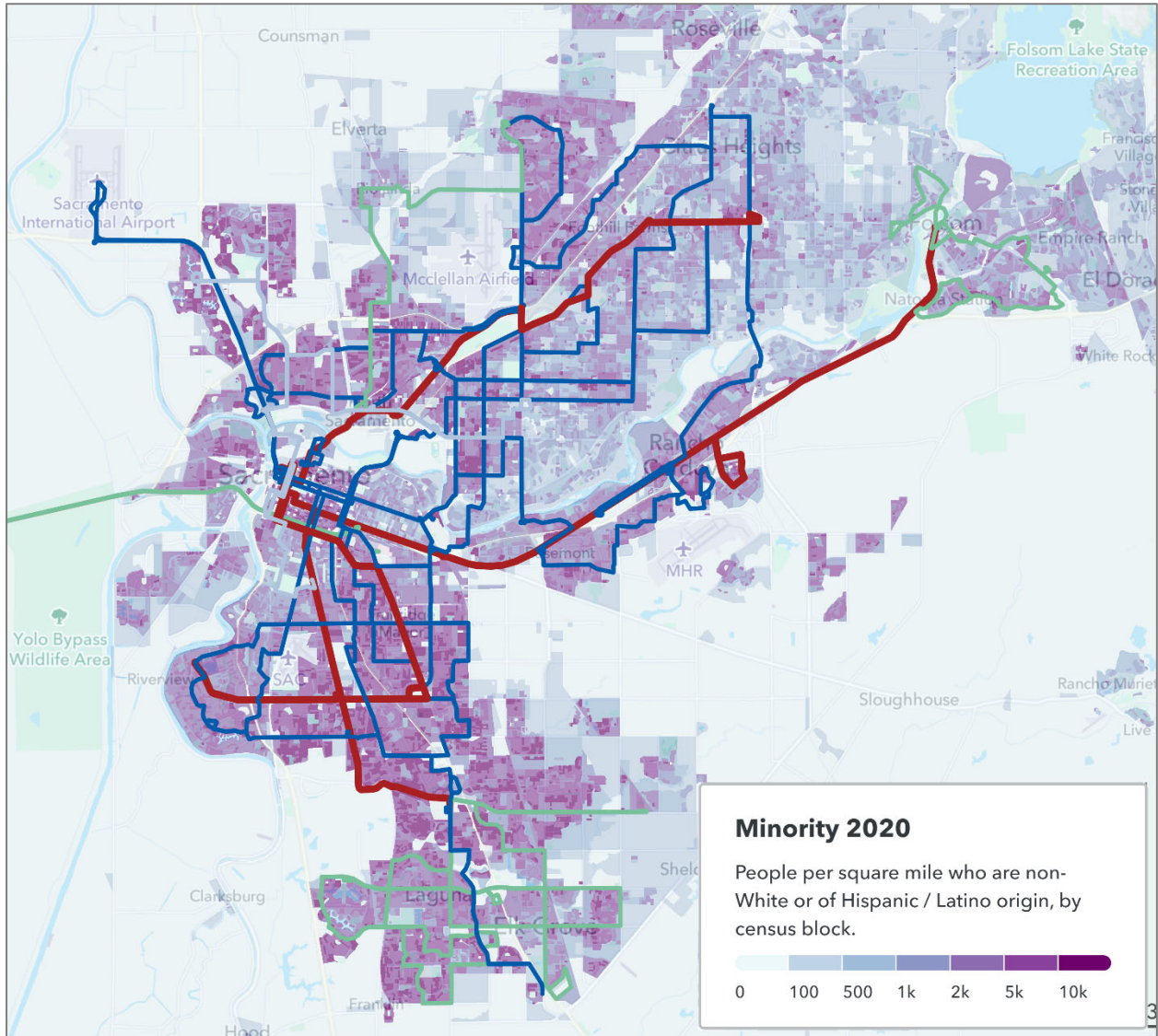
*Census Data* – Based on Census data, the SacRT service area is 56.7 percent minority and 20.0 percent low-income.<sup>4</sup> This data is presented for the sake of context; however, transit riders make up a small, non-representative fraction of the overall population, so service area statistics are 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.

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

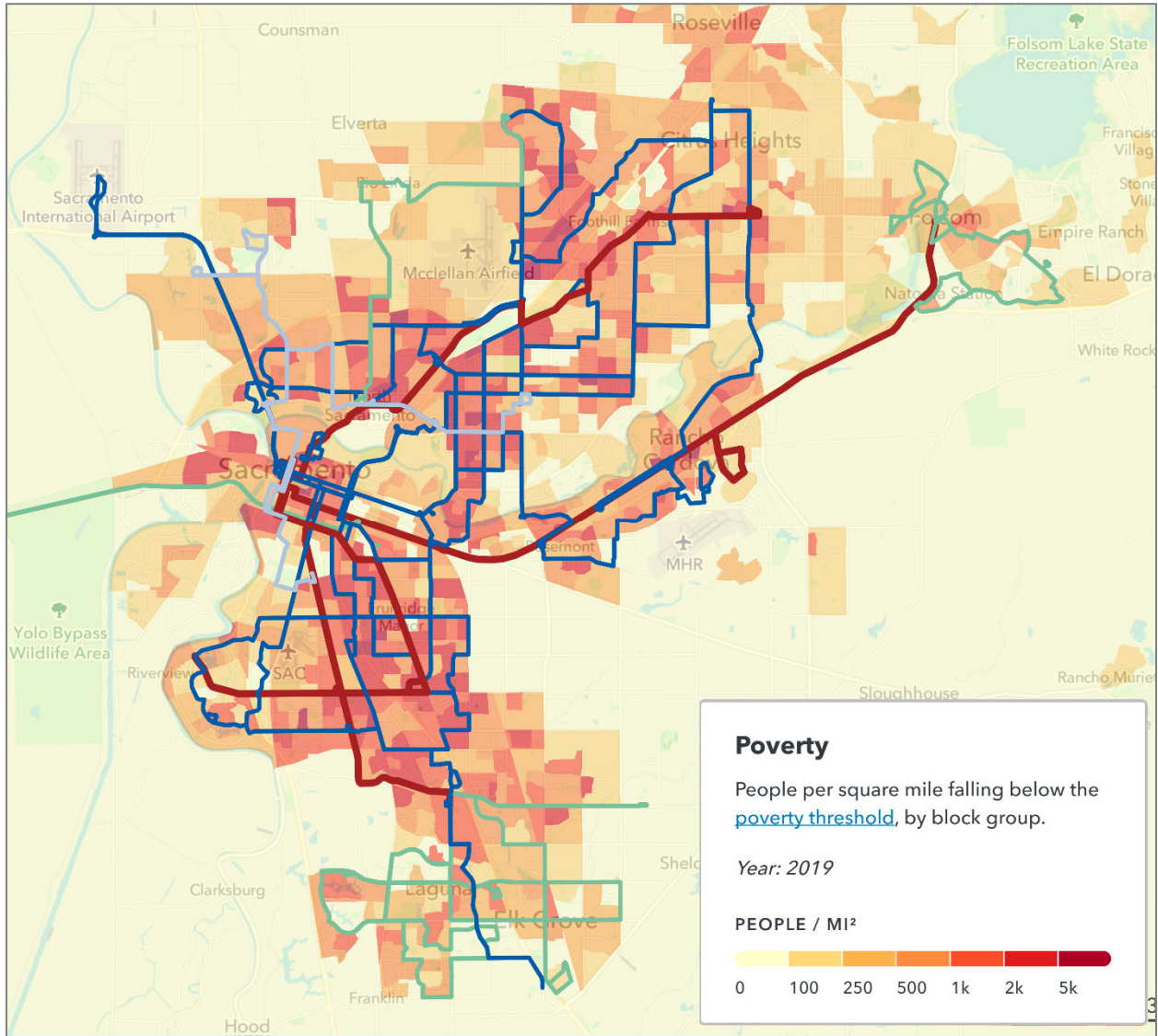
<sup>4</sup> Computed in Remix software platform based on Census 2020 data and reflecting SacRT’s annexed service area, effective July 1, 2022, following Elk Grove’s annexation into the SacRT district.

**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**

<b>Route</b>	<b>Percent Minority</b>	<b>Percent Low-Income</b>
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 Hillisdale	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).<sup>5</sup>

<sup>5</sup> 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).

