

CITY OF CITRUS HEIGHTS
CITY COUNCIL STAFF REPORT
MEMORANDUM

DATE: December 13, 2018

TO: Mayor and City Council Members
 Christopher W. Boyd, City Manager

FROM: Rhonda Sherman, Community Services Director
 Mary Poole, Operations Manager

SUBJECT: **Annexation Agreement with Sacramento Regional Transit District (SacRT)**

Summary and Recommendation

Since 2001, the city and Sacramento Regional Transit District (SacRT) have had an agreement in place for the provision of transit services in Citrus Heights. The most recent agreement was initiated in 2015, was amended in December 2017 and will terminate on December 31, 2019, unless sooner terminated or cancelled.

SacRT has approached the cities of Citrus Heights, Folsom and Elk Grove as part of an effort to unify the district throughout the Sacramento County region. SacRT has proposed the city annex into SacRT and has worked collaboratively with the city to develop a negotiated annexation agreement intended to provide for the same or better service levels to the city. In addition, the negotiated annexation agreement commits the city and SacRT to collaborate to achieve capital and programmatic transit related investments benefitting city transit customers and the city as a whole.

The attached resolution includes the proposed negotiated annexation agreement which memorializes service level commitments, transit infrastructure, operations and programmatic investments in the city as well as setting forth guidance for the collaborative relationship between the agencies. The agreement also includes provisions for bus stop and shelter maintenance services along with accountability measures. Annexing into SacRT will also increase the city's voting shares on the SacRT Board of Directors to between 9 and 11 shares depending on other jurisdictions' annexation status and financial contributions.

Staff recommends the City Council adopt Resolution No. 2018-_____, A Resolution of the City of Citrus Heights, California approving the negotiated annexation with Sacramento Regional Transit and authorizing the City Manager to execute the

Annexation Agreement and any related agreements referenced within the Annexation Agreement.

Fiscal Impact

There is no fiscal impact to the adopted FY 18-19 budget.

Background and Analysis

History

The city has a nearly twenty-year history of contracting with SacRT for public transit services. Over time, there have been numerous discussions relative to the pros and cons of annexation and until this most recent annexation proposal, the city has chosen to continue the contract model of a service relationship.

The Opportunity

The driving reason behind this proposal to annex to SacRT is to position SacRT to be as competitive as possible for limited fiscal resources. SacRT is competing with major metropolitan areas in the Bay Area and Southern California, as well as across the nation, to secure funding for critical transit infrastructure projects. These projects are needed in order to meet congestion reduction and clean air targets for the region as well as provide mobility alternatives for a growing population of transit dependent riders as well as the choice rider market.

Regional Competitiveness

The most significant advantage of annexation is the increased ability for the city to participate in, and benefit from, access to more regional, state, and federal transit investment opportunities. This is primarily in the form of SacRT becoming a unified district and having strong partnerships with its member jurisdictions. As the trend for funders is to demand collaborative planning and project delivery in order to successfully secure funding, it has become more and more important to formalize and strengthen existing partnerships.

Preservation and/or Improvement of Existing Service Levels

The intent of the negotiated Annexation Agreement is to maintain or improve existing service levels for Citrus Heights. In order to achieve this intent, the Agreement includes initial minimum performance standards as set forth in the city's comprehensive Transit Plan, adopted on October 11, 2018. The Agreement also directs the city and SacRT to jointly develop a methodology to assess and measure service levels and performance levels, which is intended to ensure the intention to preserve and/or improve existing service levels is realized. It should be noted that ultimately SacRT may make major service changes without city approval; however, the authority to do so is consistent with the current contract for services between the city and SacRT.

Preservation of Current Level of Access to Paratransit Service

The law requires this service to be provided to origins and destinations within $\frac{3}{4}$ mile radius of a fixed route bus line or light rail line during regular service hours. SacRT provides the required service through an agreement with Paratransit, Inc. In addition, Paratransit provides service beyond what is legally required as part of its designation as the Consolidated Transportation Service Agency (CTSA) in Sacramento County. Under this designation, Paratransit operates additional services benefitting Citrus Heights and essentially providing access to Paratransit service to all eligible residents in the city. Thus, the ADA required service within $\frac{3}{4}$ mile of fixed routes is provided by SacRT as part of its (and the city's) ADA service obligation and the rest of the city is afforded access to service by virtue of the CTSA arm of Paratransit. In addition, the current agreement between SacRT and Paratransit allows Citrus Heights residents only, the ability to have direct service to some medical facilities within Roseville, without having to transfer to Roseville transit lines at the Louis/Orlando Transit Center. It should be noted that this direct service is not required by ADA regulations, but is an enhanced service provided by Paratransit Inc. as part of their Board policy.

The proposed negotiated Annexation Agreement preserves the ADA required service levels and commits to maintaining access to Roseville destinations as long as allowed by the City of Roseville. In addition, while the determination of the CTSA designation is under Sacramento Area Council of Governments (SACOG) jurisdiction, SacRT will continue to support the expanded coverage model currently in effect with Paratransit, Inc. as long as the appropriate funding is available.

Improved Bus Stop Maintenance

Bus stop maintenance is a high priority for the city. As such, improved general cleaning and graffiti abatement are included in the Annexation Agreement. This service will be significantly improved as a result of the agreement with SacRT by dedicating a full time staff person to provide direct maintenance services and to ensure any contract services are meeting and/or exceeding performance standards. Should the city and SacRT determine the city is better able to provide for general cleaning and maintenance services, there is a process for the city to take over provision of service and for SacRT to reimburse the city for actual costs.

Increased Voting Shares / Local Control

The largest area of concern for the city in looking at the potential annexation is the loss of local control. The city currently participates in SacRT as a contract member and as such, is allocated 5 of 100 available voting shares based solely on the city's financial contribution to the district. City contributions to SacRT are derived from the Transportation Development Act (TDA) and are dedicated for transit-related purposes.

The proposed Annexation Agreement will increase the city's voting shares by 5 votes, which are automatically allocated to any annexed jurisdiction. The remaining shares are based on financial contributions. Depending on the status of Folsom and Elk Grove

annexations and the varying financial contributions, the projection for Citrus Heights voting shares varies between 9 and 11.

While the proposed agreement will essentially double the city's vote shares on the SacRT Board, the ability for the city to have a significant effect on SacRT Board decisions remains minimal. However, should the annexations of Folsom and Elk Grove be successful, there will be a more balanced SacRT Board Member representation between smaller cities and the city and county of Sacramento as well as more balance between urban and suburban interests.

The table below shows the estimated breakdown based on current fiscal projections and annexation status of Citrus Heights, Elk Grove, and Folsom.

Jurisdiction	Today	With Annexation – Citrus Heights Only	With Annexation of All (Folsom, CH, EG)¹
County of Sacramento	41	39	31
City of Sacramento	37	35	27
Rancho Cordova	10	9	8
Citrus Heights	5	10	11
Folsom	4	4	11
Elk Grove	3	3	12

¹Estimates based on 2018 revenue generation – vote shares may move up or down as tax revenues shift

Annexation Pros and Cons

The option to annex into the SacRT district was a distinct analysis effort as part of the city's recent comprehensive Citrus Heights Transit Plan (CHTP) project. Thus, specific consideration of this option was strategically included throughout the plan development process. In the Alternatives Analysis section of the Plan, the option to annex into the SacRT district is discussed at length, with specific recommendations based upon CHTP findings and recommendations throughout the plan development process.

A table of priority deal points was included in the CHTP to guide negotiations as annexation is considered by both agencies. These deal points were the basis for development of the negotiated annexation agreement, and are set forth in the table below along with the status of each item in the proposed Annexation Agreement. Items identified in the CHTP as a deal point are indicated with an asterisk.

The pros and cons are summarized in the table below.

Topic	PRO	CON
Transit Funding		Limited ability to directly ensure fair application of transit investments
Vote Shares	Increased voting power from current 5 shares of 100 to between 9-11	
Regional Competitiveness	Increased regional competitiveness for local, state and federal dollars	
*Capital and Program Improvements	Enables more focus on transit education and advocacy, grants, planning and project development	
Local Control	City Manager and RT Board must approve major services changes for services within Citrus Heights	Funding, project, grant applications and program priorities determined at SacRT Board level
*Incorporation of CHTP into SacRT Forward	Commitment to CHTP priorities and service standards	No guarantees
*Minimum Service Levels/Travel Time Guarantees	CHTP minimum levels included as starting point	May be determined at SacRT Board level in future years
*Bus Stop and Shelter Maintenance	Dedicated person for Citrus Heights; ability for city to take over if performance standards not met	
*Access to ADA Service	Will work to ensure current expanded level of service, accessible to all Citrus Heights residents is continued as funding available	
*Annexation	SacRT will work on legislation to lower threshold to 2/3 SacRT Board approval for detachment	Difficult to detach; unlikely to ever occur
*Administration	Funding for bike/ped and capital projects maintained in current contract format	
*Mobility of the Future	Commitment for city to have equitable access to new mobility options and technologies as well as any new applicable funding	

**These topics are identified in the 2018 Citrus Heights Transit Plan for inclusion in the negotiated annexation agreement*

Alternatives Considered

The recommendation as to which direction to pursue in terms of transit system management has been in development for several years. The proposal to annex into the SacRT district was first brought to the city in 2013 and was evaluated as part of the 2014 Transit Management Study. Key outcomes of that study included the following: 1) continue with a contract for services model; and 2) conduct a comprehensive transit planning process from which more informed recommendations could be developed.

Continuing with a contract for services model was evaluated through the lens of long term practicality and benefit for the city. The contract model allows the city flexibility to pursue other transit service delivery models, such as provision of local circulator service (e.g. City Ride, SmaRT Ride, the current Route 95, or service provided by Transportation Network Companies (TNCs), Mobility Service Providers (MSPs) or ride hailing services). However, the proposed negotiated Annexation Agreement does not preclude such services and SacRT currently has a microtransit pilot operating in the Citrus Heights area. The contract for services model with SacRT has the key benefits of maintaining local control and allowing the city to look at other contract options with other providers. The significant disadvantage to this model is the ongoing challenge of equitably allocating cost for services, which includes transit serving Citrus Heights as well as access to regional transit service. SacRT's position relative to Citrus Heights' current contribution to the cost for service is that the city contributes less than the actual cost for service.

Another model examined through the 2014 Transit Management Study and revisited as part of the comprehensive 2018 Citrus Heights Transit Plan was the option of the city taking over provision of transit service itself by contracting with another service provider similar to the cities of Elk Grove and Roseville. After careful review, it was determined this option would be cost prohibitive to administer and would also have negative regional impacts by decreasing local and regional competitiveness for discretionary federal, state and local transit funding.

The city's comprehensive Transit Management Plan was adopted by the City Council on October 11, 2018. This potential negotiated annexation into SacRT was considered a possible preferred alternative for transit service management. Therefore, the potential of a negotiated annexation was included in the analysis. Findings and recommendations were incorporated into the final plan, including deal points for a negotiated annexation agreement with SacRT. The table above includes the pros and cons of the current proposed annexation agreement and also identifies whether each topic was included in the Transit Plan as a deal point.

In addition to the specific deal points, the recitals in the Annexation Agreement include commitments to city priorities and overall goals. These recitals are specifically included as part of the Annexation Agreement. The discussion below summarizes city priorities, included in the CHTP, which will serve as guidance for city staff to work with SacRT in near and long term planning and implementation efforts.

Priority 1: Local Access to Transit

Local stakeholders identified greater transit access for trips within Citrus Heights as a top priority. Local transit trips can be served through an expansion of fixed route bus routes, an expansion in the availability of SmaRT Ride service, or a mixture of the two approaches. The preferred plan would invest in new fixed route services such as the new Route 81 and restructured Route 103 while maintaining the current level of SmaRT Ride investment.

Priority 2: Access to Regional Services

The next priority is to retain access to regional services. Access to the Blue Line and Gold Line stations must be retained in terms of frequency of service and travel time. The travel time performance standards to reach the regional system should continue to be not more than 1.1 times auto travel time. Additionally, the frequency of service, weekdays from 6 a.m. until 7 p.m., at minimum, must be every 15 minutes to the station with the shortest overall travel time to reach downtown Sacramento.

Priority 3: Access to Employment

Finally, access to employment is one of the top three priority areas. Access to the major employers in Citrus Heights must be retained, particularly for employers in the vicinity of Sunrise Mall. This is crucial to these employers ability to recruit and retain employees. Equally important is employment access for those living in Citrus Heights, but working outside of the city. Travel to these destinations must be established with reasonable frequencies and travel times. The most important destinations include Roseville and Rancho Cordova. To the extent feasible, these services should be provided on a limited stop, or express mode with transit to auto travel times of not more than 1.1.

Next steps include incorporation of the CHTP into the SacRT Forward process, inclusion of deal points in annexation negotiations and pursuit of planning, operating, maintenance, and construction resources to achieve goals and objectives outlined in the Plan.

Attachments:

- (1) Resolution ____; A Resolution of the City Council of the City of Citrus Heights, California, Approving the Negotiated Annexation Agreement with SacRT and authorizing the City Manager to execute the Agreement and any agreements related to the Annexation Agreement
- (2) Negotiated Annexation Agreement

RESOLUTION NO. 2018- ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS,
CALIFORNIA, APPROVING THE NEGOTIATED ANNEXATION AGREEMENT
WITH SACRAMENTO REGIONAL TRANSIT**

WHEREAS, pursuant to California Public Utilities Code (PUC) Section 102100, SacRT was established to operate a single unified public transportation system in the Sacramento region in order to meet the present and future public transportation, and mass and rapid transit, needs of that region;

WHEREAS, pursuant to that authority, SacRT operates public transit services (including but not limited to bus and light rail) in the Sacramento region;

WHEREAS, the City of Citrus Heights (“City”) was incorporated as a general law city on January 1, 1997;

WHEREAS, since incorporation, City has contracted with SacRT for bus service to City;

WHEREAS, pursuant to PUC Section 102055, City may annex to SacRT based on an agreement entered into between the legislative body of City and the SacRT Board of Directors setting forth the terms and conditions of the annexation;

WHEREAS, City has considered a request from SacRT to annex to SacRT;

WHEREAS, City is willing to annex to SacRT with the condition that the annexation agreement is negotiated between the two agencies in good faith;

WHEREAS, the negotiated annexation agreement results in a service and transit investment package that is as good or better than the current transit services agreement between the City and SacRT;

WHEREAS, the negotiated annexation agreement includes SacRT commitments to include service standards and community priorities identified within the 2018 Citrus Heights Transit Plan;

WHEREAS, SacRT’s system network redesign process will include recommendations from the 2018 Citrus Heights Transit Plan;

WHEREAS, Citrus Heights intended to develop a transit plan that would inform and complement the SacRT system redesign project (SacRT Forward); and

WHEREAS, the Citrus Heights Transit Plan and any related city planning updates will continue to be referenced for guidance in SacRT transit planning for the future.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, the Negotiated Annexation Agreement with Sacramento Regional Transit is hereby approved and the city manager is authorized to execute the annexation agreement and any related agreements referenced within the Annexation Agreement.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 13th day of December, 2018 by the following vote, to wit:

AYES: **Council Members:**
NOES: **Council Members:**
ABSTAIN: **Council Members:**
ABSENT: **Council Members:**

Steve Miller, Mayor

ATTEST:

Amy Van, City Clerk

**ANNEXATION AGREEMENT
CITY OF CITRUS HEIGHTS**

THIS ANNEXATION AGREEMENT (“ANNEXATION AGREEMENT”) between the **SACRAMENTO REGIONAL TRANSIT DISTRICT**, a public corporation, herein referred to as "SacRT," and **CITY OF CITRUS HEIGHTS**, a municipal corporation, herein referred to as "CITY," and collectively referred to as "Parties," is made and entered into on _____, 20____ (“Execution Date”).

RECITALS

WHEREAS, pursuant to California Public Utilities Code (PUC) Section 102100, SacRT was established to operate a single unified public transportation system in the Sacramento region in order to meet the present and future public transportation, and mass and rapid transit, needs of the region; and

WHEREAS, pursuant to that authority, SacRT operates public transit services (including but not limited to bus and light rail) in the Sacramento region; and

WHEREAS, public transit service provides vital mobility options for low income, seniors, students and disabled residents; and

WHEREAS, public transit service provides essential economic and environmental benefits through employment access, reduced congestion and greenhouse gas reductions; and

WHEREAS, CITY was incorporated as a general law city effective January 1, 1997; and

WHEREAS, since incorporation, CITY has contracted with SacRT for public transit service for CITY; and

WHEREAS, pursuant to PUC Section 102055, CITY may annex to SacRT based on an agreement entered into between the legislative body of CITY and the SacRT Board of Directors setting forth the terms and conditions of the annexation; and

WHEREAS, CITY has considered a request from SacRT to annex to SacRT; and

WHEREAS, the intent of the Annexation Agreement is to result in terms and conditions that are equivalent to or better than the existing AGREEMENT WITH CITY OF CITRUS HEIGHTS FOR BUS SERVICE, as amended in 2017 (“2015 AGREEMENT”) relating to public transit service; and

WHEREAS, the 2015 AGREEMENT provides for active collaboration in seeking grant funds and/or allocating formula funding for capital projects within the CITY; and

WHEREAS, the intent of the ANNEXATION AGREEMENT is to ensure flexibility in provision of local access transit service, including new or developing next generation transit technologies; and

WHEREAS, CITY annexation into SacRT will provide the mutual benefit of allowing SacRT and the CITY to compete more effectively for regional, state and federal funding; and

WHEREAS, SacRT’s ability to compete more successfully for regional, state and federal funding benefits the region as a whole; and

WHEREAS, annexation into SacRT increases CITY’s voting shares on SacRT’s Board of Directors; and

WHEREAS, annexation into SacRT allows CITY to focus on public transit service and infrastructure planning, implementation and advocacy for CITY residents, businesses and employees; and

WHEREAS, the parties desire to enter into this ANNEXATION AGREEMENT setting out the terms and conditions for CITY's annexation to SacRT.

WITNESS

NOW, THEREFORE, SACRT AND CITY DO AGREE AS FOLLOWS:

1. EFFECTIVE DATE OF ANNEXATION AND TERMINATION OF 2015 AGREEMENT.

CITY's annexation to SacRT will be effective as of January 1, 2019 ("Effective Date"). As of January 1, 2019, the 2015 AGREEMENT will terminate, without further action by the parties as long as, after the Execution Date of this Annexation Agreement and prior to January 2019, the Board of Directors adopts a new voting allocation, effective January 1, 2019, in accordance with the procedure specified in PUC section 102105.1(d)(8) to reflect the CITY's membership incentive votes.

As of the Effective Date, because CITY will be within the activated boundaries of SacRT, CITY will no longer be an eligible "included municipal operator" under Section 99207(c) of the Transportation Development Act ("TDA") and will be limited to claiming TDA funds for bicycle and pedestrian improvements in accordance with the TDA statute and Sacramento Area Council of Governments ("SACOG") TDA Guidelines (currently 2% of the overall allocation). CITY will work with SacRT and SACOG to revise the Fiscal Year 2018-19 Findings of Apportionment to reflect that the remaining Fiscal Year 2018-19 funds will be directly claimed by SacRT under Article 4 of the TDA. In future years, the apportionment will be directly to SacRT.

Upon the Effective Date of this Annexation Agreement, CITY will become a member entity of SacRT, to be detached only following the procedures specified in PUC Section 102056.

Upon any detachment from SacRT, CITY will allow SacRT to continue operating transit service within the CITY until such time as SacRT is able to re-route or discontinue its service in accordance with its service change procedures.

Each party may seek declaratory or injunctive relief to enforce any breach of this ANNEXATION AGREEMENT, but in no event will a breach of this Annexation Agreement be grounds for its termination or a basis for unilateral detachment from SacRT.

2. OPERATION OF PUBLIC TRANSIT SERVICE

A. Public transit service includes maintenance and operation of vehicles and equipment, as well as related support services including procurement, marketing, security, customer service, planning and accounting.

B. SacRT will provide public transit service along transportation corridors within the jurisdictional limits of the CITY ("CITY Transit Service"). The description of the existing public transit service is attached as Exhibit A.

C. SacRT is entitled to temporarily change the CITY Transit Service, as set forth in Exhibit A or as subsequently modified, without providing prior notice to CITY if the reason for the temporary change is any of the following:

- i. Service is reduced, delayed, or prevented by forces outside of SacRT's reasonable control and which SacRT could not have reasonably anticipated, including but not limited to: an act of God or of the public enemy; acts of the government in its sovereign or contractual capacity; fires; floods; epidemics or quarantine restrictions; strikes, work stoppages, or similar labor disputes; or
- ii. Notwithstanding SacRT's adherence to the bus manufacturer's preventive maintenance schedule, service is reduced, delayed, or prevented due to equipment failure or for public safety reasons; or
- iii. Due to construction work or other events, all or part of a street is inaccessible or some of the bus stops on a street are inaccessible. A street or a part of a street is inaccessible if: (a) it is closed, blocked, or contains some obstacle large enough to prevent a SacRT bus from using the street or bus stop or part of a street, or (b) in the opinion of SacRT management or the bus operator, a bus being operated in an otherwise reasonable manner through the inaccessible part of the street would: (i) violate the Vehicle Code, any other applicable law, or any directive of a law enforcement officer, or (ii) create an unacceptable level of risk related to bodily injury or death of the bus occupants or any other person, or damage to the bus or any other property.
- iv. If the change includes the cancellation or rerouting of service, SacRT will inform CITY of such temporary service change due to any of the foregoing reasons by calling and emailing CITY's Community Services Director, or his or her designee assigned to administer the Transit Program, and by posting a message on SacRT's web-site as soon as reasonably possible but no later than 1 hour after the temporary change.

Notwithstanding the foregoing, any temporary service change lasting longer than 36 hours that would constitute a "major service change" as defined by SacRT's Service and Fare Change Policies (Exhibit B) requires prior written approval by the CITY Manager.

D. As long as the City is a member of SacRT pursuant to this Annexation Agreement, SacRT may recommend or implement major service changes that affect CITY Transit Service. However, notwithstanding any other provision of this Annexation Agreement, any major service changes to routes that operate primarily within the jurisdictional boundaries of CITY must be approved in writing by both the SacRT Board of Directors and the CITY Manager, except in the event of a systemwide service reduction due to a reduction in revenues, in which case reductions to primarily intracity CITY Transit Service may be evaluated and implemented unilaterally by SacRT applying the same standards applied to SacRT's other services with the same characteristics (e.g. community bus route). SacRT must provide transit service at levels that meet or exceed transit operating revenues apportioned to Citrus Heights. SacRT may make all other major service changes to CITY Transit Service, including routes that travel through the jurisdictional boundaries and provide connections to regional service without CITY approval; however, SacRT must provide 60 days' prior written notification to CITY, and allow CITY to comment verbally or in writing on the impacts of permanent "major service changes." A major service change is defined by SacRT's Service and Fare Change Policies, Exhibit B.

- E. SacRT shall include the 2018 Citrus Heights Transit Plan recommendations as part of SacRT Forward effort and incorporate Citrus Heights community priorities and service level standards for the Citrus Heights service area. City and SacRT will further collaborate on SacRT Forward recommendations to ensure transit investment in CITY is maintained at not less than 2017 levels. In 2018, SacRT implemented expanded SmaRT Ride microtransit service; if future funding becomes available for microtransit or similar services, including next generation transit service, SacRT will collaborate with CITY to ensure an equitable investment in microtransit or similar services, including next generation transit service, in CITY.
- F. SacRT and CITY mutually acknowledge the need for connections to Roseville and other major activity centers in the SacRT service area; however, there are funding and jurisdictional challenges to immediately addressing this issue. SacRT is committed to exploring high capacity bus corridors within CITY in its upcoming High Capacity Bus Corridor study, tentatively scheduled to commence in early 2019. As it relates to the methodology for measuring and tracking service, SacRT and CITY will review current travel times and monitor increases in travel times between major activity centers, such as the Sunrise Mall Transit Center and light rail connections at Watt/I-80 and Rancho Cordova. SacRT will not implement major service changes that result in additional travel time between major activity centers unless approved by SacRT Board. SacRT will notify CITY of major service changes to regional routes and provide CITY an opportunity to comment as described in 2.C.4. City and SacRT will review the travel time data on at least an annual basis. The Parties agree to collaborate on strategies to reduce travel times, such as route design, stop spacing, and transit-supportive infrastructure improvements, such as signal priorities and exclusive bus lanes.
- G. SacRT may make minor changes to the CITY transit service without CITY approval, but must provide 60 days prior written notification to CITY unless the change is temporary as defined in paragraph C. above. Minor changes are defined in SacRT's Service and Fare Change Policies (Exhibit B).
- H. While SacRT reserves the right to make service changes to intercity routes that operate both within and outside CITY's jurisdiction without CITY approval, SacRT and CITY will jointly determine on an annual basis the methodology for measuring and tracking CITY Transit Service and SacRT will utilize the agreed-upon methodology in making major service changes in order to preserve the same level of fixed-route transit access for CITY residents. The initial service standards shall be those adopted in the 2018 Citrus Heights Transit Plan.
- I. CITY may submit written requests for changes to the location of bus routes, bus stops, frequency of service, or service enhancements. SacRT will respond to CITY's written request within 30 days. SacRT may deny such requests in its sole and absolute discretion. Nothing in this section precludes CITY from exercising its sole authority to approve, deny or modify proposed locations of new transit facilities, including amenities, and/or modifications or relocations of existing transit facilities.
- J. Modification or installation of traffic control devices by CITY may necessitate a change in transit service. Traffic control devices are defined as all permanent signs, signals, markings, and other devices used to regulate, or guide traffic, placed on, over, or adjacent to street, highway, pedestrian facility, bikeway or provide road open to public travel. CITY must provide SacRT with 90 days advance notice of its intent to install traffic control devices on a street or portion of a street traversed by CITY Transit Service. SacRT shall be presumed to have no objection to the proposed

traffic control device if it does not provide written notice to the City of its objections within this ninety day period. After receipt by SacRT of such notice, SacRT and CITY may meet and confer regarding the proposed traffic control device. If CITY decides to proceed with installation of the proposed traffic control device and SacRT reasonably concludes that installation of the proposed traffic control device will have a significant detrimental effect on safety or buses traveling over the segment of the roadway containing the proposed traffic control device, then SacRT may modify CITY Transit Service to avoid such effects and promptly provide notice to CITY of its decision. If CITY proceeds with installation of traffic control device, then SacRT will be entitled to make the service change. If CITY fails to notify or consult with SacRT regarding the proposed traffic control device, then SacRT may, without prior notice to or approval of CITY, modify CITY Transit Service as necessary.

- K. CITY may choose to conduct maintenance or improvements on streets used as transit routes. CITY must provide at least 60 days' prior written notice to SacRT prior to project implementation of any projects that impede the operation of buses and work with SacRT to determine a re-routing plan a minimum of 30 days prior to project implementation.

3. RESPONSIBILITY FOR SERVICE

SacRT will select, furnish, maintain and have responsibility for deploying all equipment and labor necessary to provide CITY transit service and complementary paratransit service. The planning, adjustment, operation of service, service standards, type of service, level of performance, and control thereof shall rest solely with SacRT, subject only to those local, federal and state laws and regulations, and this ANNEXATION AGREEMENT.

4. RESPONSIBILITY FOR COMPLIANCE WITH ADA

SacRT will continue to provide ADA required complementary paratransit service within CITY as specified under the federal regulations. SacRT is currently able to provide direct paratransit service to specific City of Roseville medical facilities (Kaiser and Sutter at Sunrise/Douglas) for CITY residents and agrees to maintain this service as long as it is allowed by the City of Roseville. If in the future, funding or service changes are implemented that impact expanded demand-response services, then SacRT will work with the participating funding entities to equitably invest the available funding for demand-response services in CITY. CITY is responsible for compliance with ADA requirements for CITY's facilities. SacRT is responsible for compliance with ADA requirements for SacRT facilities and infrastructure within CITY.

5. ADHERENCE TO TITLE VI

SacRT is responsible for complying with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d. SacRT policy regarding Title VI as it relates to service changes is provided for in SacRT's Service and Fare Change Policies (Exhibit B).

6. FARE STRUCTURE AND FARE MEDIA

- A. SacRT fares and accepted fare media in effect on the Effective Date of this Annexation Agreement are detailed on Exhibit C.
- B. SacRT is entitled to collect and retain the fares for any transit service operated within CITY limits.

C. SacRT may choose to modify its fares to address customer convenience or budgetary needs. SacRT will notify the CITY in writing of any plans to permanently modify its fares at least 30 days prior to the public input process.

D. All fare changes are subject to the processes detailed in SacRT's Title VI plan.

7. TRANSIT SUPPORT FUND

Under the 2015 Agreement, CITY is entitled to retain a portion of the Transportation Development Act ("TDA") apportionment as an Administrative Fee. For Fiscal Year 2018/19, SacRT must pay CITY an amount approximately one-half of the TDA Administrative Fee CITY would have been entitled to claim for Fiscal Year 2018/2019 based on the 2015 Agreement (\$275,000). For each future fiscal year, SacRT will pay \$275,000 as the base payment, adjusted to match the percent increase or decrease of the budgeted TDA apportionment to CITY for that Fiscal Year as compared to the previous fiscal year. The base amount for the adjustment going forward will be the prior fiscal year. Thus, in Fiscal Year 2019/2020, the base amount will be the \$275,000 adjusted up or down based on the TDA apportionment percentage for Citrus Heights for the 2019/2020 fiscal year and revised in accordance with any revised apportionments. The funds paid by SacRT to CITY must be used by CITY annually for transit improvement planning, development, service, amenities, implementation and other transit related activities, including capital improvements. Upon written request by SacRT or its auditors, CITY may be required to provide documentation that the funds were expended on eligible transit-related costs. CITY will invoice SacRT for the Transit Fund payment at the beginning of the fiscal year or upon notice of revised TDA apportionments and SacRT will pay within 30 days of receipt of invoice.

8. FUTURE FUNDING OPPORTUNITIES

SacRT and CITY will aggressively seek funding opportunities and apply for funding to provide ongoing investments in transit infrastructure, marketing and education, new mobility options and service enhancements consistent with such investments in throughout SacRT. To the extent SacRT is applying for discretionary grants for new mobility programs or projects, SacRT will include areas and services within CITY in the application, if the service or transit facilities in CITY meet the criteria established for such programs or projects. If additional Capital or Operating Revenues become available that were not anticipated in SacRT's adopted annual budget, SacRT will confer with Citrus Heights in determining an equitable investment of the new revenues in CITY.

Definition of Additional Capital or Operating Revenues: These are State, local, federal funds for which a project, program or service within or benefitting the CITY would be eligible and that are above the SacRT Board approved annual budget. Where funds do not cover full project costs, cost sharing between SacRT and CITY will be mutually determined for the amounts over and above secured funding. For capital projects and improvements, SacRT and CITY will follow process as set forth in this Annexation Agreement.

CITY and SacRT recognize the importance of marketing, travel training and community education in advancing public transit confidence and skill levels in the community. CITY and SacRT will aggressively seek funding to invest in public transit training, marketing and education and program public outreach and education as part of the annual budget process each year.

9. RECORDS, REPORTS AND MEETINGS

A. SacRT will establish and maintain accounting and reporting procedures that conform to the uniform system of accounts and records for transit operators, as adopted by the State Controller pursuant to Public Utilities Code Section 99243. SacRT will

permit CITY, or its duly-authorized representative, to inspect and audit all data and records maintained by SacRT pertaining to the services provided under this Annexation Agreement.

- B. SacRT staff will meet with CITY staff to review all transit services within CITY on a quarterly basis. This quarterly performance monitoring meeting will include, but is not limited to, a review of system performance, upcoming changes or revisions to SacRT service, passenger complaints, and any other issues wishing to be addressed by SacRT and CITY staff.
- C. During the term of this Annexation Agreement, SacRT will send CITY the following reports:
 - i. On a quarterly basis, SacRT will provide a copy of SacRT's Monthly Ridership Reports to CITY. SacRT reserves the right to change the contents and format of this report; however, at a minimum, this report will include average daily ridership broken down by route, plus historical trends. SacRT will supplement this report with additional performance statistics on demand-response service operated in CITY.
 - ii. On a quarterly basis, SacRT will provide a more detailed ridership report. SacRT reserves the right to change the contents and format of this report; however, at a minimum, this report will include route-specific statistics on average daily ridership, revenue hours, productivity, and on-time performance and will include year-over-year comparisons.
 - iii. On a quarterly basis, SacRT will provide a report summarizing the number of passenger complaints and compliments received by route within CITY. Reports will provide a rolling month-to-month comparison for the previous year to enable tracking of system performance on an ongoing basis.
 - iv. On a quarterly basis, SacRT will submit financial statements detailing the financial health of SacRT.
 - v. On an annual basis, SacRT will provide a report indicating ridership levels broken down by specific vehicle trips or time of day.
 - vi. On an annual basis, SacRT will provide, at the request of CITY, detailed ridership reports for individual routes indicating ridership at individual stops at specific times or on specific trips.
 - vii. SacRT's Adopted Budget, and Comprehensive Annual Financial Report will be made available on SacRT's web site.

10. PLACEMENT AND MAINTENANCE OF TRANSIT FACILITIES

- A. CITY hereby grants an encroachment permit for all existing bus stops, bus stop poles, shelters and benches located within CITY right-of-way. SacRT will obtain an encroachment permit for any new bus stops, stop poles, shelters, or benches or modifications to existing facilities. Any advertising on shelters and benches will conform to the SacRT Shelter and Bench Placement contract. Any advertising on shelters and benches will conform to the SacRT Shelter and Bench Placement contract, including, but not limited to, prohibitions on advertising the sale or use of alcohol, tobacco, marijuana or firearms. CITY hereby finds that SacRT's placement of bus shelters and benches that contain commercial advertisements are in conformity with CITY's General Plan.