	<b>Percent Minority</b>	<b>Percent Low-Income</b>
Folsom Changes Alone	56.0%	43.4%
Non-Folsom, Non-Subsidized Changes	67.8%	67.0%
Total - Non-Subsidized Changes	57.3%	46.1%
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-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.



**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 SacRT Board adopt 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.



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## **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 vehicle revenue miles.

*Minority Impacts* - Minority populations would receive 59.8 percent of the benefit, which is 7.7 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 percent of the benefit, which is 13.3 percent less than their 55.5 percent representation among SacRT ridership; however, the difference does not exceed 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 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.

**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
<b>Subtotal - Non-Subsidized</b>	<b>313,807</b>	<b>57.3%</b>	<b>46.1%</b>	<b>179,931</b>	<b>144,578</b>
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
<b>Subtotal - Subsidized Service</b>	<b>66,637</b>	<b>71.1%</b>	<b>24.0%</b>	<b>47,408</b>	<b>15,960</b>
Non-Subsidized	313,807	57.3%	46.1%	179,931	144,578
Subsidized Service	66,637	71.1%	24.0%	47,408	15,960
<b>Total</b>	<b>380,444</b>	<b>59.8%</b>	<b>42.2%</b>	<b>227,339</b>	<b>160,538</b>
Benchmark: SacRT System		67.5%	55.5%		



## STAFF REPORT

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**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Carmen Alba, VP, Operations  
**SUBJ:** CONDITIONALLY APPROVING THE CONTRACT FOR TRACK GEOMETRY TESTING WITH HOLLAND, L.P.

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Awarding this Contract will allow for performance of track geometry testing for the required track geometry inspections of the rails scanning for elevation defects.

### FISCAL IMPACT

The five-year contract has a total not to exceed amount of \$230,110.02 based upon the estimate number of days and hours to complete the annual services. The \$43,006.26 for Year 1 is included in the approved FY 24-25 Operating Budget. All future year costs will be included in the Operating Budget for the relevant fiscal year, including \$44,425.00 for FY 25-26, \$46,128.76 for FY 26-27, \$47,750.00 for FY 27-28, and \$48,800.00 for Year 5 of the contract.

### DISCUSSION

SacRT is required to perform annual track geometry inspections to test and inspect for track strength and surface defects to meet Federal Railroad Administration (FRA) requirements of Title 49 Code of Federal Regulations (CFR) Part 213 for approximately 85 miles of track.

On August 30, 2023, SacRT released a Request for Proposals on PlanetBids e-Procurement system for Track Geometry Services for a 5-year term with 2 option years. There were 445 vendors notified of the contracting opportunity. On November 1, 2023, SacRT received two proposals as follows:

- |    |               |              |
|----|---------------|--------------|
| 1. | Holland, L.C. | \$230,110.02 |
| 2. | MERMEC Inc    | \$422,528.00 |

The proposal from MERMEC was determined to be materially non-responsive because the firm did not provide client references and, in addition, failed to offer a required software solution allowing for multiple run data to be overlaid for comparison. Consequently, it was not evaluated or considered for award.

The selection committee deemed Holland, L.P.'s proposal to be the most advantageous to SacRT, and SacRT began negotiations with Holland, L.P. regarding its exceptions to SacRT's terms and conditions, which include offering a very limited warranty and indemnification for negligent work as well as other less significant changes. After management agreed to accept the significant changes, a Notice of Intent to Award was issued February 5, 2024. However, after issuance of the Notice of Intent to Award, it was determined that a few of the contract exceptions were not finally resolved. SacRT is currently awaiting approval from Holland, L.P. of the final form of Contract, so a conditional award is being requested at this time.

RESOLUTION NO. 2024-03-022

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

March 11, 2024

**CONDITIONALLY APPROVING THE CONTRACT FOR TRACK GEOMETRY TESTING WITH HOLLAND, L.P.**

WHEREAS, the Light Rail system has 85 miles of track that requires annual track geometry inspection as required by 49 Code of Federal Regulations § 213.57 that looks for surface defects on the track; and

WHEREAS, the selection committee deemed Holland, L.P.'s proposal to be the most advantageous to SacRT.

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

THAT, the Contract for Track Geometry Testing by and between the Sacramento Regional Transit District (therein "SacRT") and Holland, L.P. (therein "Contractor"), whereby Contractor agrees to perform annual track geometry testing and inspection services for an amount not to exceed \$230,110.02 for a five-year term, with a SacRT option to extend for up to two additional years, is hereby approved, conditioned upon acceptance by Contractor of the final form of contract.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute the foregoing contract upon satisfaction of the specified condition.

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

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## STAFF REPORT

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**DATE:** March 11, 2024  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Devra Selenis, VP, Communications and Partnerships  
**SUBJ:** BRANDING UPDATE

### RECOMMENDATION

No Recommendation - For Information Only.

Staff to provide a branding update.



EST.

1973

**SACRAMENTO**  
**REGIONAL TRANSIT**

Brand **Evolution**

MONDAY, MARCH 11

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**BRANDS ARE  
EXPERIENTIAL**

**Why Branding is Important**





1973



2001



2006



2018



2023

# History of the SacRT Brand





**No Consistent Design Standard**



**In 2022** – Received more than 450 survey responses and 8 one-on-one interviews for a road map to modernized the SacRT logo.



**In April 2023** – Transitioned to the 50<sup>th</sup> Anniversary logo.



**January 2024 – February 2024:** Second internal and external survey on logo design. Received more than 400 survey responses about the new logo design.



**Spring/Summer 2024** – Launch new brand!

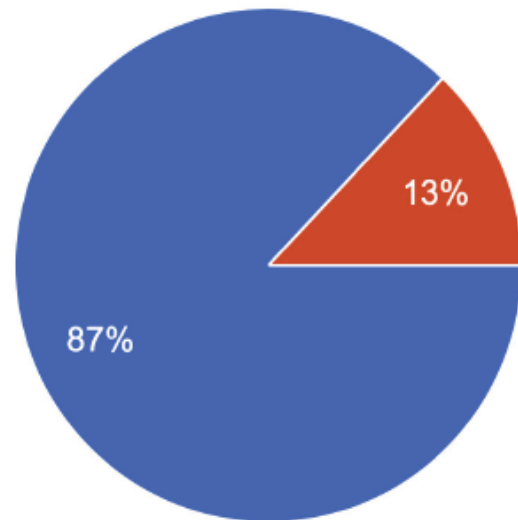
## Project Timeline



# What we heard

Can you recall what the current SacRT Logo/Brand looks like?