- B. CITY and SacRT will enter into a separate Agreement for Capital Projects, Improvements and Bus Stop Installation that will include, unless otherwise agreed to by the parties as part of the separate agreement, at least the following:

i. Placement of Bus Stops, Waiting Areas, Signage and Poles

- a. On a semi-annual basis at the beginning of a calendar year and the beginning of July, SacRT will provide CITY with a list of desired new bus stop locations. CITY must provide SacRT with any comments or modifications to the list, in written form, within 30 days of receipt. If a response is not received during the designated period, the request for a new stop will be deemed approved and CITY must grant an encroachment permit for that location unless otherwise prohibited by law.
- b. SacRT will provide CITY with 45-days' written notice prior to installation of a new bus stop and CITY must install a new sign pole for the stop and designate the area as a "No Parking" prior to SacRT's planned installation date unless there is an existing CITY sign pole or light standard that is useable. A CITY sign pole or light standard is unusable if it contains CITY signage other than a "No Parking" sign.
- c. SacRT will install bus stop signs at the designated bus stop locations. SacRT or its contractor will apply to CITY for permits prior to construction. CITY will not charge SacRT or its contractor for such permits.
- d. SacRT will be solely responsible for the placement of bus stop signs. These signs will conform to a size and design approved by both parties. SacRT may choose to add signs which can be read in Braille.
- e. CITY is responsible for designating no parking zones with red painted curbs and "No Parking signs" at all bus stops.
- f. SacRT may request that CITY install concrete pads within CITY right of way at SacRT bus stops for use as passenger waiting areas. CITY will install a concrete pad in conjunction with a CITY project if there is sufficient right of way and that pad can be installed in compliance with CITY's existing specifications for construction. Concrete Pads will be programmed and their costs will be shared as set forth herein.
- g. At locations requested by SacRT, and subject to CITY approval, CITY will require the owner of a new development project, as a condition of approval of the project or issuance of a building permit, to install a concrete pad within CITY right of way at locations that are existing bus stops or designated as future bus stops where there is currently no passenger waiting area. CITY's imposition of this condition is contingent upon the existence of a sufficient nexus to require the developer of a given project to construct and/or to dedicate right of way for such a facility. CITY's imposition of this condition may be limited by pre-existing developer agreements for some projects. CITY's imposition of this condition is also contingent on the availability of sufficient right of way, including whether CITY may require the developer to dedicate additional right of way to CITY to construct this concrete pad and whether the pad can be installed in compliance with CITY's then-existing specifications or requirements.

ii. Bus Pads and Curbs

- a. At agreed upon bus stop locations, SacRT may request that the CITY install concrete pads of sufficient size to accommodate the number of buses expected to load at the same time within CITY street right-of way. The pads

will be constructed of materials agreed upon by both parties. Bus stop pad requests will be included in the annual CIP planning process as set forth herein.

- b. SacRT may request that CITY modify curbs at intersections adjacent to bus stops to facilitate access to service by people with disabilities. CITY will place such qualifying locations on CITY's priority list of intersections scheduled for curb cut modifications. The curbs must be consistent with design guidelines mandated by the ADA.

iii. Shelters and Benches

- a. On an annual basis at the beginning of the calendar year, CITY and SacRT will agree upon the placement of new and/or replacement benches and shelters within the CITY limits, in accordance with SacRT's Shelter Advertising Contract.

iv. Bus Stops, Bus Pads, Signage and Poles

- a. In the normal course of business, the CITY may request removal or relocation of a bus stop. CITY and SacRT will confer and make a decision on the removal within 15 days after receipt of a written request.
- b. In the normal course of business, SacRT may decide to remove a bus stop. SacRT will provide CITY with at least 15 days' advance written notice of its intent to remove a bus stop and the parties will meet and confer prior to the removal.
- c. The City will establish a No Parking Zone at SacRT bus stops. The No Parking Zone must include No Parking signs and red painted curb and bus stop poles.
- d. SacRT will provide written notification to the CITY of any damaged No Parking signs or poles.
- e. SacRT is responsible for reporting to CITY any known damage to CITY's curbs, gutters, and sidewalks located immediately adjacent to a SacRT bus stop. Upon the receipt by CITY of such notice, CITY must temporarily repair, within 48 hours, all damage to CITY's curbs, gutters, and sidewalks that creates a risk of injury to pedestrians using the bus stop or immediately adjacent sidewalk with due care. CITY must make permanent repairs to CITY's curb, gutters, and sidewalks, and the repairs will be scheduled based on the severity of the damage and available funding. SacRT and CITY may share in the cost of the permanent repair if damage is determined to be caused as a result of usage/activity at the bus stop. Any cost sharing arrangement for the repairs will be determined as specified herein.
- f. To the extent known to CITY, CITY must notify SacRT in writing to discontinue the use of an SacRT bus stop if the curb, gutter, or sidewalk immediately adjacent to the bus stop is damaged or deteriorated to the extent that it creates a risk of injury to pedestrians using the bus stop or immediately adjacent sidewalk with due care, until such time as CITY makes repairs thereto.
- g. If an emergency occurs which makes a bus facility hazardous, either party may take immediate action to remedy the hazard with a phone call notification to the designated party within each jurisdiction.
- h. Notwithstanding anything to the contrary set out in this Agreement: (a) SacRT has no duty to act as an inspector for CITY, nor is SacRT obligated to

indemnify CITY for claims arising out of or resulting from the condition of CITY-owned facilities, except to the extent such condition is caused by a negligent or wrongful act of SacRT; and (b) CITY has no duty to act as an inspector for SacRT, nor is CITY obligated to indemnify SacRT for Claims arising out of or resulting from the condition of SacRT-owned facilities, except to the extent such condition is caused by a negligent or a wrongful act of CITY.

- i. CITY may choose to conduct maintenance or improvements on streets used as bus routes. CITY must provide at least 60 days' prior written notice to SacRT prior to project implementation of any projects that impede the operation of buses and work with SacRT to determine a re-routing plan a minimum of 30 days prior to project implementation.
- v. Bus Stop Maintenance will include, at minimum, the following provisions:
 - a. SacRT will temporarily repair any broken or damaged bus stop amenities (including signage, sign poles, seating, passenger information, lighting, trash receptacles or any other transit related amenities) within 48 hours of notification by the CITY. SacRT must make permanent repairs to SacRT's bus stop amenities, and the repairs will be scheduled based on the severity of the damage and available funding.
 - b. SacRT will remove gang or offensive graffiti within 24 hours of notification by the CITY and all other graffiti within 48 hours of notification by the CITY.
 - c. All graffiti removal, maintenance, clean-up, repair and/or replacement shall be at SacRT's sole cost and expense.
 - d. SacRT will cover the complete cost for all other bus stop and shelter maintenance, including repair and replacement of broken, vandalized (e.g. etched) and/or worn out components of shelter and bench amenities
 - e. SacRT will clean each bus stop at reasonable intervals and on days agreeable to the CITY. Such routine cleaning must include but not be limited to, trash and/or debris removal in the immediate area surrounding the bus stop and at a minimum will be performed at the 2018 service levels as set forth in SacRT's vendor contract for shelter cleaning services and the cleaning schedule in place for SacRT staff, attached hereto and incorporated for reference in Exhibit D.
 - f. At a minimum, SacRT will agree to designate one full time employee, who shall be dedicated to the CITY for this purpose, to be backfilled by SacRT or contract staff provided by SacRT when the dedicated employee is unavailable.
 - g. CITY is responsible for maintaining all aspects of the public right of way that were not installed specifically for transit service.
 - h. SacRT will report in writing to CITY known damage to CITY's curbs, gutters and sidewalks located immediately adjacent to a SacRT bus stop. Upon the receipt by CITY of such notice, CITY will temporarily repair damage to CITY's curbs, gutters and sidewalks in compliance with the CITY's most current curb, gutter and sidewalk repair and replacement policy. CITY will schedule permanent repairs to CITY's curb, gutters, and sidewalks in compliance with the CITY's most current curb, gutter and sidewalk repair and replacement policy. To the extent known to CITY, CITY will notify SacRT in writing to discontinue use of a SacRT bus stop if the curb, gutter or sidewalk immediately adjacent to the bus stop is damaged or deteriorated to the

extent that it creates a risk of injury to pedestrians using the bus stop or immediately adjacent sidewalk with due care, until such time as the CITY makes repairs thereto.

- i. Notwithstanding anything to the contrary set out herein, SacRT has no duty to act as an inspector for CITY nor is SacRT obligated to indemnify COUNTY for claims arising out of or resulting from the condition of CITY's Facilities; and CITY likewise has no duty to act as an inspector for SacRT nor is CITY obligated to indemnify SacRT for claims arising out of or resulting from the condition of bus stop amenities.
- j. SacRT reserves the right to contract out some or all of these services. In addition, CITY will report all stop and shelter maintenance issues directly to SacRT.
- k. If, during the term of the maintenance agreement, the parties determine that CITY is better positioned to maintain the stops and shelters or SacRT fails to meet minimum performance standards, the parties will agree, in a writing signed by the SacRT General Manager/CEO and CITY Manager, for CITY to assume maintenance of the stops and shelters.
- l. If, during the period after the parties have agreed (see k., above) that CITY will assume maintenance responsibilities and before the CITY has fully assumed maintenance responsibilities as set out in xiii., below, CITY determines that SacRT has failed to meet minimum performance standards for the stops and shelter cleaning and maintenance, with at least 48 hours notification, CITY will perform the work with city or contract forces and invoice SacRT for actual costs. SacRT shall pay such invoices within 30 days of receipt. This process will be in effect until CITY and SacRT execute an agreement in writing for CITY to assume cleaning and general maintenance services, which will be at a minimum, those set forth in paragraph m, below.
- m. If CITY assumes the maintenance obligation for the stops and shelters as set out in paragraph k. above, SacRT will provide funding to CITY to hire a 3rd party to perform cleaning and general maintenance services, including regular power-washing of shelter and immediate area within and around transit stop, graffiti and substance removal and garbage service as needed at bus stops located within CITY. For the first fiscal year after CITY assumes stop and shelter maintenance, SacRT shall pay the CITY up to \$100,000 with back up cost documentation, and prorated as of date CITY assumes general maintenance responsibilities, and also increased annually by the All Urban Consumers Price Index, West Region, for each year after the 2018-2019 fiscal year. By way of example, if City assumes general maintenance responsibilities as of July 2020, the amount paid by SacRT to City shall be \$100,000, increased or decreased by the specified CPI for fiscal year 2019-2020, and updated annually thereafter during each subsequent year that CITY provides stop and shelter maintenance. Any maintenance costs in excess of the annual limit will require documentation of costs and pre-approval by SacRT to qualify for reimbursement. Every five years the annual limit will be reviewed by the CITY and SacRT, and adjusted as necessary for inflation or other factors.

vi. Capital Projects, Improvements, and Cost Sharing

- a. To facilitate pedestrian access to SacRT bus stops, CITY will endeavor to design its street improvements at existing or proposed SacRT bus stops to place the sidewalk immediately adjacently to the curb. Facility/amenity design will comply with the Americans with Disabilities Act. Additionally, CITY and SacRT will review and approve design elements of bus stops within CITY.
- b. The cost sharing for capital improvement projects beyond routine maintenance will be determined on a project-by-project basis. Cost sharing arrangements for such projects that bind either party to payment or reimbursement must be authorized in writing by the appropriate agent for the relevant party, as identified in Section 19, or his/her designee.
- c. The cost sharing of the projects beyond routine maintenance will be determined by an engineer's estimate performed, by agreement, by either CITY or SacRT engineering staff. The estimate will include the cost of labor and materials as well as a detailed scope and schedule for the project. CITY and SacRT must agree on the cost sharing at least 30 days prior to start of construction.
- d. Actual costs shall be amounts incurred for construction, without any additional City or SacRT management fees or mark-ups, but in no event shall exceed 110% of the engineer's estimate of costs.
- e. If there is a dispute of an item on an invoice for a reasonable cause, CITY/SacRT may deduct that disputed item from the payment, but may not delay payment for the undisputed portions. The amount and reasons for such deductions must be documented to CITY/SacRT within ten (10) days from the date of receipt of the invoice. The parties must meet no later than ten (10) days after CITY/SacRT's receipt of CITY/SacRT's notice regarding the reasons for any deductions in an attempt to resolve any disputes.
- f. Unless otherwise specifically provided herein, the CITY/SacRT must make any payment to the appropriate party to this Agreement not later than thirty (30) calendar days after receipt of an invoice for such payment.
- g. The cost for the routine upgrades of the system will be shared as detailed below:
 - (i) Bus Stop poles will be installed by the CITY. SacRT to reimburse the CITY 50% of the cost.
 - (ii) Braille Signs and bus stops signs installed, maintained and replaced by SacRT. SacRT to assume 100% of the cost.
 - (iii) No Parking Zones at bus stops installed by CITY. SacRT to reimburse the CITY 100% of the cost.
 - (iv) Curb, gutter, passenger waiting and sidewalk repairs made by CITY. SacRT to reimburse the CITY 50% of the cost.
 - (v) Concrete pads installed and maintained by CITY. SacRT to reimburse the CITY 50% of the cost.
 - (vi) Curb cuts installed and maintained by CITY. CITY to assume 100% of the cost.

11. DETACHMENT LEGISLATION

Subsequent to the Effective Date of this Annexation Agreement but no later than 12 months after the Effective Date, SacRT will pursue legislation to modify Public Utilities Code Section 102056 to lower the threshold for detachment from SacRT from a 4/5th non-weighted vote of the SacRT Board to a 2/3rd non-weighted vote of the SacRT Board.

12. NOTICE

All notices and other communications under this Annexation Agreement must be in writing and will be deemed to have been duly given (i) on the date of delivery, if delivered personally to the party to whom notice is given, or if emailed directed to the party to whom notice is to be given at the email listed below, or (ii) at the earlier of actual receipt or the second business day following deposit in the United States mail, postage prepaid. Notices and other communications must be directed to the Parties at the addresses shown below. A party may change its person designated to receive notice, its email address, or its address from time to time by giving notice to the other party in accordance with the procedures set forth in this Section.

To CITY: Community Services Director
City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights, CA 95621
Phone: (916) 727-4770
Email: rsherman@citrusheights.net

COPIES TO: Mary Poole, Operations Manager
General Services Department
City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights, CA 95621
Phone: (916) 727-4770
Email: mpoole@citrusheights.net

To SACRT: Sacramento Regional Transit District
Attn: Laura Ham, VP of Planning & Accountability
PO Box 2110
Sacramento, CA 95812-2110
Phone: (916) 556-0452
Email: laham@sacrt.com

13. INDEMNIFICATION

Pursuant to Government Code Section 895.4, each party must assume the defense of and indemnify and hold harmless the other party and its officers, employees and agents from and against all actions, damages, costs, liabilities, claims, penalties, fines, demands, losses and expenses, including reasonable attorneys' fees (collectively "Claim(s)"), to which any or all of them may be subjected by reason of or resulting from, directly or indirectly, the negligent act or omission or wrongful act of the party's officers, employees and agents in performing work authorized under this Annexation Agreement.

It is the intent of the parties that where negligence or responsibility for a Claim is determined to be shared, principles of comparative fault will apply and each party must bear the proportionate cost of any Claim attributable to that party's negligence or wrongful act.

Each party will establish procedures to notify the other party, when appropriate, of any Claim under this Annexation Agreement received by a party that may lead to a demand for indemnification under this Article. The parties agree to cooperate in the defense of any Claim alleging liability by both parties. All reasonable efforts will be made to reach consensus on each party's responsibility for any Claim before the filing of any cross-complaints. If consensus on liability for the Claim is reached, a joint defense strategy and cost sharing arrangement may be agreed to.

Nothing set forth in this Annexation Agreement shall (i) be considered a waiver of any statutory liability exemption, including, without limitation, design immunity and notice of a dangerous condition of public property, (ii) be considered a waiver of CITY's right to require property owners to repair sidewalks and assume liability for Claims resulting from sidewalk defects, or (iii) establish a standard of care or create any legal rights for any person not a party to this Annexation Agreement. This indemnification provision will survive the termination of this Annexation Agreement for a two-year period.

Each party further agrees to indemnify, defend and hold harmless the other party and its authorized agents, officers and employees against any Claim that alleges defects in the design of the transit facilities or CITY facilities, as applicable, that are within the scope of this Agreement, whether or not caused in part by the indemnified party's approval of the design plans and specifications and inspection of the construction work.

14. NO AGENCY

This Annexation Agreement will not create among the Parties a joint venture, partnership, or any other relationship of association or agency. Neither SacRT, nor any of SacRT's employees, contractors or subcontractors are or will be considered agents of CITY in connection with the performance of SacRT's obligations under this Annexation Agreement. Neither CITY, nor any of CITY's employees, contractors or subcontractors are or will be considered to be agents of SacRT in connection with the performance of any of CITY's obligations under this Annexation Agreement.

15. THIRD PARTY BENEFICIARY

Nothing in this Annexation Agreement creates or establishes a standard of care for, or creates any rights in, any person not a party to this Annexation Agreement.

16. FEDERAL GRANT CONDITIONS

This Annexation Agreement is subject to a financial assistance contract between SacRT and the United States Department of Transportation, Federal Transit Administration (FTA). Both Parties agree to comply with all terms and conditions respectively required of them by virtue of that fact. If FTA requires any change to this Annexation Agreement to comply with its requirements, both Parties agree to amend this Annexation Agreement as required by FTA.