440 responses



 **Yes: 87%**

 **No: 13%**

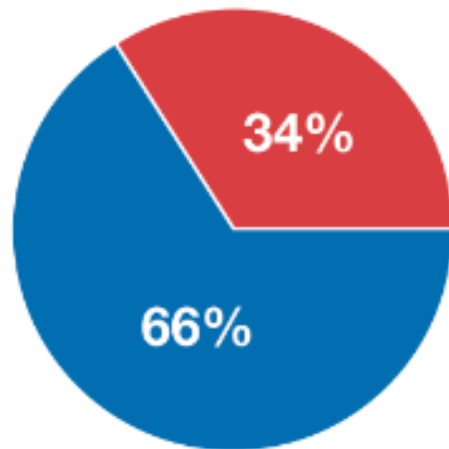
# Evolved Logos



## Evolution vs Revolution

# What we heard

## Evolution, Not Revolution



- Evolution
- Revolution

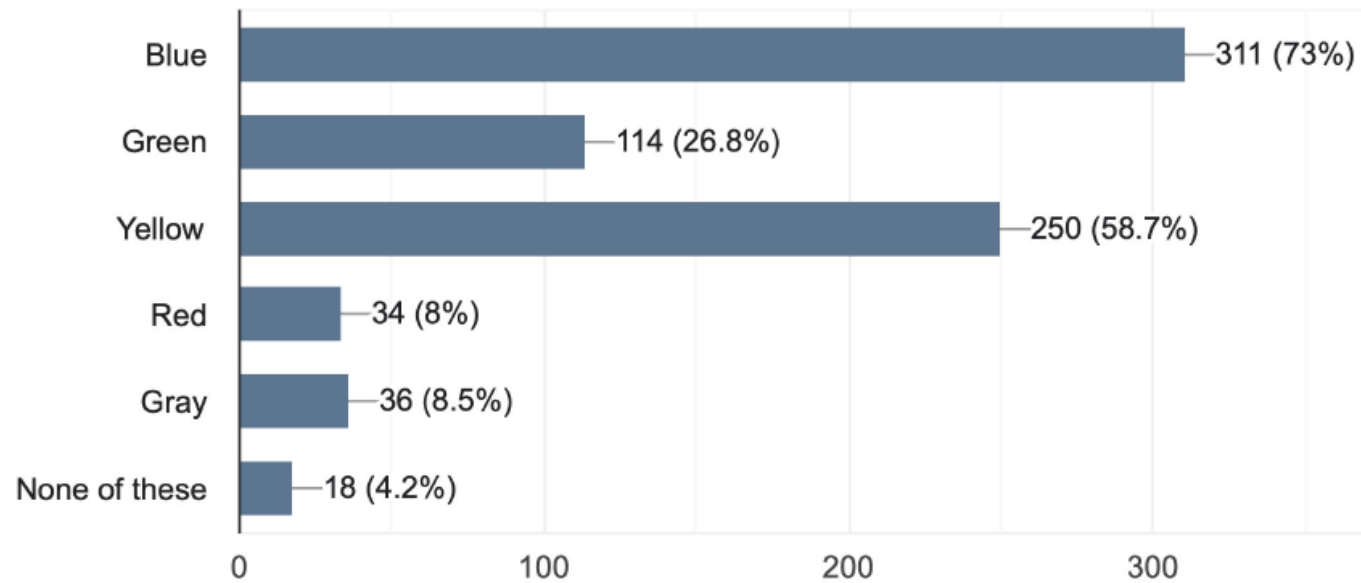
- Evolution instead of a revolution
- Determine clear brand identity and brand equity
- Refresh current logo to create a cohesive brand
- Applicable on various media and merchandise
- More contemporary
- Celebrate regional connectivity

- Evolution: 66%
- Revolution: 34%

# What we heard

Which colors best suit our new transit system logo?

426 responses



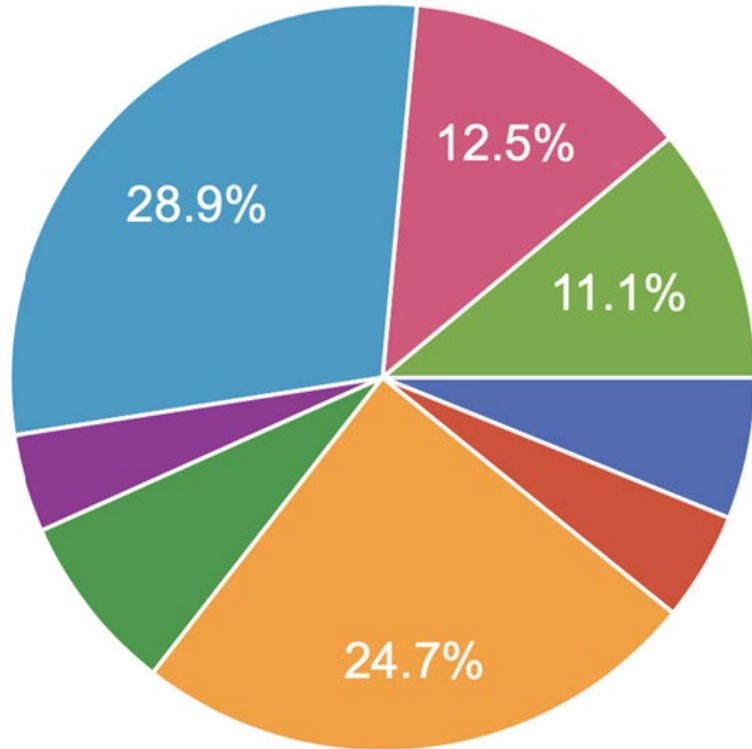
**Blue: 73%**

**Yellow/Gold: 58.7%**

**Green: 26.8%**



# What we heard



- Speed
- Innovation
- Connections
- History
- Landscape
- Sacramento Landmarks
- Blue & Yellow
- Sustainability

**Landmarks: 28.9%**  
**Connections: 24.7%**  
**Blue & Gold: 26.8%**

“With every new program there’s a new logo.”

**“Have one consistent name (SacRT vs SmaRT, GO).”**

“Refresh to create a cohesive, clean system.”

**“Evolution instead of a revolution.”**

“Blue, Gold and white are recognizable.”

“They don’t like the way things are, but they do not like change.”

“Umbrella name SacRT (Keep)!”

**“Current logo feels very 80s—or 90s.”**

# Building Consensus

The art of aligning:

- what you want people to think about your product with ...
- what people actually think about your product



**Your brand is more than a logo.  
It's how others perceive you.**

---

## Why Branding is Important

**Your Feedback**

Please review this information and help us to evaluate the new SacRT brand by answering the following questions:

**1. Are you a resident of Sacramento County?**

Yes

No

**2. In comparison to SacRT's current logo, do you feel the new evolutionary logo is an improvement?**

Old (Original)		 Sacramento Regional Transit
New (Evolution)		 EST. 1973 SACRAMENTO REGIONAL TRANSIT

**Survey Results = Revitalized Brand Options**



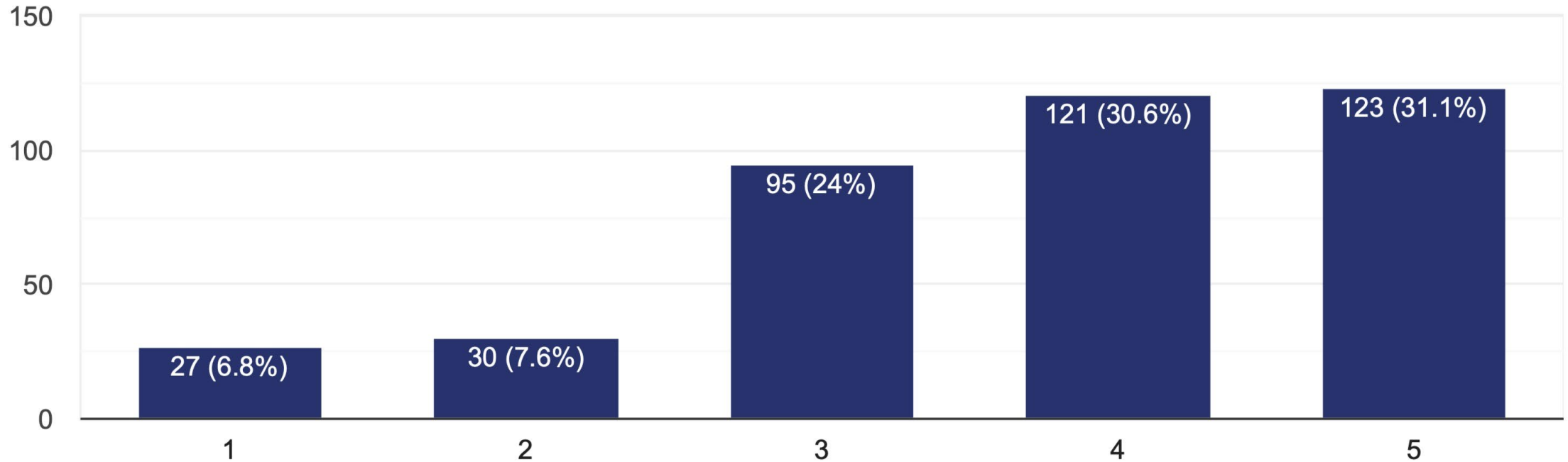
So whether you see...

---

# Revitalizing Our Brand

## 5. After sharing SacRT's journey, does the evolved brand celebrate the Sacramento region (trees, rivers, movement and roads)?