17. GOVERNING LAW

The interpretation and enforcement of this Annexation Agreement must be governed by the laws of the State of California, the state in which the Agreement is signed. The parties agree to submit any disputes arising under this Annexation Agreement to a court of competent jurisdiction located in Sacramento, California.

18. MODIFICATION

No waiver, alteration, modification, or termination of this Annexation Agreement is valid unless made in writing and signed by the authorized Parties hereof.

19. SUCCESSORS AND ASSIGNS

This Annexation Agreement is binding on the respective Parties hereof, including their successors and assigns in interest.

20. COUNTERPARTS

This Annexation Agreement may be executed in one or more counterparts, each of which must be deemed to be an original, but all of which together must constitute but one and the same instrument.

21. CAPTIONS

The headings or captions to the Articles of this Annexation Agreement are not a part of the Agreement and must have no effect upon the construction or interpretation of any part thereof.

22. AMBIGUITIES

The Parties have each carefully reviewed this Amendment and have agreed to each term of this Annexation Agreement. No ambiguity is presumed to be construed against either party.

23. SURVIVAL

The terms and conditions in this Annexation Agreement that represent continuing obligations and duties of the Parties and that have not been satisfied prior to the termination, cancellation or expiration of this Annexation Agreement will survive such termination, cancellation or expiration and will continue to be binding on the respective obligated party in accordance with their terms.

24. AUTHORITY

Each of the signatories to this Annexation Agreement represent that they are authorized to sign this Annexation Agreement on behalf of such party and that all approvals, resolutions and consents that must be obtained to bind such party have been obtained and that no further approvals, acts, or consents are required to bind such party to this Annexation Agreement.

25. INTEGRATION

This Annexation Agreement embodies the entire agreement of the Parties in relation to the scope of services herein described, and no other agreement or understanding, verbal or otherwise, exists between the Parties.

26. RECITALS

The Recitals set forth above are incorporated herein as terms of this Annexation Agreement.

[Signatures to follow]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the day and year first hereinabove appearing.

CITY OF CITRUS HEIGHTS

**SACRAMENTO REGIONAL
TRANSIT DISTRICT**

By: _____
CHRISTOPHER W. BOYD
City Manager

By: _____
PATRICK KENNEDY, Chair

Attest:

By: _____
HENRY LI
General Manager/CEO

By: _____
AMY VAN
City Clerk

Approved as to Form:

Approved as to Content:

By: _____
City Attorney

By: _____
LAURA HAM
VP of Planning & Accountability

Approved as to Funding:

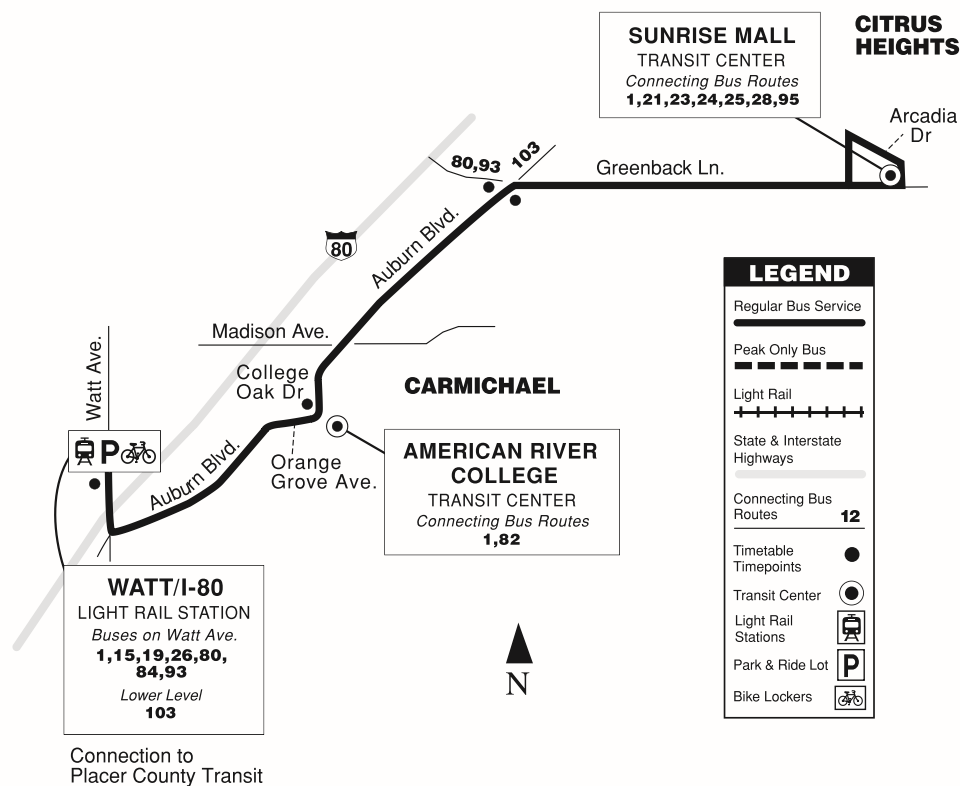
By: _____
BRENT BERNEGGER
VP of Finance/CFO

Approved as to Legal Form:

By: _____
SacRT Attorney

1 Greenback





1 Greenback




1 Sunrise - ARC - Watt/I-80			
Monday through Friday			
Sunrise Mall Main Term	Auburn & Greenback	A.R.C. Orange Grove & College Oak	Watt/I-80
LV	LV	LV	APP AR
4:59a	5:09	5:19	5:28
5:14a	5:24	5:34	5:43
5:29a	5:39	5:49	5:58
5:44a	5:54	6:04	6:13
5:59a	6:09	6:19	6:28
6:14a	6:24	6:34	6:43
6:29a	6:39	6:49	6:58
6:44a	6:54	7:04	7:13
6:59a	7:09	7:19	7:28
7:14a	7:24	7:34	7:43
7:29a	7:39	7:49	7:58
7:44a	7:54	8:04	8:13
7:59a	8:09	8:19	8:28
8:14a	8:24	8:34	8:43
8:27a	8:38	8:49	8:58
8:42a	8:53	9:04	9:13
8:57a	9:08	9:19	9:28
9:12a	9:23	9:34	9:43
9:27a	9:38	9:49	9:58
9:42a	9:53	10:04	10:13
9:57a	10:08	10:19	10:28
10:12a	10:23	10:34	10:43
10:27a	10:38	10:49	10:58
10:42a	10:53	11:04	11:13
10:57a	11:08	11:19	11:28
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1:11p	1:22	1:34	1:43
1:26p	1:37	1:49	1:58
1:41p	1:52	2:04	2:13
1:56p	2:07	2:19	2:28
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7:14p	7:24	7:34	7:43
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9:14p	9:24	9:34	9:43
9:44p	9:54	10:04	10:13

1 Watt/I-80 - ARC - Sunrise			
Monday through Friday			
Watt/I-80	A.R.C. College Oak & Orange Grove	Greenback & Auburn	Sunrise Mall Main Term
LV	LV	LV	APP AR
5:34a	5:44	5:54	6:06
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6:19a	6:29	6:39	6:52
6:34a	6:44	6:54	7:07
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7:49a	7:59	8:09	8:22
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10:34a	10:45	10:56	11:10
10:49a	11:00	11:11	11:25
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3:19p	3:30	3:41	3:57
3:34p	3:45	3:56	4:12
3:49p	4:00	4:11	4:27
4:04p	4:15	4:26	4:42
4:19p	4:30	4:41	4:57
4:34p	4:45	4:56	5:12
4:49p	5:00	5:11	5:27
5:04p	5:15	5:26	5:42
5:19p	5:29	5:39	5:53
5:34p	5:44	5:54	6:08
5:49p	5:59	6:09	6:23
6:04p	6:14	6:24	6:38
6:19p	6:29	6:39	6:53
6:34p	6:44	6:54	7:08
6:49p	6:59	7:09	7:22
7:19p	7:29	7:39	7:52
7:49p	7:59	8:09	8:22
8:19p	8:29	8:39	8:52
8:49p	8:59	9:09	9:22
9:19p	9:29	9:39	9:52
9:49p	9:59	10:09	10:22


1 Greenback



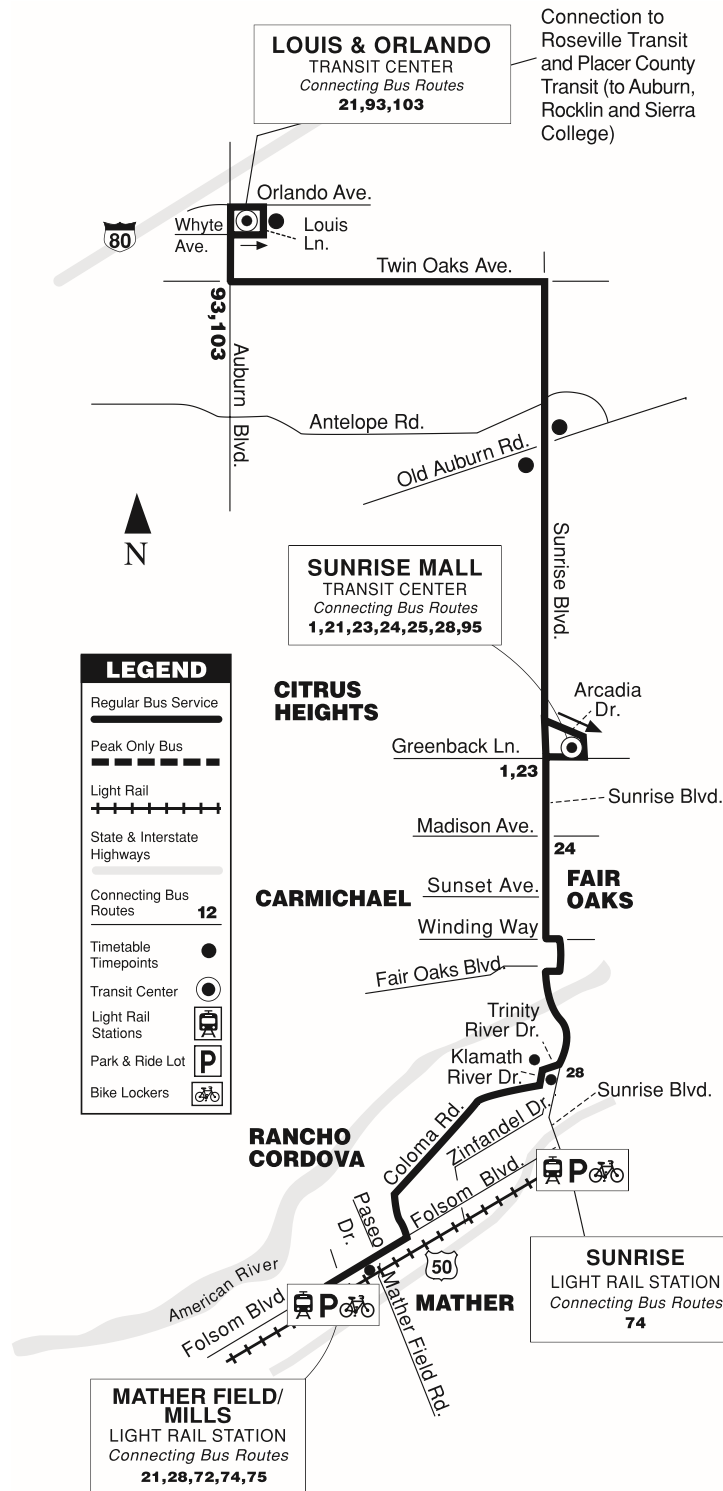
1 Sunrise - ARC - Watt/I-80

Saturday			
Sunrise Mall Main Term	Auburn & Greenback	A.R.C. Orange Grove & College Oak	Watt/I-80  APP AR
LV	LV	LV	
5:41a	5:52	6:02	6:11
6:11a	6:22	6:32	6:41
6:41a	6:52	7:02	7:11
7:11a	7:22	7:32	7:41
7:41a	7:52	8:02	8:11
8:11a	8:22	8:32	8:41
8:40a	8:51	9:01	9:10
9:10a	9:21	9:31	9:41
9:40a	9:51	10:01	10:11
10:10a	10:21	10:31	10:41
10:40a	10:51	11:01	11:11
11:10a	11:21	11:31	11:41
11:40a	11:51	12:01	12:11
12:10p	12:21	12:31	12:41
12:40p	12:51	1:01	1:11
1:10p	1:21	1:31	1:41
1:40p	1:51	2:01	2:11
2:10p	2:21	2:31	2:41
2:41p	2:52	3:02	3:11
3:11p	3:22	3:32	3:41
3:41p	3:52	4:02	4:11
4:11p	4:22	4:32	4:41
4:41p	4:52	5:02	5:11
5:11p	5:22	5:32	5:41
5:41p	5:52	6:02	6:11
6:11p	6:22	6:32	6:41
6:41p	6:52	7:02	7:11
7:11p	7:22	7:32	7:41
7:41p	7:52	8:02	8:11
8:11p	8:22	8:32	8:41
8:41p	8:52	9:02	9:11
9:41p	9:52	10:02	10:11
Sunday & Holidays			
5:45a	5:54	6:03	6:11
6:15a	6:24	6:33	6:41
6:45a	6:54	7:03	7:11
7:15a	7:24	7:33	7:41
7:45a	7:54	8:03	8:11
8:15a	8:24	8:33	8:41
8:45a	8:54	9:03	9:11
9:15a	9:24	9:33	9:41
9:45a	9:54	10:03	10:11
10:15a	10:24	10:33	10:41
10:41a	10:52	11:02	11:11
11:11a	11:22	11:32	11:41
11:41a	11:52	12:02	12:11
12:11p	12:22	12:32	12:41
12:41p	12:52	1:02	1:11
1:11p	1:22	1:32	1:41
1:41p	1:52	2:02	2:11
2:11p	2:22	2:32	2:41
2:41p	2:52	3:02	3:11
3:11p	3:22	3:32	3:41
3:41p	3:52	4:02	4:11
4:11p	4:22	4:32	4:41
4:41p	4:52	5:02	5:11
5:11p	5:22	5:32	5:41
5:41p	5:52	6:02	6:11
6:15p	6:24	6:33	6:41
6:45p	6:54	7:03	7:11
7:15p	7:24	7:33	7:41
7:45p	7:54	8:03	8:11
8:15p	8:24	8:33	8:41
8:45p	8:54	9:03	9:11

1 Watt/I-80 - ARC - Sunrise


Saturday			
Watt/I-80 	A.R.C. College Oak & Orange Grove	Greenback & Auburn	Sunrise Mall Main Term APP AR
LV	LV	LV	
5:06a	5:14	5:23	5:33
5:36a	5:44	5:53	6:03
6:06a	6:14	6:23	6:33
6:36a	6:44	6:53	7:03
7:06a	7:14	7:23	7:33
7:36a	7:44	7:53	8:03
8:06a	8:14	8:23	8:33
8:36a	8:44	8:53	9:03
9:06a	9:14	9:23	9:33
9:36a	9:46	9:56	10:10
10:06a	10:16	10:26	10:40
10:36a	10:46	10:56	11:10
11:06a	11:16	11:26	11:40
11:36a	11:46	11:56	12:10
12:06p	12:16	12:26	12:40
12:36p	12:46	12:56	1:10
1:06p	1:16	1:26	1:40
1:36p	1:46	1:56	2:10
2:06p	2:16	2:26	2:40
2:36p	2:46	2:56	3:10
3:06p	3:16	3:26	3:40
3:36p	3:46	3:56	4:10
4:06p	4:16	4:26	4:40
4:36p	4:46	4:56	5:10
5:06p	5:16	5:26	5:40
5:36p	5:44	5:53	6:03
6:06p	6:14	6:23	6:33
6:36p	6:44	6:53	7:03
7:06p	7:14	7:23	7:33
7:36p	7:44	7:53	8:03
8:06p	8:14	8:23	8:33
8:36p	8:44	8:53	9:03
9:06p	9:14	9:23	9:33
10:06p	10:14	10:23	10:33
Sunday & Holidays			
5:06a	5:14	5:23	5:33
5:36a	5:44	5:53	6:03
6:06a	6:14	6:23	6:33
6:36a	6:44	6:53	7:03
7:06a	7:14	7:23	7:33
7:36a	7:44	7:53	8:03
8:06a	8:14	8:23	8:33
8:36a	8:44	8:53	9:03
9:06a	9:14	9:23	9:33
9:36a	9:46	9:56	10:10
10:06a	10:16	10:26	10:40
10:36a	10:46	10:56	11:10
11:06a	11:16	11:26	11:40
11:36a	11:46	11:56	12:10
12:06p	12:16	12:26	12:40
12:36p	12:46	12:56	1:10
1:06p	1:16	1:26	1:40
1:36p	1:46	1:56	2:10
2:06p	2:16	2:26	2:40
2:36p	2:46	2:56	3:10
3:06p	3:16	3:26	3:40
3:36p	3:46	3:56	4:10
4:06p	4:16	4:26	4:40
4:36p	4:46	4:56	5:10
5:06p	5:14	5:23	5:33
5:36p	5:44	5:53	6:03
6:06p	6:14	6:23	6:33
6:36p	6:44	6:53	7:03
7:06p	7:14	7:23	7:33
7:36p	7:44	7:53	8:03
8:06p	8:14	8:23	8:33
8:36p	8:44	8:53	9:03