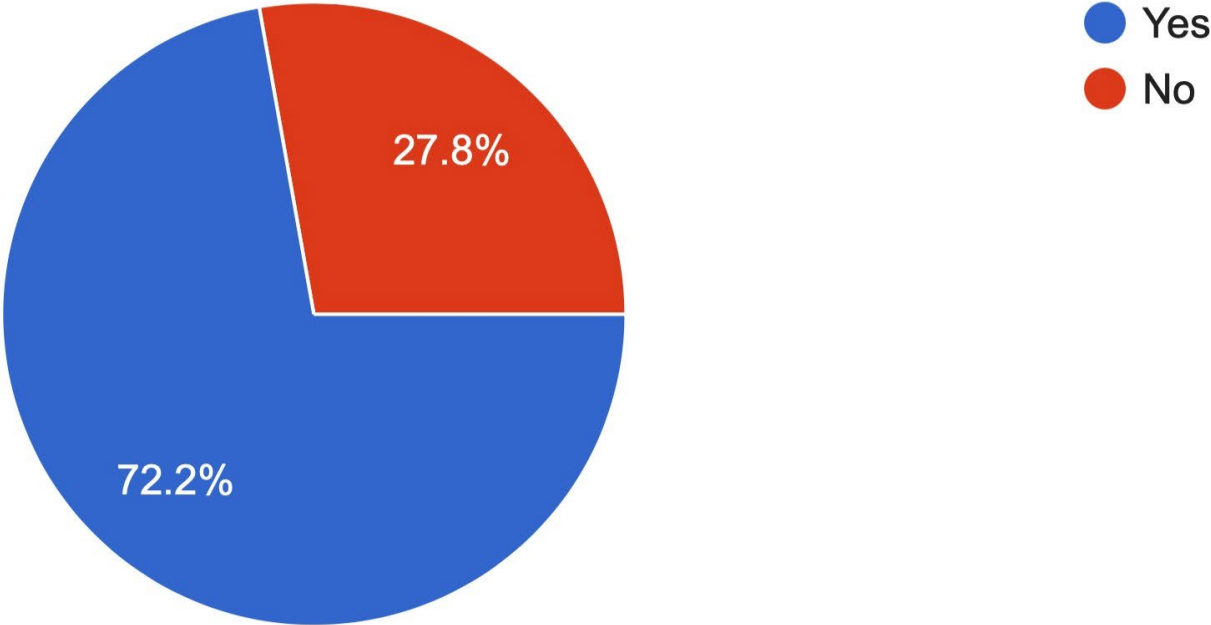
396 responses



# Survey Results – Revitalized Brand Options

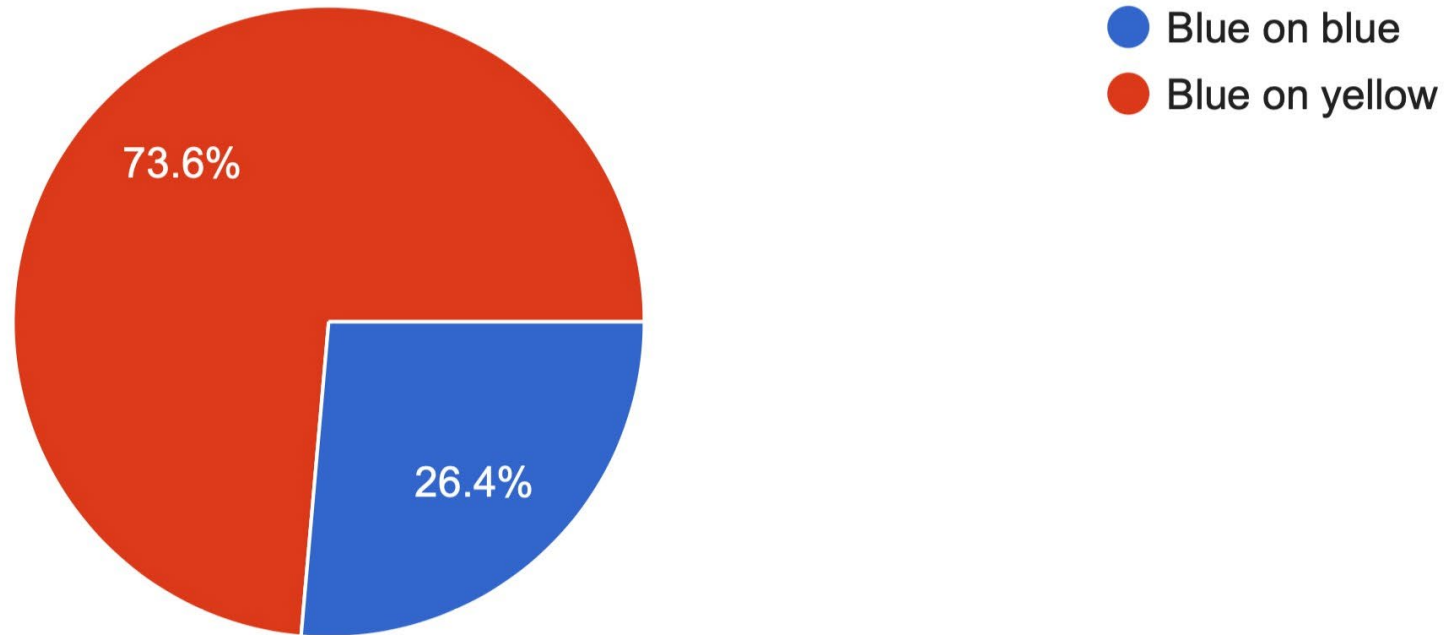
## 2. In comparison to SacRT's current logo, do you feel the new evolutionary logo is an improvement?

392 responses



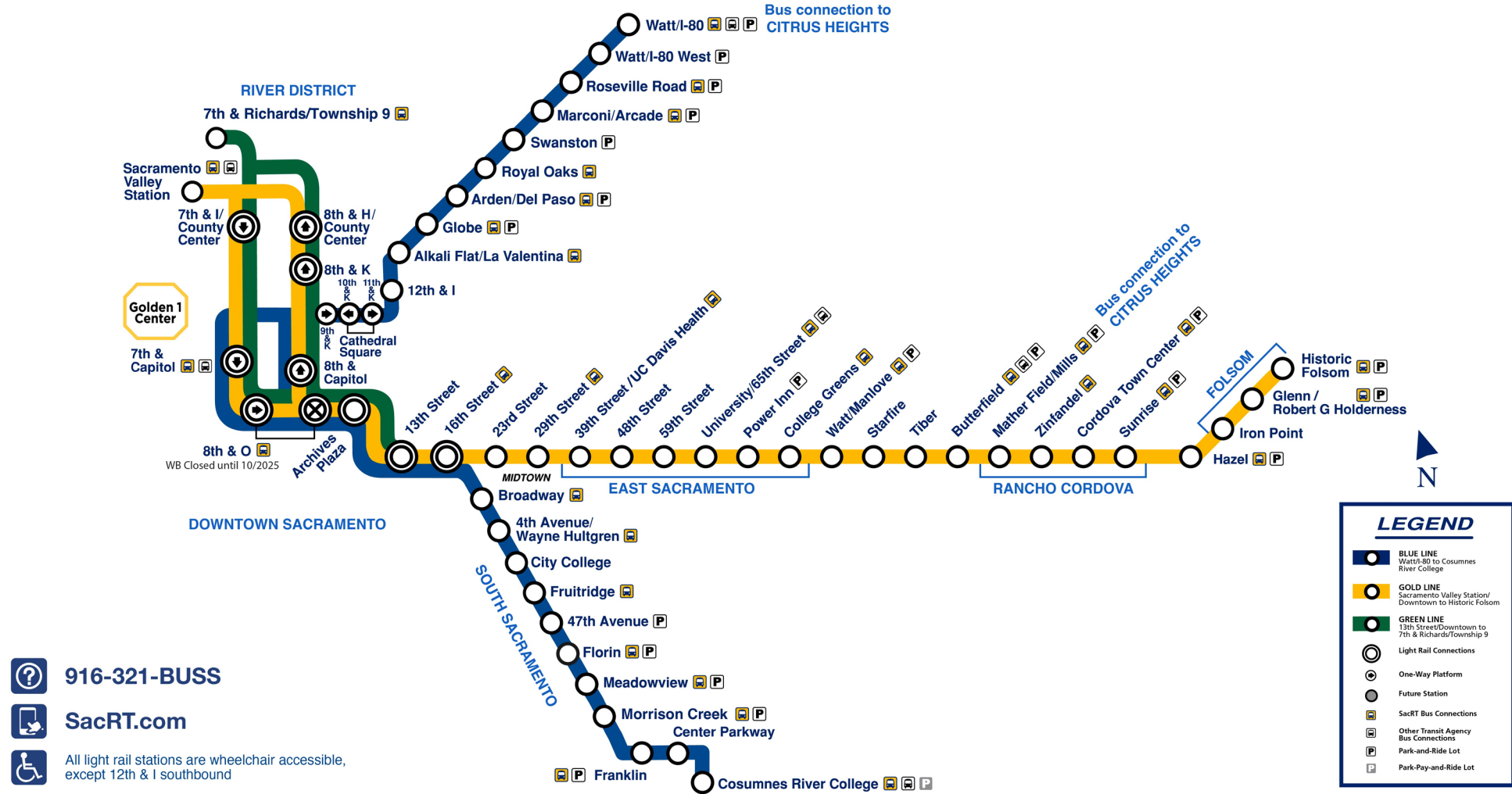
#### 4. Which color combination do you prefer more as the primary color palette?

394 responses



## Survey Results – Revitalized Brand Options















 916-321-BUSS

 SacRT.com

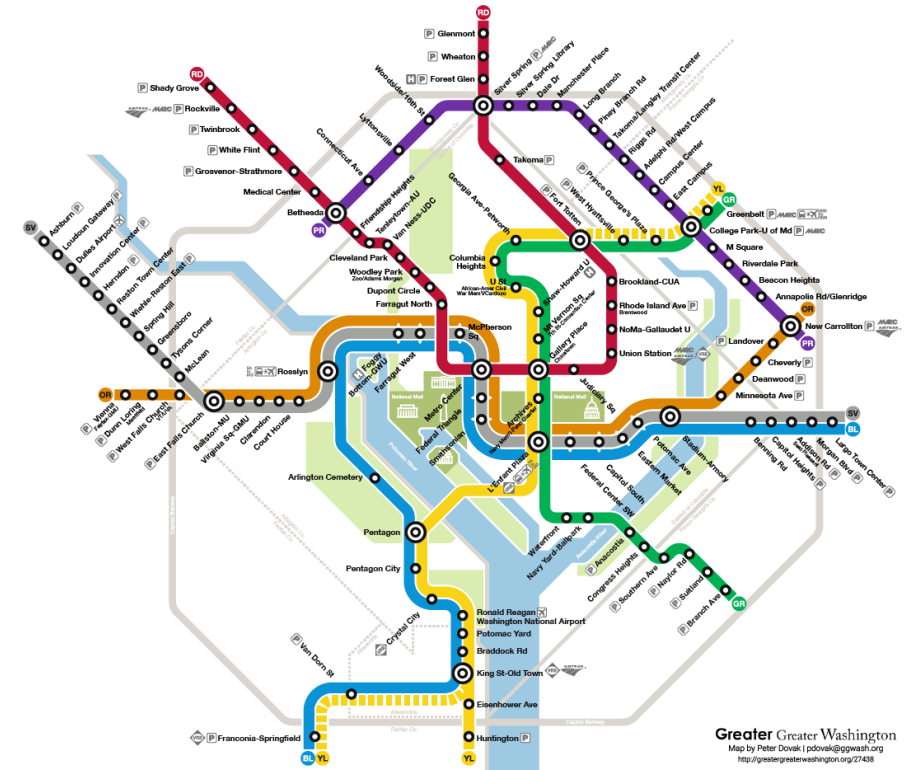
 All light rail stations are wheelchair accessible, except 12th & I southbound

**LEGEND**

-  BLUE LINE  
Watt/I-80 to Cosumnes River College
-  GOLD LINE  
Sacramento Valley Station/ Downtown to Historic Folsom
-  GREEN LINE  
13th Street/Downtown to 7th & Richards/Township 9
-  Light Rail Connections
-  One-Way Platform
-  Future Station
-  SacRT Bus Connections
-  Other Transit Agency Bus Connections
-  Park-and-Ride Lot
-  Park-Pay-and-Ride Lot

## Transit Agencies Using Color

- BART: Red, Orange, Yellow, Green, Blue
- Santa Clara VTA: Blue, Orange, Green
- MTS (San Diego): Orange, Green, Blue
- Trimet (Portland): Blue, Green, Orange, Red, Yellow
- DART (Dallas): Orange, Green, Blue, Red
- MARTA - Colors (Gold, Red, Green, Blue)
- UTA (Utah) - Colors (Blue, Red, Green)
- Metro Rail (Houston) - Colors (Red, Green, Purple)
- DC Metro – Colors (Red, Orange, Blue, Silver, Yellow, Green)



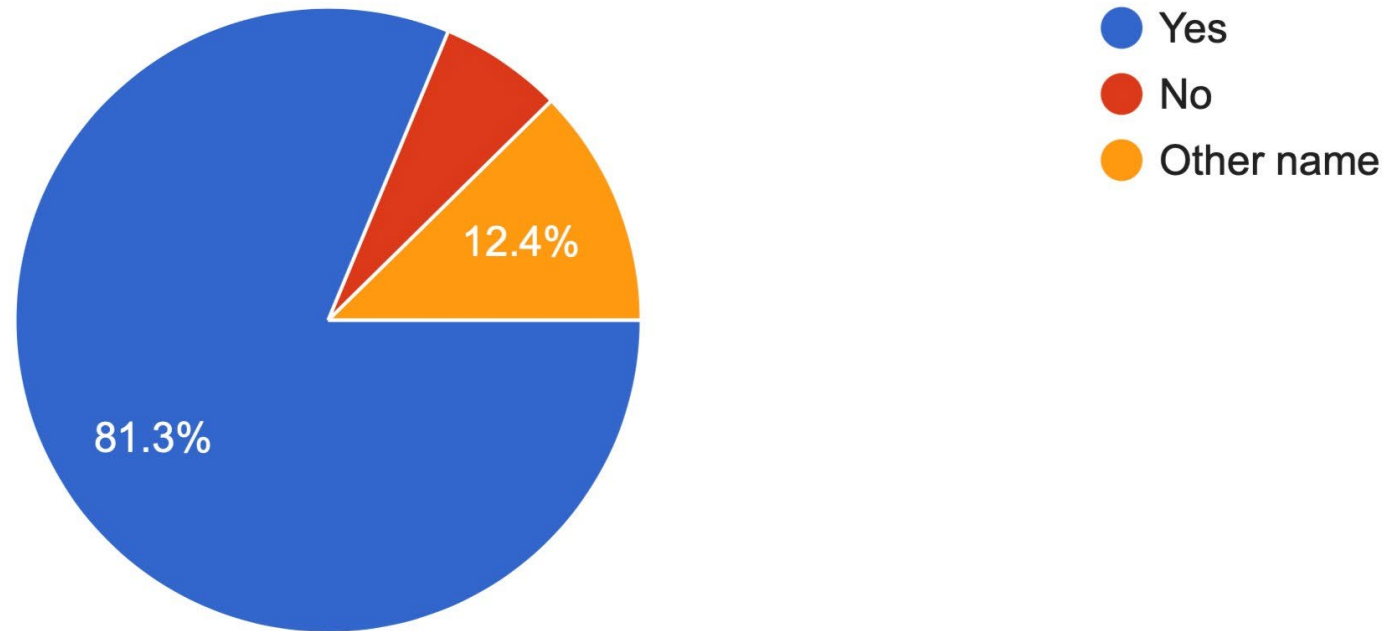
## Transit Agencies Using Letters & Numbers

- LA Metro: A-E, K
- Sound Transit (Seattle): Letters and Numbers (1 line and T line)
- Denver RTD: A-E, G, H
- MTA (New York): Letters and Numbers
- SEPTA (Pennsylvania): Names, Numbers and Colors

# Peer Agency Rail Line Naming

## 7. Do you like SacRT's current light rail lines distinguished by the color (blue, gold and green) or a different naming convention (not a color)?

283 responses





1973



2001



2006



2018



2023



2024

# History of the SacRT Brand





# Revitalizing Our Brand





# Design Language



February 21, 2024

I hope this letter finds you well. As we have discussed previously, I am writing to express my interest in collaborating with you on a project related to public transit management that I believe will benefit to both of our departments.

Given our respective experience and expertise, I believe that our collaboration could yield results that could enhance the efficiency and effectiveness of public transit management. Your previous work, in particular, has caught my attention, and I am impressed by the positive impact it has had on the community.

I propose that we develop a comprehensive plan for integrating new technologies in public transit. By pooling our resources and insights, we can explore new and innovative approaches to public transit and generate value for our respective organizations.