21 Sunrise - Citrus Heights



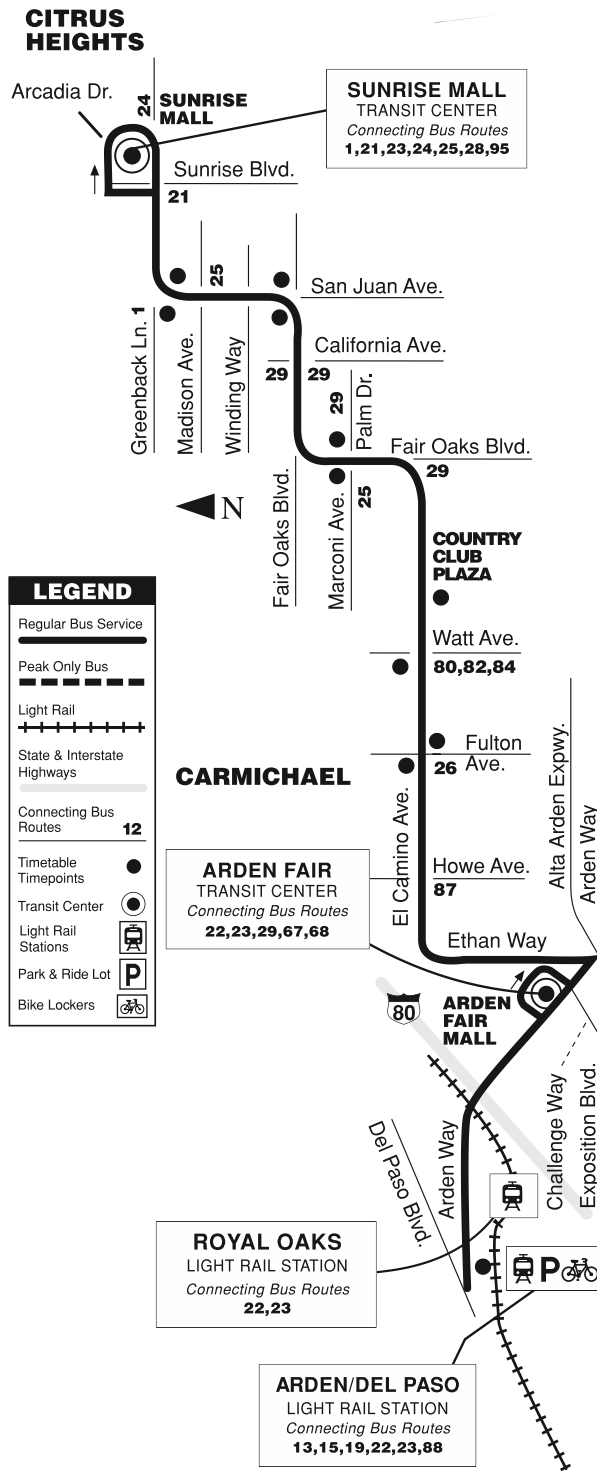
21 Sunrise - Citrus Heights



21 Mather/Mills to Louis/Orlando				
Monday through Friday				
Mather Field/ Mills  LV	Trinity River & Coloma LV	Sunrise Mall Main Term LV	Sunrise & Old Auburn LV	Louis & Orlando APP AR
5:22a	5:32	5:48		
5:52a	6:05	6:21	6:28	6:37
6:22a	6:35	6:51	6:58	7:07
6:52a	7:05	7:21	7:28	7:37
7:22a	7:35	7:51	7:58	8:07
7:52a	8:05	8:21	8:28	8:37
8:22a	8:35	8:51	8:58	9:07
8:52a	9:05	9:21	9:28	9:37
9:22a	9:35	9:51	9:58	10:07
9:52a	10:05	10:22	10:29	10:38
10:22a	10:35	10:52	10:59	11:08
10:52a	11:05	11:22	11:29	11:38
11:22a	11:35	11:52	11:59	12:08
11:52a	12:05	12:22	12:29	12:38
12:22p	12:35	12:52	12:59	1:08
12:52p	1:05	1:22	1:29	1:38
1:22p	1:35	1:52	1:59	2:08
1:52p	2:05	2:22	2:29	2:38
2:22p	2:35	2:52	2:59	3:08
2:52p	3:05	3:22	3:29	3:38
3:22p	3:35	3:52	3:59	4:08
3:52p	4:07	4:25	4:32	4:41
4:22p	4:37	4:55	5:02	5:11
4:52p	5:07	5:25	5:32	5:41
5:22p	5:37	5:55	6:02	6:11
5:52p	6:07	6:25	6:32	6:41
6:22p	6:37	6:55	7:02	7:11
6:52p	7:06	7:22	7:29	7:38
7:32p	7:46	8:02	8:09	8:18
8:02p	8:16	8:32	8:39	8:48
8:32p	8:46	9:02	9:09	9:18
9:02p	9:16	9:32	9:39	9:48
9:32p	9:46	10:02		
10:02p	10:16	10:32		
Saturday				
7:03a	7:18	7:36		
8:03a	8:18	8:36		
9:03a	9:18	9:36		
10:03a	10:18	10:36	10:45	10:52
10:33a	10:48	11:06		
11:03a	11:18	11:36	11:45	11:52
11:33a	11:48	12:06		
12:03p	12:18	12:36	12:45	12:52
12:33p	12:48	1:06		
1:03p	1:18	1:36	1:45	1:52
1:33p	1:48	2:06		
2:03p	2:18	2:36	2:45	2:52
2:33p	2:48	3:06		
3:03p	3:18	3:36	3:45	3:52
3:33p	3:48	4:06		
4:03p	4:18	4:36	4:45	4:52
4:33p	4:48	5:06		
5:03p	5:18	5:36	5:45	5:52
6:03p	6:18	6:36	6:45	6:52
7:03p	7:18	7:36		
8:03p	8:18	8:36		
9:03p	9:18	9:36		
Sunday & Holidays				
7:03a	7:18	7:36		
8:03a	8:18	8:36		
9:03a	9:18	9:36		
10:03a	10:18	10:36	10:43	10:52
11:03a	11:18	11:36	11:43	11:52
12:03p	12:18	12:36	12:43	12:52
1:03p	1:18	1:36	1:43	1:52
2:03p	2:18	2:36	2:43	2:52
3:03p	3:18	3:36	3:43	3:52
4:03p	4:18	4:36	4:43	4:52
5:03p	5:18	5:36	5:43	5:52
6:03p	6:18	6:36	6:43	6:52
7:03p	7:18	7:36		
8:03p	8:18	8:36		
9:03p	9:18	9:36		

21 Louis/Orlando to Mather/Mills				
Monday through Friday				
Louis & Orlando LV	Sunrise & Old Auburn LV	Sunrise Mall Main Term LV	Coloma & Trinity River LV	Mather Field/ Mills  APP AR
		4:41a	4:58	5:11
		5:11a	5:28	5:41
		5:41a	5:58	6:11
6:24a	6:33	6:10a	6:27	6:41
6:54a	7:03	6:40	6:57	7:11
7:24a	7:33	7:10	7:27	7:41
7:54a	8:03	7:40	7:57	8:11
8:24a	8:33	8:10	8:27	8:41
8:52a	9:01	8:40	8:57	9:11
9:22a	9:31	9:10	9:26	9:41
9:52a	10:01	9:38	9:56	10:11
10:22a	10:31	10:08	10:26	10:41
10:52a	11:01	10:38	10:56	11:11
11:22a	11:31	11:08	11:26	11:41
11:52a	12:01	11:38	11:56	12:11
12:22p	12:31	12:08	12:26	12:41
12:52p	1:01	12:38	12:56	1:11
1:22p	1:31	1:08	1:26	1:41
1:52p	2:01	1:38	1:56	2:11
2:22p	2:31	2:08	2:26	2:41
2:50p	2:59	2:38	2:56	3:11
3:20p	3:29	3:07	3:25	3:41
3:50p	3:59	3:37	3:55	4:11
4:20p	4:29	4:07	4:25	4:41
4:50p	4:59	4:37	4:55	5:11
5:20p	5:29	5:07	5:25	5:41
5:54p	6:03	5:37	5:55	6:11
6:24p	6:33	6:10	6:27	6:41
6:54p	7:03	6:40	6:57	7:11
7:24p	7:33	7:10	7:27	7:41
7:54p	8:03	7:40	7:57	8:11
8:28p	8:37	8:10	8:27	8:41
8:58p	9:07	8:44	9:01	9:15
9:28p	9:37	9:14	9:31	9:45
9:58p	10:07	9:44	10:01	10:15
		10:14	10:31	10:45
Saturday				
		6:12a	6:30	6:46
		7:12a	7:30	7:46
		8:12a	8:30	8:46
		9:12a	9:30	9:46
10:55a	11:04	10:12a	10:30	10:46
11:55a	12:04	11:12	11:30	11:46
		11:42a	12:00	12:16
		12:12	12:30	12:46
		12:42p	1:00	1:16
12:55p	1:04	1:12	1:30	1:46
1:55p	2:04	1:42p	2:00	2:16
		2:12	2:30	2:46
2:55p	3:04	2:42p	3:00	3:16
		3:12	3:30	3:46
		3:42p	4:00	4:16
3:55p	4:04	4:12	4:30	4:46
4:55p	5:04	5:12	5:30	5:46
5:55p	6:04	6:12	6:30	6:46
6:55p	7:04	7:12	7:30	7:46
		8:12p	8:30	8:46
Sunday & Holidays				
		6:12a	6:30	6:46
		7:12a	7:30	7:46
		8:12a	8:30	8:46
		9:12a	9:30	9:46
10:55a	11:04	10:12a	10:30	10:46
11:55a	12:04	11:12	11:30	11:46
12:55p	1:04	12:12	12:30	12:46
1:55p	2:04	1:12	1:30	1:46
2:55p	3:04	2:12	2:30	2:46
3:55p	4:04	3:12	3:30	3:46
4:55p	5:04	4:12	4:30	4:46
5:55p	6:04	5:12	5:30	5:46
6:55p	7:04	6:12	6:30	6:46
		7:12	7:30	7:46
		8:12p	8:30	8:46

23 El Camino



23 Sunrise Mall to Arden/Del Paso

Monday through Friday

Sunrise Mall Main Term	San Juan & Green-back	Fair Oaks & San Juan	Fair Oaks & Marconi	El Camino & Watt	El Camino & Fulton	Arden Fair Mall & Challenge	Arden/Del Paso
LV	LV	LV	LV	LV	LV	LV	APP AR
5:07a	5:13	5:21	5:31	5:43	5:47	5:57	6:06
5:47a	5:53	6:01	6:11	6:23	6:27	6:37	6:46
6:10a	6:16	6:24	6:34	6:46	6:50	7:00	7:09
6:37a	6:43	6:51	7:01	7:13	7:17	7:27	7:36
7:02a	7:09	7:18	7:30	7:42	7:47	7:57	8:06
7:32a	7:39	7:48	8:00	8:12	8:17	8:27	8:36
8:02a	8:09	8:18	8:30	8:42	8:47	8:57	9:06
8:31a	8:38	8:47	8:59	9:11	9:16	9:26	9:35
9:02a	9:09	9:18	9:30	9:42	9:47	9:57	10:06
9:34a	9:41	9:49	10:01	10:13	10:17	10:27	10:36
10:19a	10:26	10:34	10:46	10:58	11:02	11:12	11:21
10:34a	10:41	10:49	11:01	11:13	11:17	11:27	11:36
11:19a	11:26	11:34	11:46	11:58	12:02	12:12	12:21
11:34a	11:41	11:49	12:01	12:13	12:17	12:27	12:36
12:19p	12:26	12:34	12:46	12:58	1:02	1:12	1:21
12:34p	12:41	12:49	1:01	1:13	1:17	1:27	1:36
1:19p	1:26	1:34	1:46	1:58	2:02	2:12	2:21
1:49p	1:56	2:05	2:17	2:29	2:34	2:46	2:56
2:14p	2:21	2:30	2:42	2:54	2:59	3:11	3:21
s 2:44p	2:51	3:00	3:12	3:24	3:29	3:41	3:51
3:14p	3:21	3:30	3:42	3:54	3:59	4:11	4:21
3:44p	3:51	4:00	4:12	4:24	4:29	4:41	4:51
4:17p	4:24	4:33	4:45	4:56	5:01	5:11	5:21
4:47p	4:54	5:03	5:15	5:26	5:31	5:41	5:51
5:02p	5:09	5:18	5:30	5:41	5:46	5:56	6:06
5:32p	5:39	5:48	6:00	6:11	6:16	6:26	6:36
6:22p	6:29	6:38	6:48	6:59	7:03	7:12	7:21
7:22p	7:28	7:36	7:46	7:56	8:00	8:09	8:17
8:41p	8:47	8:55	9:05	9:15	9:19	9:28	9:36
9:41p	9:47	9:55	10:05	10:15	10:19	10:28	10:36

s This trip does not operate from mid-June until September. Call 321-BUSS for actual end and start dates.

Saturday

6:27a	6:33	6:41	6:51	7:03	7:07	7:17	7:26
7:03a	7:10	7:19	7:31	7:43	7:47	7:57	8:07
7:28a	7:35	7:44	7:56	8:08	8:12	8:22	8:32
7:58a	8:05	8:14	8:26	8:38	8:42	8:52	9:02
8:28a	8:35	8:44	8:56	9:08	9:12	9:22	9:32
8:58a	9:05	9:14	9:26	9:38	9:42	9:52	10:02
9:33a	9:40	9:49	10:01	10:13	10:17	10:27	10:37
10:03a	10:10	10:19	10:31	10:43	10:47	10:57	11:07
10:33a	10:40	10:49	11:01	11:13	11:17	11:27	11:37
11:03a	11:10	11:19	11:31	11:43	11:47	11:57	12:07
11:33a	11:40	11:49	12:01	12:13	12:17	12:27	12:37
12:03p	12:10	12:19	12:31	12:43	12:47	12:57	1:07
12:33p	12:40	12:49	1:01	1:13	1:17	1:27	1:37
1:03p	1:10	1:19	1:31	1:43	1:47	1:57	2:07
1:33p	1:40	1:49	2:01	2:13	2:17	2:27	2:37
2:03p	2:10	2:19	2:31	2:43	2:47	2:57	3:07
2:33p	2:40	2:49	3:01	3:13	3:17	3:27	3:37
3:03p	3:10	3:19	3:31	3:43	3:47	3:57	4:07
3:33p	3:40	3:49	4:01	4:13	4:17	4:27	4:37
4:03p	4:10	4:19	4:31	4:43	4:47	4:57	5:07
4:33p	4:40	4:49	5:01	5:13	5:17	5:27	5:37
5:03p	5:10	5:19	5:31	5:43	5:47	5:57	6:07
5:33p	5:40	5:49	6:01	6:13	6:17	6:27	6:37
6:03p	6:10	6:19	6:31	6:43	6:47	6:57	7:07
6:33p	6:40	6:49	7:01	7:13	7:17	7:27	7:37
7:13p	7:19	7:27	7:37	7:47	7:51	8:00	8:08
8:13p	8:19	8:27	8:37	8:47	8:51	9:00	9:08
9:13p	9:19	9:27	9:37	9:47	9:51	10:00	10:08