I understand that you are likely very busy, but I wanted to formally propose this collaboration. If interested, I would welcome the opportunity to schedule a meeting at your convenience to discuss this further.

Thank you for considering this proposal, and I look forward to hearing your thoughts.

Sincerely,

Josephine Doe  
Job Title Here

Letterhead



(front)



(back)

Business Cards



Annual Report

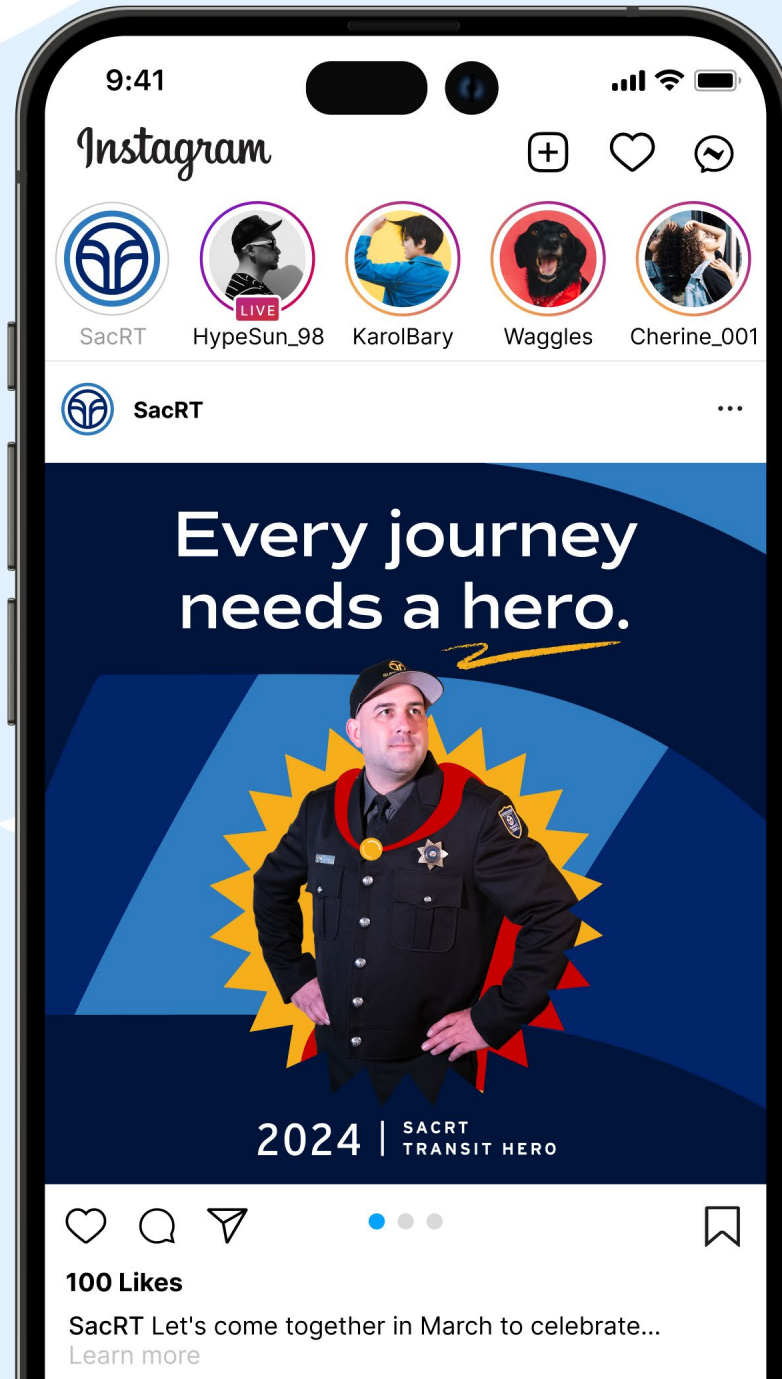
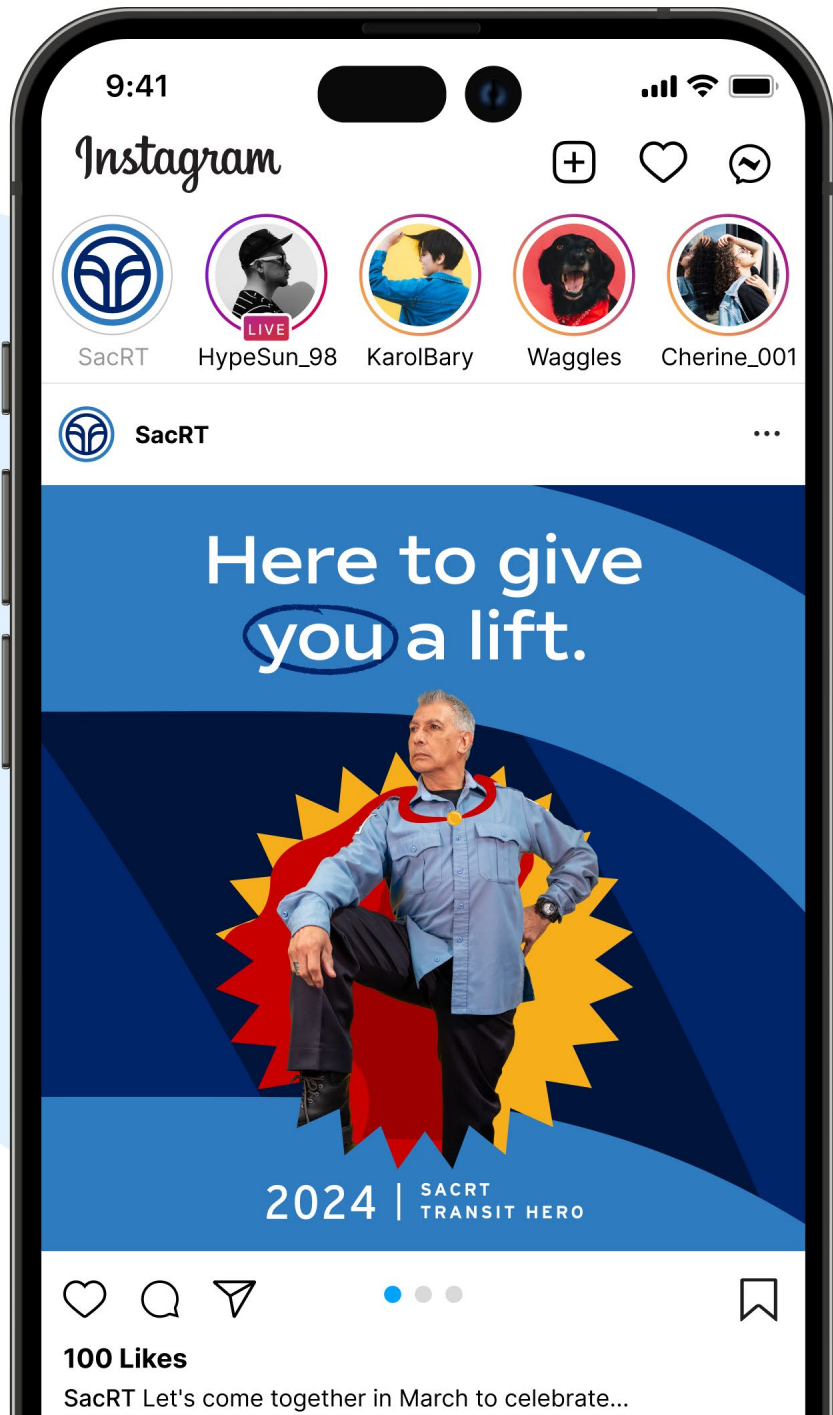
# Branding Applications





# Branding Applications







# Branding Applications

BRAND CAMP

by Tom Fishburne



# Why Branding is Important

MONDAY, MARCH 11

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Thank  
you



**SACRAMENTO**  
REGIONAL TRANSIT



## STAFF REPORT

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**DATE:** March 11, 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**

March 25, 2024  
SacRT Auditorium  
4:00 P.M

#### **Quarterly Retirement Board Meeting**

March 13, 2024  
SacRT Auditorium  
1:00 P.M

#### **Mobility Advisory Council Meeting**

March 21, 2024  
SacRT Auditorium / Webconference  
2:30 P.M

### **Light Rail Service Disruptions Scheduled in March**

Several planned light rail service disruptions are scheduled this month for station platform construction. Customers are encouraged to check [sacrt.com/stationclosure](http://sacrt.com/stationclosure) or download the free SacRT Alert app for details, as the schedule can shift due to weather.

#### Monday, March 11 – Thursday, March 14, 2024: Zinfandel Station Platform Closed

Light rail trains will travel through Zinfandel Station; however, customers will not be able to board or deboard. A shuttle bus will pick up and drop off riders between Mather Field/Mills and Zinfandel stations for passengers needing to board and exit the train.

#### Friday, March 15 – Sunday, March 17, 2024: Zinfandel Station Platform Closed

Gold Line: Bus bridge (shuttle buses operate between stations) between Mather Field/Mills and Sunrise stations.

Monday, March 18 – Friday, March 22, 2024: Mather Field/Mills Station Outbound Platform Side Closed

The outbound platform (trains headed toward Sunrise or Folsom) at Mather Field/Mills Station will be closed for passengers boarding and deboarding. Light rail trains will travel through Mather Field/Mills Station; however, customers will not be able to board or deboard on the outbound platform (headed toward Sunrise or Folsom). The inbound platform at Mather Field/Mills Station will be open and operate normally.

- For passengers needing to board the train at Mather Field/Mills (headed toward Sunrise or Folsom), take the inbound train at Mather Field/Mills (headed toward Sacramento), exit the train at Butterfield Station and take the outbound train (headed toward Sunrise or Folsom).
- For passengers needing to deboard the train at Mather Field/Mills Station at the outbound platform (headed toward Sunrise or Folsom), exit the train at Zinfandel Station and take the inbound train (headed toward Sacramento) to Mather Field/Mills Station.

Saturday, March 23 – Sunday, March 24, 2024: Mather Field/Mills Station Platform Closed

Gold Line: Bus bridge (shuttle buses operate between stations) between Butterfield and Cordova Town Center stations.

Rider Reminder: Gold Line train service travels between Sacramento Valley Station and Iron Point Station only. A bus bridge is in place between Iron Point Station and Historic Folsom Station through summer 2024. Visit [sacrt.com/folsom15](https://sacrt.com/folsom15) for details.

Customers are encouraged to download the free [Alert SacRT app](#) (Google Play and the App Store) to stay informed of all light rail service disruptions.

**SacRT GO Open House in March 2024**

SacRT staff is hosting virtual and in-person open houses for SacRT GO paratransit riders.

Virtual Open House

Friday, March 22, 2024

10 a.m. - 11:30 a.m.

Web Link (Zoom): <https://us02web.zoom.us/j/9165560238>

Meeting ID: 916 556 0238

One tap mobile:

+16694449171,,9165560238# US

+16699006833,,9165560238# US (San Jose)

In-Person Open House

Saturday, March 23, 2024

1 p.m. - 3 p.m.

Citrus Heights Community Center

6300 Fountain Square Drive, Citrus Heights

To request an accessible format or accommodation, please contact the Accessible Services department at 916-321-BUSS (2877). Visit [sacrtgo.com](http://sacrtgo.com) for details.

**Farmers' Markets Open at Two SacRT Stations**

Changes are coming to the Sunrise and Florin Farmers' Markets. After 40 years, the Thursday morning markets on Florin Road are moving to a new location! The markets were previously held at Florin Towne Center behind the former Sears building on Florin Road. Starting Thursday, March 7, 2024, the Farmers' Market is located at the Florin light rail station.

The Sunrise Market is under new management beginning this month. For years the Saturday morning market was managed by the Best family and is now be operated by Alchemist. The Market will remain at Sunrise light rail station as the transition takes place over the next few months. Learn more at [sacrt.com/apps/farmersmarket](http://sacrt.com/apps/farmersmarket).

# SacRT Overall Performance Scorecard

Strategic Pillar	Overall Metric	FY2024 Performance Goals	FY24 Annual Performance Results			Goal Points	Q2 Earned Points	Definition
			Q1 (July-Sept)	Q2 (Oct-Dec)	% Toward Goal			
Operational Excellence	Operating Cost Per Vehicle Revenue Hour	FY24 Budgeted Cost Per Hour:						
	Bus:	\$183.71	\$177.39	\$182.88	100%	3	3.00	The average operating cost of an hour of revenue service.
	CBS Fixed:	\$279.15	\$253.16	\$271.63	103%	3	3.00	The average operating cost of an hour of revenue service.
	SmaRT Ride:	\$225.37	\$194.95	\$206.14	109%	3	3.00	The average operating cost of an hour of revenue service.
	SacRT GO:	\$221.72	\$185.00	\$205.59	107%	3	3.00	The average operating cost of an hour of revenue service.
	Light Rail:	\$445.24	\$418.75	\$428.15	104%	3	3.00	The average operating cost of an hour of revenue service.
	On-Time Performance							
	On-Time Performance (Fixed Route)	80%	78.76%	75.60%	95%	3	2.84	The percentage of trips completed within the scheduled on-time window.
	On-Time Performance (Paratransit )	85%	84.43%	79.51%	94%	3	2.81	The percentage of trips completed within the scheduled on-time window.
	On-Time Departure (LR)	97%	96.6%	97.00%	100%	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	150%	3	3.00	Total fleet miles divided by total monthly road calls.
	CBS/SacRT GO/ SmaRT Ride	TBD	25,036	47,012	TBD	3	3.00	Total fleet miles divided by total monthly road calls.
	Light Rail	8,200	9,235	9,640	118%	4	4.00	Total fleet miles divided by total monthly road calls.
	System Cleanliness	100%	92%	96%	96%	5	4.82	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	163%	5	5.00	The quarterly number of accidents per 100,000 miles. Calculated by (Accidents/ Revenue Miles) *100,000.	
<b>TOTAL POINTS</b>						<b>47</b>	<b>46.46</b>	
Community Value	Rebuild Ridership Trust	4,072,032	3,922,453	4,234,363	104%	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%	170%	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	281%	2	2.00	Total reach/impressions of content shared on SacRT social media platforms.
	Twitter Reach/Impressions	400,000	81,410	70,800	18%	2	0.35	Total reach/impressions of content shared on SacRT social media platforms.
	Instagram Reach/Impressions	30,000	54,900	80,700	269%	2	2.00	Total reach/impressions of content shared on SacRT social media platforms.
	LinkedIn Reach/Impressions	25,000	16,500	49,458	198%	2	2.00	Total reach/impressions of content shared on SacRT social media platforms.
<b>TOTAL POINTS</b>						<b>23</b>	<b>21.35</b>	
Employee Engagement	% Agree They Receive Timely Feedback on Performance from Supervisor	68.15%	64.90%	64.90%	95.23%	4	3.81	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%	95.23%	3	2.86	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%	100.00%	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%	100.00%	2	2.00	The % of employees that somewhat agree, agree, or strongly agree that they have a good working relationship with those around me.
<b>TOTAL POINTS</b>						<b>15</b>	<b>14.52</b>	
Customer Satisfaction	Overall Customer Satisfaction	3.5	3.7	3.7	107%	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%	100%	2.5	2.50	Percentage of calls answered within 20 seconds for Customer Service.
Customer Advocacy	60%	29%	62%	103%	2.5	2.50	Percentage of calls answered within 20 seconds for Advocacy queues.	
<b>TOTAL POINTS</b>						<b>15</b>	<b>15.00</b>	
<b>OVERALL PERFORMANCE SCORE</b>						<b>100</b>	<b>97.34</b>	





*With SacRT and other Sacramento leaders celebrating Rosa Parks Day at the State Capitol.*

## SacRT General Manager/CEO's Update

Monday, March 11, 2024

DORIS O. MATSUI  
7TH DISTRICT, CALIFORNIA  
COMMITTEE ON ENERGY  
AND COMMERCE  
ITHSONIAN INSTITUTION,  
BOARD OF REGENTS  
<http://matsui.house.gov>

Congress of the United States  
House of Representatives  
Washington, DC 20515-0506

WASHINGTON OFFICE  
2311 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0506  
(202) 225-7163  
DISTRICT OFFICE  
ROBERT T. MATSUI U.S. COURTHOUSE  
501 I STREET, SUITE 12-600  
SACRAMENTO, CA 95814  
(916) 498-5600  
9370 STUDIO COURT  
ELK GROVE, CA 95758

March 31, 2023

The Honorable Kay Granger  
Chair  
House Appropriations Committee  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Rosa DeLauro  
Ranking Member  
House Appropriations Committee  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chairwoman Granger and Ranking Member DeLauro:

I am requesting funding for the Dos Rios Light Rail Station in fiscal year 2024. The entity to receive funding for this project is the Sacramento Regional Transit District, located at 1400 29th Street Sacramento, CA 95816. The funding would be used for new construction of a light rail station in Sacramento. This is an appropriate use of taxpayer funds because it will extend access to public transportation to a new committee increases economic opportunity and lowering emissions.