23 El Camino



23 Arden/Del Paso to Sunrise Mall

Monday through Friday							
Arden/ Del Paso LV	Arden Fair Mall & Chal- lenge LV	El Camino & Fulton LV	El Camino & Watt LV	Fair Oaks & Marconi LV	San Juan & Fair Oaks LV	Green- back & San Juan LV	Sunrise Mall Main Term APP AR
5:53a	5:59	6:08	6:12	6:23	6:33	6:41	6:48
6:23a	6:29	6:38	6:42	6:53	7:03	7:11	7:18
6:58a	7:04	7:15	7:20	7:32	7:43	7:51	7:58
7:28a	7:34	7:45	7:50	8:02	8:13	8:21	8:28
7:58a	8:04	8:14	8:18	8:31	8:42	8:50	8:57
8:28a	8:34	8:44	8:48	9:01	9:12	9:20	9:27
8:58a	9:04	9:14	9:18	9:31	9:42	9:50	9:57
9:28a	9:34	9:44	9:48	10:01	10:12	10:20	10:27
10:13a	10:19	10:29	10:33	10:46	10:57	11:05	11:12
10:28a	10:34	10:44	10:48	11:01	11:12	11:20	11:27
10:58a	11:04	11:14	11:18	11:31	11:42	11:50	11:57
11:28a	11:34	11:44	11:48	12:01	12:12	12:20	12:27
12:15p	12:21	12:31	12:35	12:48	12:59	1:07	1:14
12:43p	12:49	12:59	1:03	1:16	1:27	1:35	1:42
1:13p	1:19	1:29	1:33	1:46	1:57	2:05	2:12
1:43p	1:49	2:00	2:04	2:17	2:29	2:37	2:44
2:13p	2:19	2:30	2:34	2:47	2:59	3:07	3:14
2:43p	2:49	3:00	3:04	3:17	3:29	3:37	3:44
3:13p	3:19	3:30	3:34	3:47	3:59	4:07	4:14
3:43p	3:49	4:00	4:04	4:17	4:29	4:37	4:44
3:58p	4:04	4:15	4:19	4:32	4:44	4:52	4:59
4:13p	4:19	4:30	4:34	4:47	4:59	5:07	5:14
4:28p	4:34	4:45	4:49	5:02	5:14	5:22	5:29
4:43p	4:49	5:00	5:04	5:17	5:29	5:37	5:44
4:58p	5:04	5:16	5:20	5:32	5:43	5:51	5:58
5:13p	5:19	5:31	5:35	5:47	5:58	6:06	6:13
5:28p	5:34	5:46	5:50	6:02	6:13	6:21	6:28
5:58p	6:04	6:16	6:20	6:32	6:43	6:51	6:58
6:30p	6:36	6:46	6:50	7:01	7:11	7:19	7:26
6:58p	7:04	7:14	7:18	7:29	7:39	7:47	7:54
7:43p	7:49	7:58	8:02	8:12	8:22	8:30	8:36
8:28p	8:34	8:43	8:47	8:57	9:07	9:15	9:21
9:45p	9:51	10:00	10:04	10:14	10:24	10:32	10:38
10:45p	10:51	11:00	11:04	11:14	11:24	11:32	11:38
Saturday							
8:18a	8:24	8:36	8:40	8:52	9:04	9:12	9:19
8:48a	8:54	9:06	9:10	9:22	9:34	9:42	9:49
9:18a	9:24	9:36	9:40	9:52	10:04	10:12	10:19
9:48a	9:54	10:06	10:10	10:22	10:34	10:42	10:49
10:18a	10:24	10:36	10:40	10:52	11:04	11:12	11:19
10:48a	10:54	11:06	11:10	11:22	11:34	11:42	11:49
11:18a	11:24	11:36	11:40	11:52	12:04	12:12	12:19
11:48a	11:54	12:06	12:10	12:22	12:34	12:42	12:49
12:18p	12:24	12:36	12:40	12:52	1:04	1:12	1:19
12:48p	12:54	1:06	1:10	1:22	1:34	1:42	1:49
1:18p	1:24	1:36	1:40	1:52	2:04	2:12	2:19
1:48p	1:54	2:06	2:10	2:22	2:34	2:42	2:49
2:18p	2:24	2:36	2:40	2:52	3:04	3:12	3:19
2:48p	2:54	3:06	3:10	3:22	3:34	3:42	3:49
3:18p	3:24	3:36	3:40	3:52	4:04	4:12	4:19
3:48p	3:54	4:06	4:10	4:22	4:34	4:42	4:49
4:18p	4:24	4:36	4:40	4:52	5:04	5:12	5:19
4:48p	4:54	5:06	5:10	5:22	5:34	5:42	5:49
5:18p	5:24	5:36	5:40	5:52	6:04	6:12	6:19
5:48p	5:54	6:06	6:10	6:22	6:34	6:42	6:49
6:18p	6:24	6:33	6:37	6:47	6:57	7:05	7:11
7:18p	7:24	7:33	7:37	7:47	7:57	8:05	8:11
8:18p	8:24	8:33	8:37	8:47	8:57	9:05	9:11
9:18p	9:24	9:33	9:37	9:47	9:57	10:05	10:11
10:18p	10:24	10:33	10:37	10:47	10:57	11:05	11:11

23 Sunrise Mall to Arden/Del Paso

Sunday & Holidays							
Sunrise Mall Main Term LV	San Juan & Green- back LV	Fair Oaks & San Juan LV	Fair Oaks & Marconi LV	El Camino & Watt LV	El Camino & Fulton LV	Arden Fair Mall & Chal- lenge LV	Arden/ Del Paso APP AR
6:43a	6:49	6:57	7:08	7:19	7:22	7:31	7:40
7:43a	7:49	7:57	8:08	8:19	8:22	8:31	8:40
8:43a	8:49	8:57	9:08	9:19	9:22	9:31	9:40
9:43a	9:49	9:57	10:08	10:19	10:22	10:31	10:40
10:43a	10:49	10:57	11:08	11:19	11:22	11:31	11:40
11:43a	11:49	11:57	12:08	12:19	12:22	12:31	12:40
12:43p	12:49	12:57	1:08	1:19	1:22	1:31	1:40
1:43p	1:49	1:57	2:08	2:19	2:22	2:31	2:40
2:43p	2:49	2:57	3:08	3:19	3:22	3:31	3:40
3:43p	3:49	3:57	4:08	4:19	4:22	4:31	4:40
4:43p	4:49	4:57	5:08	5:19	5:22	5:31	5:40
5:43p	5:49	5:57	6:08	6:19	6:22	6:31	6:40
6:43p	6:49	6:57	7:08	7:19	7:22	7:31	7:40
7:45p	7:51	7:59	8:09	8:19	8:23	8:32	8:40
8:45p	8:51	8:59	9:09	9:19	9:23	9:32	9:40

23 Arden/Del Paso to Sunrise Mall

Sunday & Holidays							
Arden/ Del Paso LV	Arden Fair Mall & Chal- lenge LV	El Camino & Fulton LV	El Camino & Watt LV	Fair Oaks & Marconi LV	San Juan & Fair Oaks LV	Green- back & San Juan LV	Sunrise Mall Main Term APP AR
8:18a	8:24	8:34	8:37	8:48	8:58	9:06	9:13
9:18a	9:24	9:34	9:37	9:48	9:58	10:06	10:13
10:18a	10:24	10:34	10:37	10:48	10:58	11:06	11:13
11:18a	11:24	11:34	11:37	11:48	11:58	12:06	12:13
12:18p	12:24	12:34	12:37	12:48	12:58	1:06	1:13
1:18p	1:24	1:34	1:37	1:48	1:58	2:06	2:13
2:18p	2:24	2:34	2:37	2:48	2:58	3:06	3:13
3:18p	3:24	3:34	3:37	3:48	3:58	4:06	4:13
4:18p	4:24	4:34	4:37	4:48	4:58	5:06	5:13
5:18p	5:24	5:34	5:37	5:48	5:58	6:06	6:13
6:18p	6:24	6:34	6:37	6:48	6:58	7:06	7:13
7:18p	7:24	7:33	7:37	7:47	7:57	8:05	8:11
8:18p	8:24	8:33	8:37	8:47	8:57	9:05	9:11

24 Madison - Greenback



LEGEND	
Regular Bus Service	
Peak Only Bus	
Light Rail	
State & Interstate Highways	
Connecting Bus Routes	12
Timetable Timepoints	●
Transit Center	●
Light Rail Stations	●
Park & Ride Lot	P
Bike Lockers	🚲



24 Orangevale to Sunrise Mall

Monday through Friday

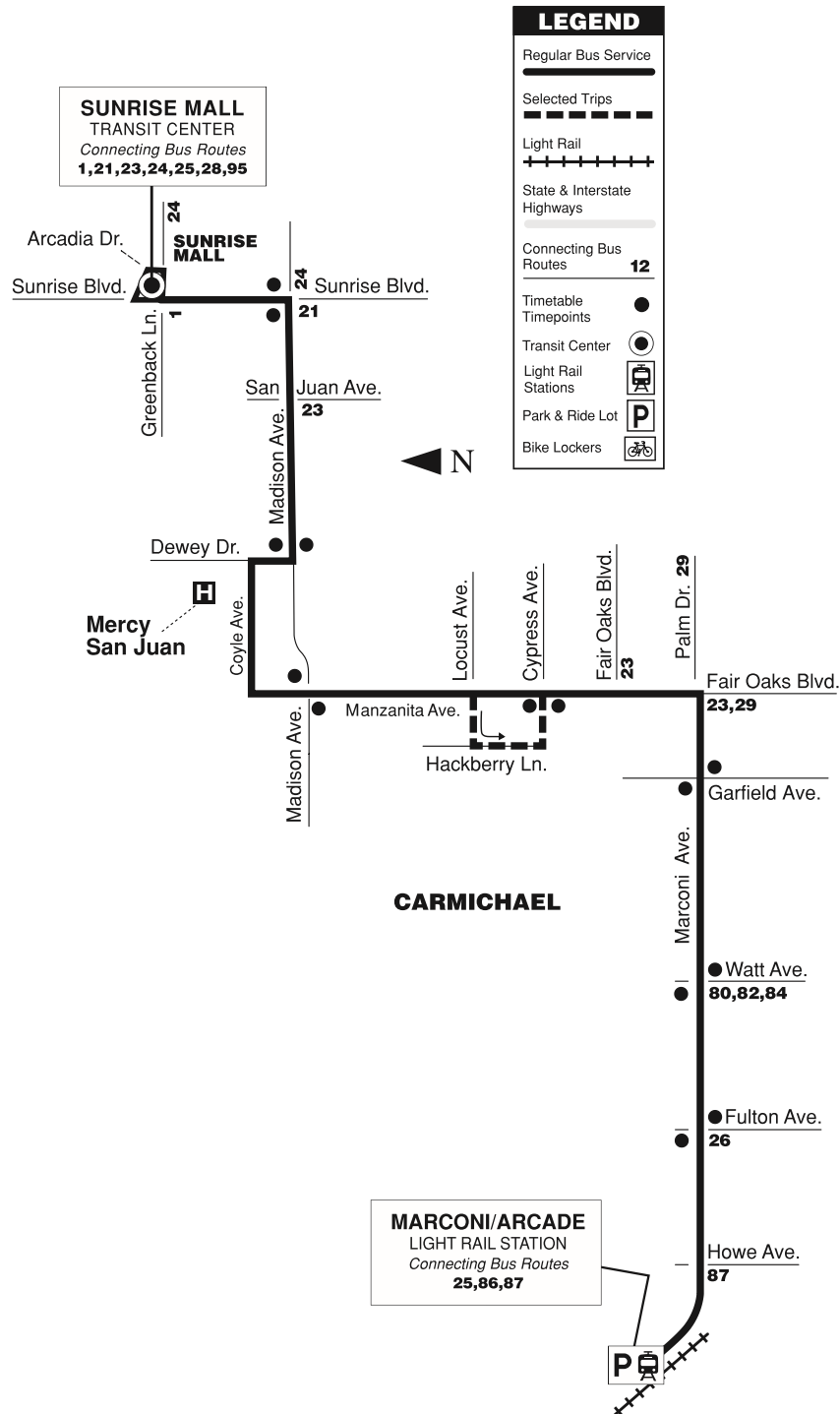
Main & Madison	Greenback & Hazel	Sunrise Mall Main Terminal
LV	LV	APP AR
6:00a	6:04	6:12
6:50a	6:54	7:02
8:06a	8:10	8:18
9:06a	9:10	9:18
10:06a	10:10	10:18
11:06a	11:10	11:18
12:06p	12:10	12:18
1:06p	1:10	1:18
2:06p	2:10	2:18
3:06p	3:10	3:18
4:10p	4:14	4:22
5:10p	5:14	5:22
6:14p	6:18	6:26
7:10p	7:14	7:22

24 Sunrise Mall to Orangevale

Monday through Friday

Sunrise Mall Main Terminal	Madison & Fair Oaks	Madison & Hazel	Main & Madison
LV	LV	LV	APP AR
6:21a	6:29	6:35	6:41
7:41a	7:49	7:55	8:01
8:41a	8:49	8:55	9:01
9:41a	9:49	9:55	10:01
10:41a	10:49	10:55	11:01
11:41a	11:49	11:55	12:01
12:41p	12:49	12:55	1:01
1:41p	1:49	1:55	2:01
2:41p	2:49	2:55	3:01
3:41p	3:49	3:55	4:01
4:41p	4:49	4:55	5:01
5:45p	5:53	5:59	6:05
6:41p	6:49	6:55	7:01

25 Marconi



25 Marconi



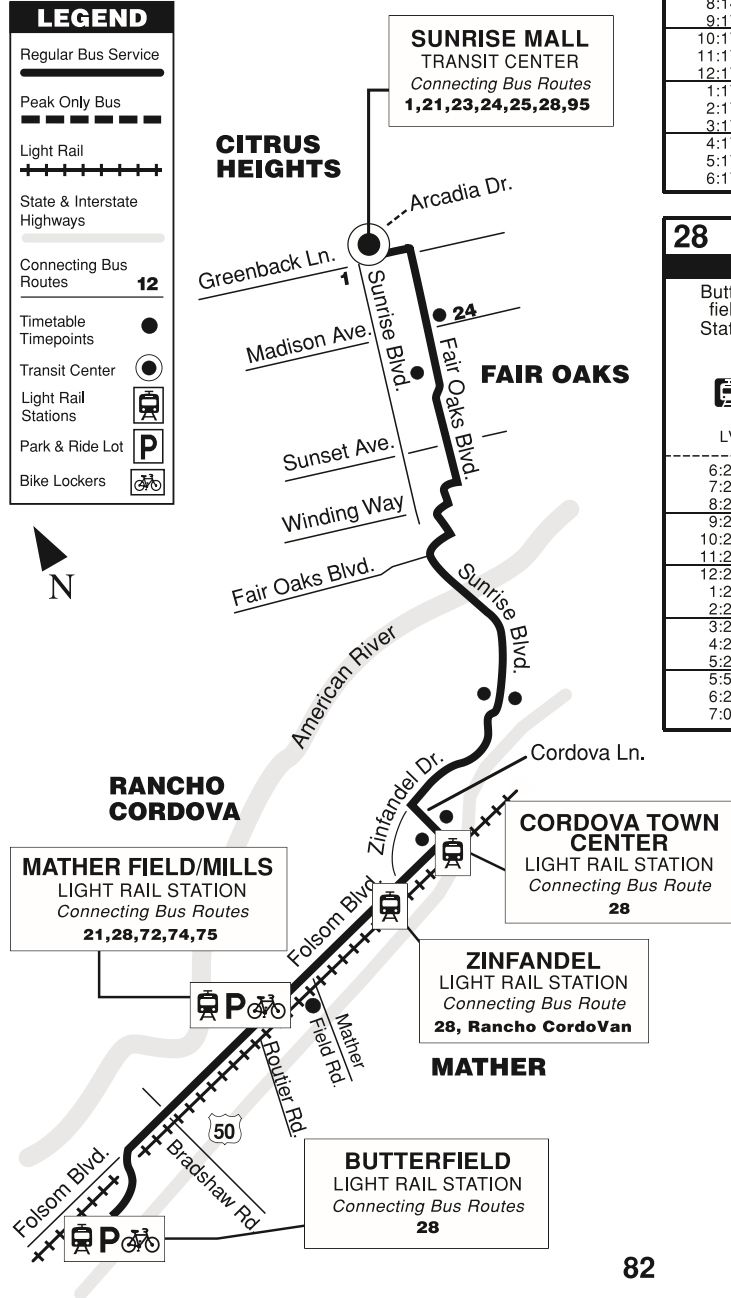
25 Sunrise Mall to Marconi/Arcade								
Monday through Friday								
Sunrise Mall Main Term	Madison & Sunrise	Dewey & Madison	Manza -nita & Madison	Manza -nita & Cypress	Marconi & Garfield	Marconi & Watt	Marconi & Fulton	Marconi/Arcade
LV	LV	LV	LV	LV	LV	LV	LV	APP AR
		5:56a	6:02		6:14	6:24	6:28	6:34
		6:26a	6:32		6:44	6:54	6:58	7:04
		6:56a	7:02		7:14	7:24	7:28	7:34
7:09a	7:16	7:22	7:31	8:06a	7:43	7:53	7:57	8:04
8:09a	8:16	8:22	8:31		8:13	8:23	8:27	8:34
					8:43	8:53	8:57	9:04
9:09a	9:16	9:22	9:31	9:06a	9:13	9:23	9:27	9:34
					9:43	9:53	9:57	10:04
				10:06a	10:13	10:23	10:27	10:34
10:09a	10:16	10:22	10:31		10:43	10:53	10:57	11:04
				11:06a	11:13	11:23	11:27	11:34
11:09a	11:16	11:22	11:31		11:43	11:53	11:57	12:04
				12:06p	12:13	12:23	12:27	12:34
12:09p	12:16	12:22	12:31		12:43	12:53	12:57	1:04
				1:06p	1:13	1:23	1:27	1:34
1:09p	1:16	1:22	1:31		1:43	1:53	1:57	2:04
				2:06p	2:13	2:23	2:27	2:34
2:09p	2:16	2:22	2:31		2:43	2:53	2:57	3:04
				3:06p	3:13	3:23	3:27	3:34
3:09p	3:16	3:22	3:31		3:43	3:53	3:57	4:04
				4:06p	4:13	4:23	4:27	4:34
4:09p	4:16	4:22	4:31		4:43	4:53	4:57	5:04
				5:06p	5:13	5:23	5:27	5:34
5:09p	5:16	5:22	5:31		5:43	5:53	5:57	6:04
				6:06p	6:13	6:23	6:27	6:34
6:09p	6:16	6:22	6:31		6:43	6:53	6:57	7:04
				7:06p	7:13	7:23	7:27	7:34
7:09p	7:16	7:22	7:31		7:43	7:53	7:57	8:04
Saturday								
8:00a	8:06	8:12	8:19		8:30	8:38	8:41	8:46
9:00a	9:06	9:12	9:19		9:30	9:38	9:41	9:46
10:00a	10:06	10:12	10:19		10:30	10:38	10:41	10:46
11:00a	11:06	11:12	11:19		11:30	11:38	11:41	11:46
12:00p	12:06	12:12	12:19		12:30	12:38	12:41	12:46
1:00p	1:06	1:12	1:19		1:30	1:38	1:41	1:46
2:00p	2:06	2:12	2:19		2:30	2:38	2:41	2:46
3:00p	3:06	3:12	3:19		3:30	3:38	3:41	3:46
4:00p	4:06	4:12	4:19		4:30	4:38	4:41	4:46
5:00p	5:06	5:12	5:19		5:30	5:38	5:41	5:46
6:00p	6:06	6:12	6:19		6:30	6:38	6:41	6:46

25 Marconi/Arcade to Sunrise Mall								
Monday through Friday								
Marconi/Arcade	Marconi & Fulton	Marconi & Watt	Marconi & Garfield	Manza -nita & Cypress	Manza -nita & Madison	Dewey & Madison	Sunrise & Madison	Sunrise Mall Main Term
LV	LV	LV	LV	LV	LV	LV	LV	APP AR
6:47a	6:54	6:59	7:10		7:22	7:30	7:36	7:42
7:17a	7:24	7:29	7:40	7:47				
7:47a	7:54	7:59	8:10		8:22	8:30	8:36	8:42
8:17a	8:24	8:29	8:40	8:47				
8:47a	8:54	8:59	9:10		9:22	9:30	9:36	9:42
9:17a	9:24	9:29	9:40	9:47				
9:47a	9:54	9:59	10:10		10:22	10:30	10:36	10:42
10:17a	10:24	10:29	10:40	10:47				
10:47a	10:54	10:59	11:10		11:22	11:30	11:36	11:42
11:17a	11:24	11:29	11:40	11:47				
11:47a	11:54	11:59	12:10		12:22	12:30	12:36	12:42
12:17p	12:24	12:29	12:40	12:47				
12:47p	12:54	12:59	1:10		1:22	1:30	1:36	1:42
1:17p	1:24	1:29	1:40	1:47				
1:47p	1:54	1:59	2:10		2:22	2:30	2:36	2:42
2:17p	2:24	2:29	2:40	2:47				
2:47p	2:54	2:59	3:10		3:22	3:30	3:36	3:42
3:17p	3:24	3:29	3:40	3:47				
3:47p	3:54	3:59	4:10		4:22	4:30	4:36	4:42
4:17p	4:24	4:29	4:40	4:47				
4:47p	4:54	4:59	5:10		5:22	5:30	5:36	5:42
5:17p	5:24	5:29	5:40	5:47				
5:47p	5:54	5:59	6:10		6:22	6:30	6:36	6:42
6:17p	6:24	6:29	6:40	6:47				
6:47p	6:54	6:59	7:10		7:22	7:30	7:36	7:42
7:17p	7:24	7:29	7:40	7:47				
7:47p	7:54	7:59	8:10		8:22	8:30	8:36	8:42
Saturday								
8:57a	9:02	9:05	9:13		9:23	9:30	9:37	9:43
9:57a	10:02	10:05	10:13		10:23	10:30	10:37	10:43
10:57a	11:02	11:05	11:13		11:23	11:30	11:37	11:43
11:57a	12:02	12:05	12:13		12:23	12:30	12:37	12:43
12:57p	1:02	1:05	1:13		1:23	1:30	1:37	1:43
1:57p	2:02	2:05	2:13		2:23	2:30	2:37	2:43
2:57p	3:02	3:05	3:13		3:23	3:30	3:37	3:43
3:57p	4:02	4:05	4:13		4:23	4:30	4:37	4:43
4:57p	5:02	5:05	5:13		5:23	5:30	5:37	5:43
5:57p	6:02	6:05	6:13		6:23	6:30	6:37	6:43

28 Fair Oaks - Butterfield



LEGEND	
Regular Bus Service	
Peak Only Bus	
Light Rail	
State & Interstate Highways	
Connecting Bus Routes	12
Timetable Timepoints	●
Transit Center	●
Light Rail Stations	
Park & Ride Lot	P
Bike Lockers	



28 Sunrise Mall to Butterfield Station

Monday through Friday

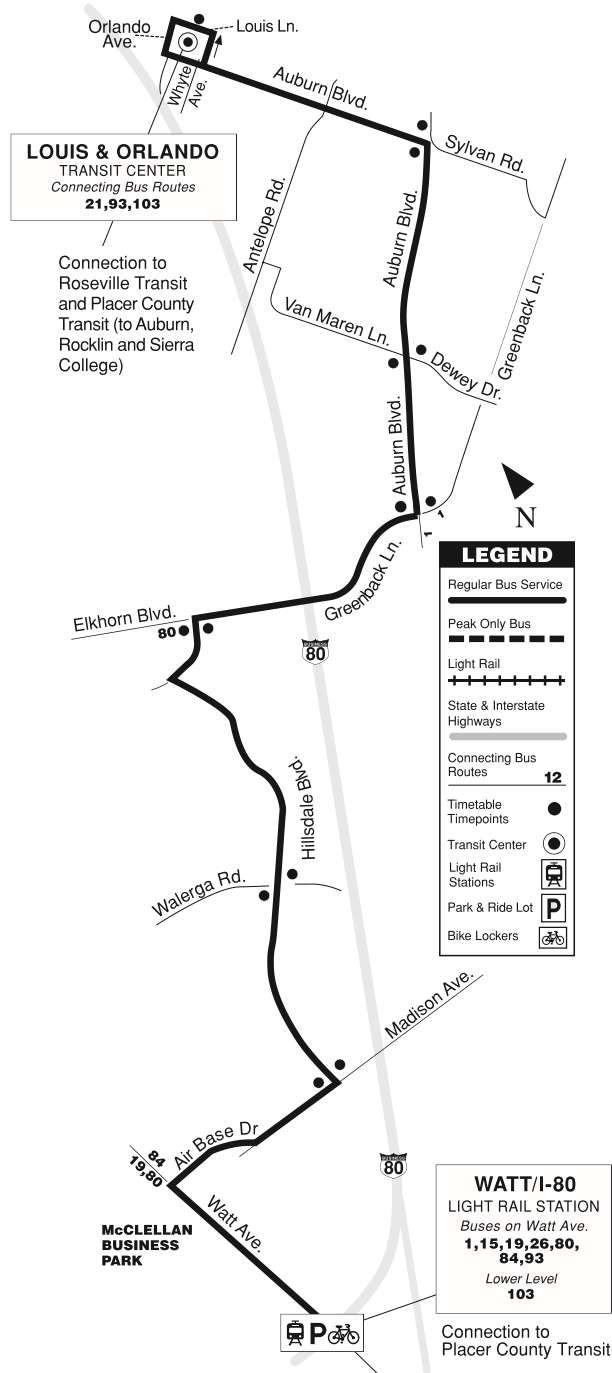
Sunrise Mall Main Term	Fair Oaks & Madison	Sunrise & Zinfandel	Cordova Town Center	Mather Field/Mills Station	Butterfield Station
LV	LV	LV	LV	LV	APP AR
5:17 a	5:22	5:34	5:42	5:49	6:00
6:17 a	6:22	6:34	6:42	6:49	7:00
6:47 a	6:52	7:04	7:12	7:19	7:30
7:14 a	7:19	7:34	7:42	7:49	8:00
8:14 a	8:19	8:34	8:42	8:49	9:00
9:17 a	9:22	9:34	9:42	9:49	10:00
10:17 a	10:22	10:34	10:42	10:49	11:00
11:17 a	11:22	11:34	11:42	11:49	12:00
12:17 p	12:22	12:34	12:42	12:49	1:00
1:17 p	1:22	1:34	1:42	1:49	2:00
2:17 p	2:22	2:34	2:42	2:49	3:00
3:17 p	3:22	3:34	3:42	3:49	4:00
4:17 p	4:22	4:34	4:42	4:49	5:00
5:17 p	5:22	5:34	5:42	5:49	6:00
6:17 p	6:22	6:34	6:42	6:49	7:00

28 Butterfield Station to Sunrise Mall

Monday through Friday

Butterfield Station	Mather Field/Mills Station	Cordova Town Center	Sunrise & Zinfandel	Fair Oaks & Madison	Sunrise Mall Main Term
LV	LV	LV	LV	LV	APP AR
6:27 a	6:37	6:44	6:52	7:04	7:11
7:27 a	7:37	7:44	7:52	8:04	8:11
8:27 a	8:37	8:44	8:52	9:04	9:11
9:27 a	9:37	9:44	9:52	10:04	10:11
10:27 a	10:37	10:44	10:52	11:04	11:11
11:27 a	11:37	11:44	11:52	12:04	12:11
12:27 p	12:37	12:44	12:52	1:04	1:11
1:27 p	1:37	1:44	1:52	2:04	2:11
2:27 p	2:37	2:44	2:52	3:04	3:11
3:27 p	3:37	3:44	3:52	4:04	4:11
4:27 p	4:37	4:44	4:52	5:06	5:13
5:27 p	5:37	5:44	5:52	6:06	6:13
5:57 p	6:07	6:14	6:22	6:34	6:41
6:27 p	6:37	6:44	6:52	7:04	7:11
7:00 p	7:10	7:17	7:25	7:37	7:44

93 Hillsdale



93 Hillsdale



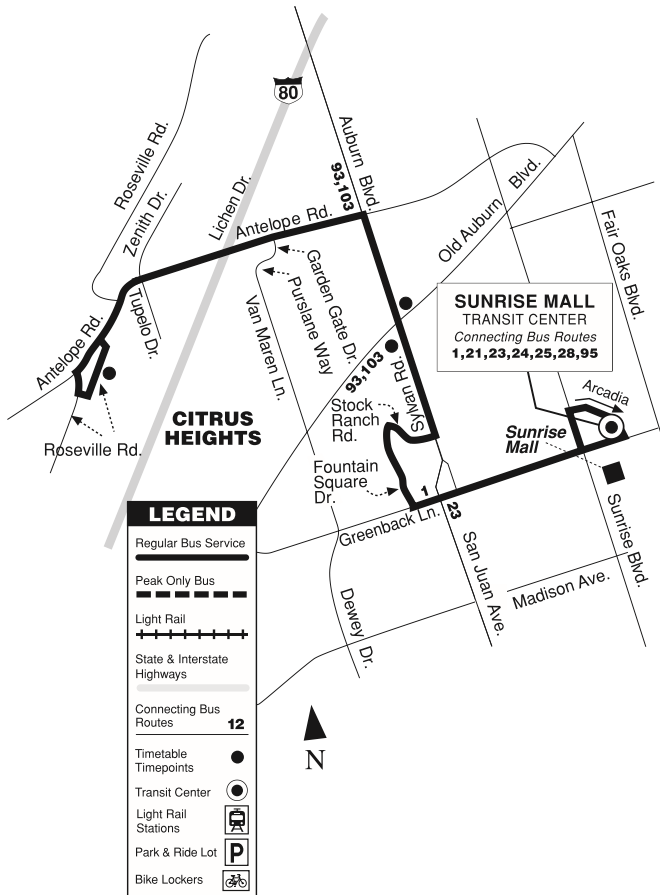
93 Citrus Heights - Hillsdale - Watt/I-80

Monday through Friday					
Louis & Orlando	Auburn & Sylvan	Auburn & Van Maren	Green-back & Auburn	Madison & Hillsdale	Watt/I-80
LV	LV	LV	LV	LV	APP AR
5:41a	5:46	5:49	5:52	6:05	6:13
6:41a	6:46	6:49	6:52	7:05	7:13
7:35a	7:40	7:43	7:46	7:59	8:07
8:05a	8:10	8:13	8:16	8:29	8:37
8:35a	8:40	8:43	8:46	8:59	9:07
9:05a	9:10	9:13	9:16	9:29	9:37
9:35a	9:40	9:43	9:46	9:59	10:07
10:05a	10:10	10:13	10:16	10:29	10:37
10:35a	10:40	10:43	10:46	10:59	11:07
11:05a	11:10	11:13	11:16	11:29	11:37
11:35a	11:40	11:43	11:46	11:59	12:07
12:05p	12:10	12:13	12:16	12:29	12:37
12:35p	12:40	12:43	12:46	12:59	1:07
1:05p	1:10	1:13	1:16	1:29	1:37
1:35p	1:40	1:43	1:46	1:59	2:07
2:02p	2:07	2:10	2:13	2:29	2:37
2:32p	2:37	2:40	2:43	2:59	3:07
3:02p	3:07	3:10	3:13	3:29	3:37
3:32p	3:37	3:40	3:43	3:59	4:07
4:02p	4:07	4:10	4:13	4:29	4:37
4:32p	4:37	4:40	4:43	4:59	5:07
5:02p	5:07	5:10	5:13	5:29	5:37
5:32p	5:37	5:40	5:43	5:59	6:07
6:07p	6:10	6:13	6:16	6:29	6:37
6:37p	6:40	6:43	6:46	6:59	7:07
7:37p	7:40	7:43	7:46	7:59	8:07
8:37p	8:40	8:43	8:46	8:59	9:07
Saturday					
8:35a	8:40	8:43	8:46	9:00	9:06
9:35a	9:40	9:43	9:46	10:00	10:06
10:35a	10:40	10:43	10:46	11:00	11:06
11:35a	11:40	11:43	11:46	12:00	12:06
12:35p	12:40	12:43	12:46	1:00	1:06
1:35p	1:40	1:43	1:46	2:00	2:06
2:35p	2:40	2:43	2:46	3:00	3:06
3:35p	3:40	3:43	3:46	4:00	4:06
4:35p	4:40	4:43	4:46	5:00	5:06
5:35p	5:40	5:43	5:46	6:00	6:06
6:35p	6:40	6:43	6:46	7:00	7:06
Sunday & Holidays					
8:35a	8:40	8:43	8:46	9:00	9:06
9:35a	9:40	9:43	9:46	10:00	10:06
10:35a	10:40	10:43	10:46	11:00	11:06
11:35a	11:40	11:43	11:46	12:00	12:06
12:35p	12:40	12:43	12:46	1:00	1:06
1:35p	1:40	1:43	1:46	2:00	2:06
2:35p	2:40	2:43	2:46	3:00	3:06
3:35p	3:40	3:43	3:46	4:00	4:06
4:35p	4:40	4:43	4:46	5:00	5:06
5:35p	5:40	5:43	5:46	6:00	6:06
6:35p	6:40	6:43	6:46	7:00	7:06

93 Watt/I-80 - Hillsdale - Citrus Heights

Monday through Friday					
Watt/I-80	Hillsdale & Madison	Green-back & Auburn	Auburn & Van Maren	Auburn & Sylvan	Louis & Orlando
LV	LV	APP AR	LV	LV	APP AR
6:04a	6:13	6:25	6:30	6:34	6:41
6:49a	6:58	7:10	7:15	7:19	7:26
7:19a	7:28	7:40	7:45	7:49	7:56
7:49a	7:58	8:10	8:15	8:19	8:26
8:19a	8:28	8:40	8:45	8:49	8:56
8:49a	8:58	9:10	9:15	9:19	9:26
9:19a	9:28	9:40	9:45	9:49	9:56
9:49a	9:58	10:10	10:15	10:19	10:26
10:19a	10:28	10:40	10:45	10:49	10:56
10:49a	10:58	11:10	11:15	11:19	11:26
11:19a	11:28	11:40	11:45	11:49	11:56
11:49a	11:58	12:10	12:15	12:19	12:26
12:19p	12:28	12:40	12:45	12:49	12:56
12:49p	12:58	1:10	1:15	1:19	1:26
1:19p	1:28	1:40	1:45	1:49	1:56
1:49p	1:58	2:10	2:15	2:19	2:26
2:19p	2:28	2:40	2:45	2:49	2:56
2:49p	2:58	3:10	3:15	3:19	3:26
3:19p	3:28	3:40	3:45	3:49	3:56
3:49p	3:58	4:10	4:15	4:19	4:26
4:19p	4:28	4:40	4:45	4:49	4:56
4:49p	4:58	5:10	5:15	5:19	5:26
5:19p	5:28	5:40	5:45	5:49	5:56
5:49p	5:58	6:08	6:13	6:17	6:24
6:19p	6:28	6:38	6:43	6:47	6:54
7:19p	7:28	7:38	7:43	7:47	7:54
8:19p	8:28	8:38	8:43	8:47	8:54
9:19p	9:28	9:38	9:43	9:47	9:54
Saturday					
8:00a	8:06	8:18	8:23	8:27	8:32
9:14a	9:20	9:32	9:37	9:41	9:46
10:14a	10:21	10:34	10:39	10:43	10:48
11:14a	11:21	11:34	11:39	11:43	11:48
12:14p	12:21	12:34	12:39	12:43	12:48
1:14p	1:21	1:34	1:39	1:43	1:48
2:14p	2:21	2:34	2:39	2:43	2:48
3:14p	3:21	3:34	3:39	3:43	3:48
4:14p	4:21	4:34	4:39	4:43	4:48
5:14p	5:21	5:34	5:39	5:43	5:48
6:14p	6:21	6:34	6:39	6:43	6:48
Sunday & Holidays					
8:00a	8:06	8:18	8:23	8:27	8:32
9:14a	9:20	9:32	9:37	9:41	9:46
10:14a	10:21	10:34	10:39	10:43	10:48
11:14a	11:21	11:34	11:39	11:43	11:48
12:14p	12:21	12:34	12:39	12:43	12:48
1:14p	1:21	1:34	1:39	1:43	1:48
2:14p	2:21	2:34	2:39	2:43	2:48
3:14p	3:21	3:34	3:39	3:43	3:48
4:14p	4:21	4:34	4:39	4:43	4:48
5:14p	5:21	5:34	5:39	5:43	5:48
6:14p	6:21	6:34	6:39	6:43	6:48