The project has a Federal nexus because the funding provided is for purposes authorized by chapter 53 of title 49 of the United States Code.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,



Doris Matsui  
Member of Congress

AMI BERA, M.D.  
6TH DISTRICT, CALIFORNIA  
COMMITTEE ON FOREIGN AFFAIRS:  
SUBCOMMITTEES:  
RANKING MEMBER, INDO-PACIFIC  
GLOBAL HEALTH, GLOBAL HUMAN RIGHTS, AND  
INTERNATIONAL ORGANIZATIONS  
PERMANENT SELECT COMMITTEE ON  
INTELLIGENCE:  
SUBCOMMITTEES:  
NATIONAL INTELLIGENCE ENTERPRISE  
NATIONAL SECURITY AGENCY AND CYBER  
SELECT SUBCOMMITTEE ON THE  
CORONAVIRUS PANDEMIC



Congress of the United States  
House of Representatives

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[AMI.BERA@MAIL.HOUSE.GOV](mailto:AMI.BERA@MAIL.HOUSE.GOV)

March 31, 2023

Dear Chairwoman Granger and Ranking Member DeLauro:

I am requesting funding for the Arden/Del Paso SacRT Station Modernization project in fiscal year 2024.

The entity to receive funding for this project is the Sacramento Regional Transit District located at 1400 29th Street, Sacramento, CA 95816. The project is located at 421 Arden Way, Sacramento, CA 95815.

The funding would be used for the modernization of a light-rail station to accommodate new low-floor light rail vehicles. The project is an appropriate use of taxpayer funds because the new low-floor light rail vehicles supported by the station modernization would improve accessibility particularly for those with mobility issues and support the ongoing revitalization of an underserved low-income community.

The project has a Federal nexus because the funding provided is for purposes authorized by chapter 53 of title 49 of the United States Code.

I certify that I have no financial interest in this project, and neither does anyone in my immediate family.

Sincerely,



Ami Bera, M.D.  
Member of Congress

# Federal Community Project Funding



**From:** Vanterpool, Veronica (FTA)  
**Sent:** Saturday, March 9, 2024 7:58 PM  
**To:** Julie Minerva <jminerva@carpiclay.com>  
**Cc:** Webb, Kate (FTA) <Kate.Webb@dot.gov>  
**Subject:** RE: Congrats from SacRT

Hi Julie,

Thank you for sharing this letter. Please extend my sincere appreciation to Mr. Li and the SacRT team for their support and congratulations. Both are very much appreciated.

SacRT is very important to the Capitol region's residents, employees, economy and environment. FTA is glad to support the agency's efforts and initiatives.

Best regards,  
Veronica

Veronica Vanterpool  
Acting Administrator  
Federal Transit Administration

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# Federal Transit Administrator

## AB-1924 Sacramento Regional Transit District. (2023-2024)

Text	Votes	History	Bill Analysis	Today's Law As Amended ⓘ	Compare Versions	Status	Comments To Author
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Date Published: 01/25/2024 09:00 PM

CALIFORNIA LEGISLATURE— 2023–2024 REGULAR SESSION

### ASSEMBLY BILL

**NO. 1924**

Introduced by Assembly Member Stephanie Nguyen  
(Coauthors: Assembly Members Flora, Hoover, and McCarty)  
(Coauthors: Senators Ashby and Niello)

January 25, 2024

An act to amend Sections 102051, 102052.5, and 102055 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1924, as introduced, Stephanie Nguyen. Sacramento Regional Transit District.

# Get The Perspective That Matters The Most.

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**100,000+** Shops



## Mystery Rider Program



# Celebrating SacRT's Frontline Workers

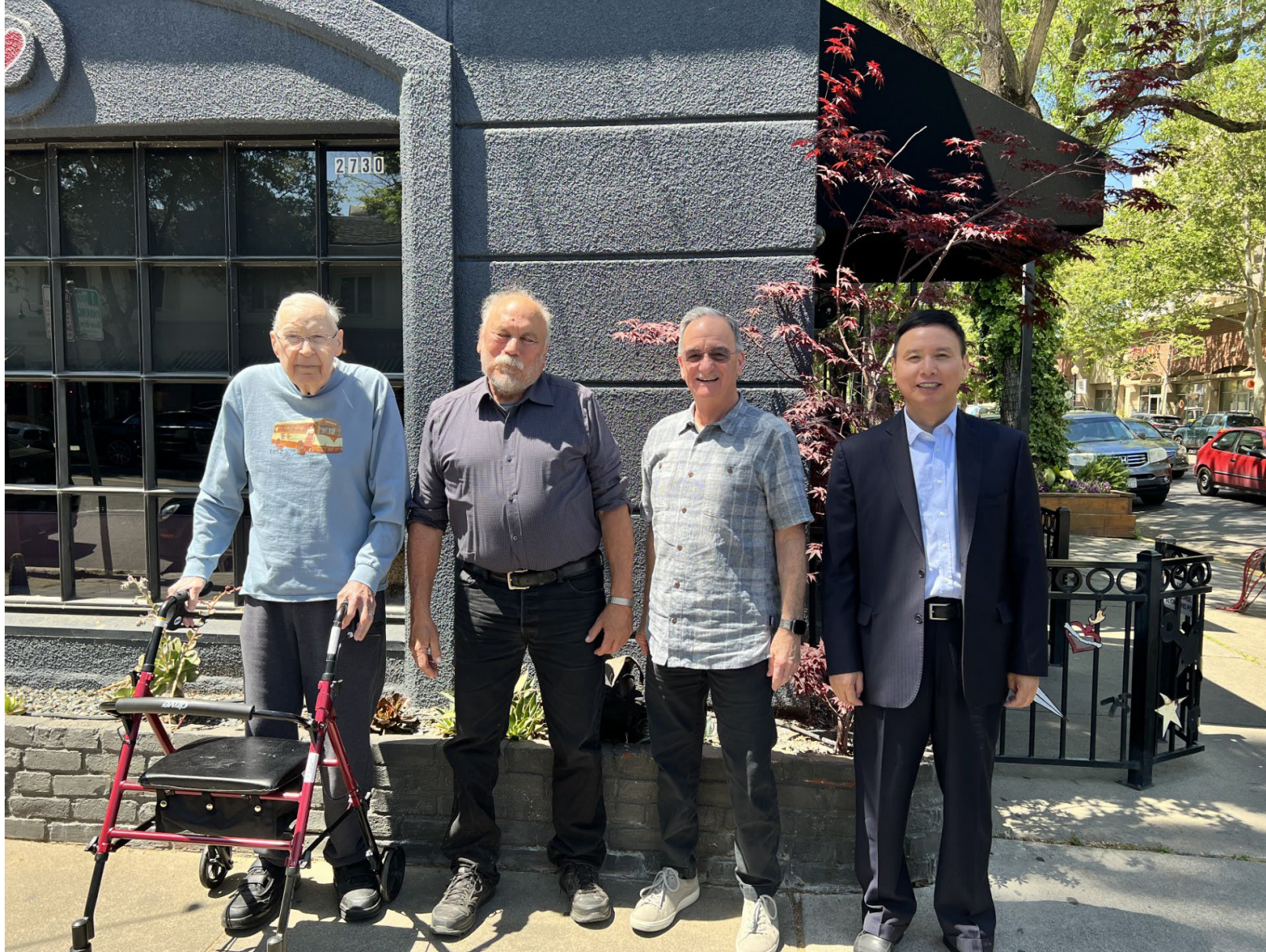


# California Transit Works



# MAC Executive Committee Meeting





# In Memoriam – William “Bill” Bourne