95 Citrus Heights - Antelope Rd.



95 Antelope to Sunrise Mall

Monday through Friday

Antelope & Roseville	Auburn & Sylvan	Sunrise Mall Main Term
LV	LV	APP AR
6:34a	6:42	6:54
7:34a	7:42	7:54
8:34a	8:42	8:54
9:34a	9:42	9:54
10:34a	10:42	10:54
11:34a	11:42	11:54
12:34p	12:42	12:54
1:34p	1:42	1:54
2:34p	2:42	2:54
3:34p	3:42	3:54
4:34p	4:42	4:54
5:34p	5:42	5:54

95 Sunrise Mall to Antelope

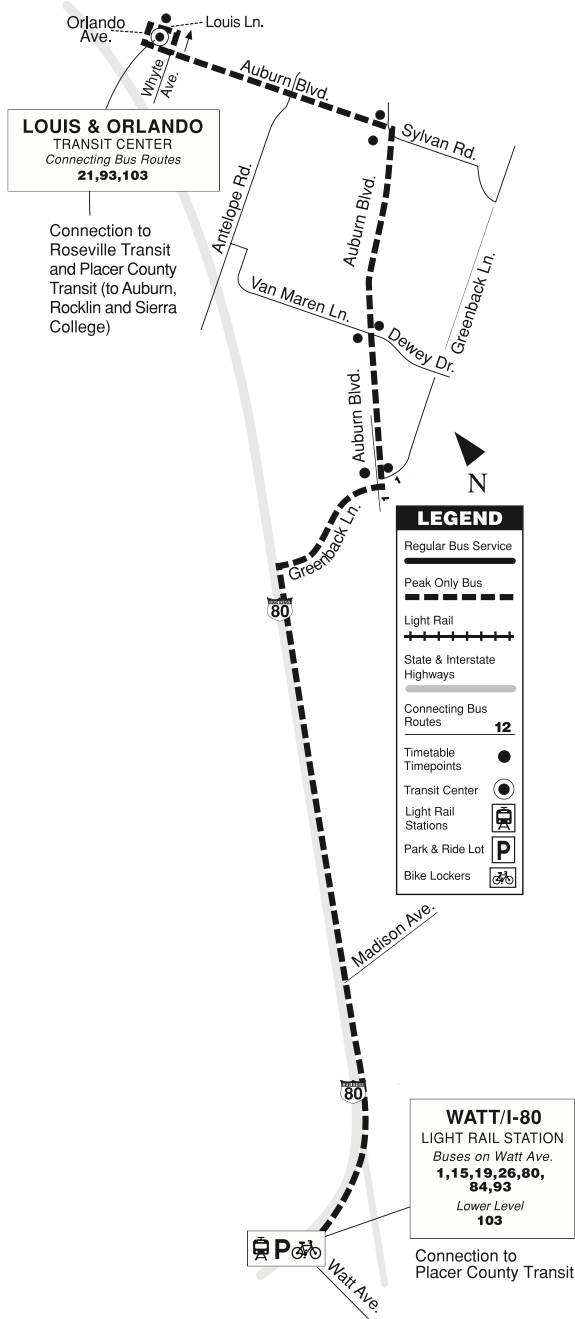
Monday through Friday

Sunrise Mall Main Term	Auburn & Sylvan	Antelope & Roseville
LV	LV	APP AR
7:09a	7:20	7:29
8:09a	8:20	8:29
9:09a	9:20	9:29
10:09a	10:20	10:29
11:09a	11:20	11:29
12:09p	12:20	12:29
1:09p	1:20	1:29
2:09p	2:20	2:29
3:09p	3:20	3:29
4:09p	4:20	4:29
5:09p	5:20	5:29

The Neighborhood Ride

Route deviation service is not available on this route.

103 Auburn Blvd.



103 Citrus Heights to Watt/I-80

Monday through Friday

Louis & Orlando	Greenback & Auburn	Watt/I-80
LV	LV	APP AR
5:51 a	6:03	6:13
6:21 a	6:33	6:43
6:36 a	6:48	6:58
6:51 a	7:03	7:13

103 Watt/I-80 to Citrus Heights

Monday through Friday

Watt/I-80	Auburn & Greenback	Louis & Orlando
LV	LV	APP AR
4:33 p	4:40	4:55
5:03 p	5:10	5:25
5:33 p	5:40	5:55
6:03 p	6:10	6:25

SmaRT Ride: Sacramento Regional Transit's New Way to Get Around Citrus Heights, Antelope and Orangevale. Now serving Franklin-South Sacramento!

August 15, 2018 • Rider Information (<http://www.sacrt.com/apps/category/riderinfo/>), SacRT in Community (<http://www.sacrt.com/apps/category/sacrt-in-community/>)

Visit smartride.sacrt.com for full details on this on-



DOWNLOAD THE MICROTRANSIT APP

Available on the iPhone App Store

GET IT ON Google play

 **SmaRT Ride**
ON-DEMAND TRANSIT

Powered by Microtransit

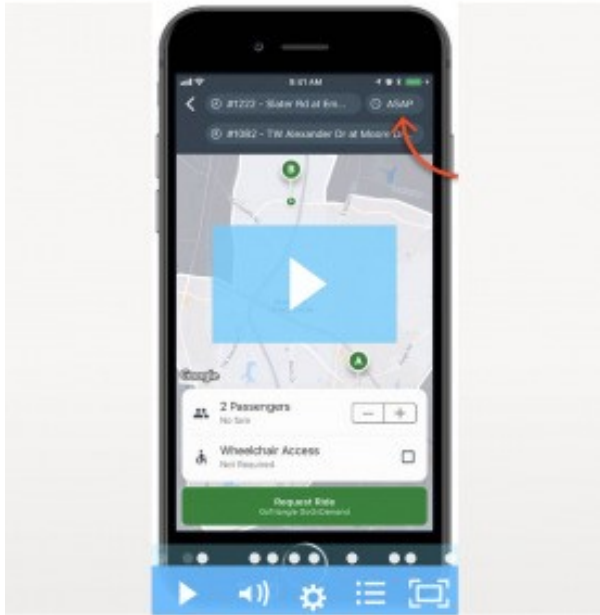
sacrt.com/smartride

Groups of 5 or more ride FREE! All riders traveling in a group of five or more ride for free. To take advantage of this offer, everyone must travel together as a group from the same pick up location to the same destination.

SmaRT Ride is similar to other ride-share services where customers can use a smartphone app to request a ride that will pick up and drop off passengers wherever they wish to travel within the service boundaries. Following a SmaRT Ride request, the Microtransit app will provide passengers with an estimated pick-up time, track their bus in real-time, and be alerted when their ride is about to arrive. Passengers will also be alerted when their ride is about to reach their desired destination.

SmaRT Ride customers will also be able to request rides by calling 916-556-0100 or by going online to ondemand.sacrt.com (<http://ondemand.transloc.com>) ; however, trip requests must be made on the same day. Wait times for service are subject to vehicle availability and demand.

Download the Microtransit App



(<https://transloc.wistia.com/medias/9yzeu41vrc>)

- From a smartphone download the Microtransit app.
 - Create a free account and log in.
 - Select Sacramento Regional Transit as your agency.
 - Choose your pickup time. Trip requests must be made on the same day as travel.
 - Choose a pickup location by typing in the address. Selections must be within the highlighted service area.
 - Choose a drop off location by typing in the address. Selections must be within the highlighted service area.
 - Confirm passenger details then tap “next” button.
 - Review your ride and tap “confirm ride” to submit ride request.
 - You should receive real-time predictions as soon as a vehicle has been assigned.
- To cancel a booked ride made in error, click on the three dots located on the top right corner of your ride confirmation card. Click on “cancel ride request.”

Reserve Online

- Visit <https://ondemand.sacrt.com/> (<https://ondemand.transloc.com/>)
- Create a free account and log in.
- Select Sacramento Regional Transit as your agency.
- Choose your pickup time. Trip requests must be made on the same day as travel.
- Choose a pickup location by typing in the address. Selections must be within the highlighted service area.
- Choose a drop off location by typing in the address. Selections must be within the highlighted service area.
- Confirm passenger details then tap “next” button.
- Review your ride and tap “confirm ride” to submit ride request.
- You should receive real-time predictions as soon as a vehicle has been assigned. If following online, you will also be able to view the vehicles’ position in real-time.
- To cancel a booked ride made in error, click on “cancel ride” located at the bottom of the screen. Complete the cancellation by confirming you wish to cancel your reserved ride.

Reserve by Phone

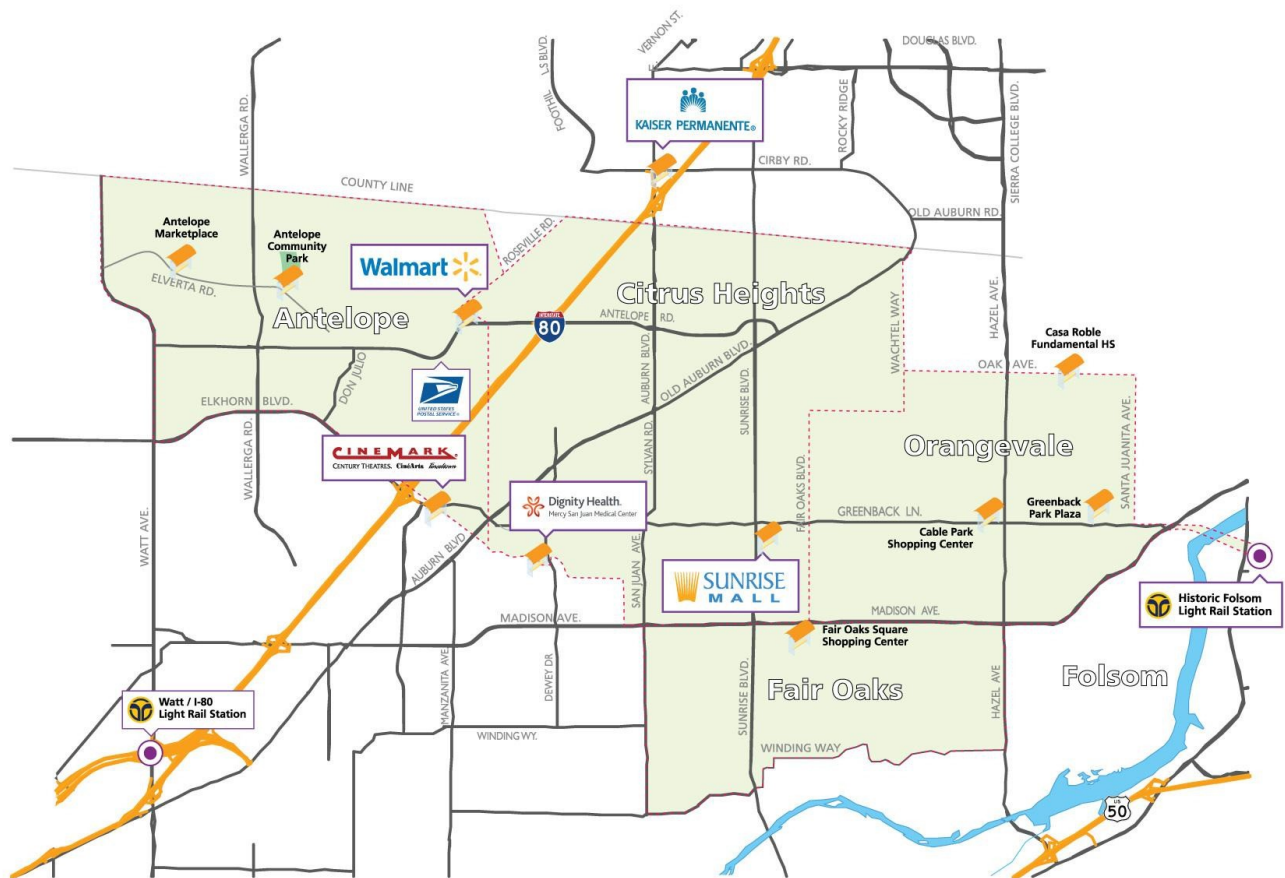
- Call 916-556-0100 to schedule your ride or to cancel your reservation.
- Provide the representative your pickup location and drop off location addresses and preferred times. (Must be within the service boundaries)
- The representative will provide estimated pickup and arrival times and confirm your trip.

If you are:	Your fare is	Single	Daily Pass
Age 19 – 61	Basic	\$2.50	\$7.00
Senior (age 62+)	Discount	\$1.25	\$3.50
Person with Disabilities	Discount	\$1.25	\$3.50
Student (Grades K -12)	Discount	\$1.35	\$3.50

Groups of 5 or more ride FREE!

All riders traveling in a group of five or more ride for free. To take advantage of this offer, everyone must travel together as a group from the same pick up location to the same destination.

SmaRT Ride Citrus Heights, Antelope and Orangevale with connection to the Historic Folsom light rail station operates Monday through Friday, 6 a.m. to 9 p.m.



RESOLUTION NO. 15-12- 0137

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

December 14, 2015

**REPEALING AND RESTATING RESOLUTION NO. 13-08-0125, REPEALING AND
RESTATING SACRAMENTO REGIONAL TRANSIT DISTRICT'S SERVICE AND
FARE CHANGE POLICIES, AND ADOPTING A NEW SERVICE CHANGE POLICY**

WHEREAS, Resolution No. 13-08-0125 established Service and Fare Change Policies for the Sacramento Regional Transit District; and

WHEREAS, Resolution No. 15-11-0129 established a Fare Change Policy for the Sacramento Regional Transit District, superseding the fare change provisions of Resolution No. 13-08-0125; and

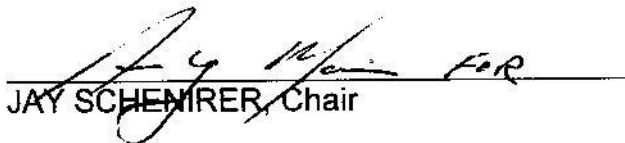
WHEREAS, this resolution has come before the Board as an open session agenda item of a regular meeting properly noticed in accordance with the Ralph M. Brown Act; and

WHEREAS, the Board of Directors of the Sacramento Regional Transit District has taken into consideration public comments on the proposed resolution.

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

THAT, Resolution No. 13-08-0125 is hereby repealed; and

THAT, the Board of Directors of the Sacramento Regional Transit District hereby adopts a new Service Change Policy as set forth in Exhibit A.


JAY SCHEMME, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: 
Cindy Brooks, Assistant Secretary



December 14, 2015

Service Change Policy

1. INTRODUCTION

It is the policy of the Sacramento Regional Transit District (RT) to provide quality service to all customers regardless of race, color, national origin, or income. This document establishes RT policy and describes several policies and procedures relating to fixed-route service changes.

This document is intended to satisfy Title VI of the Civil Rights Act of 1964, Executive Order 12898, and related federal civil rights laws, which help ensure that RT's services are provided in a non-discriminatory manner, specifically with regards to minority populations and low-income populations. This document also provides guidelines for meeting the requirements of the California Environmental Quality Act (CEQA) as they relate to service changes.

Title VI requires RT to adopt a numerical standard defining what constitutes a major service change. This definition and policy is discussed in Section 2. RT's 2012 TransitRenewal study also established a sunset clause for new routes which is incorporated in Section 3. Section 4 describes RT's public involvement process for major service changes.

Prior to adopting major service changes, Title VI and federal environmental justice regulations require RT to prepare an equity analysis to determine if the proposed changes are likely to result in adverse and disparate impacts (DI) on minority populations and/or disproportionate burdens (DB) on low-income populations. These definitions and policies are set forth in Section 5. Section 6 discusses their application.

Section 7 discusses RT's requirements under CEQA as they relate to service changes.

2. MAJOR SERVICE CHANGE DEFINITION

RT categorizes service changes as either minor or major according to their size and likely impact. Minor service changes can be authorized by RT's General Manager/CEO. Major service changes require a public hearing (discussed in Section 4 of this document), a Title VI equity analysis (discussed in Sections 5 and 6 of this document) and approval by the RT Board.

A major service change is defined as follows:

- Creation of any new bus route exceeding 150 daily revenue miles; or
- Creation of any new light rail route or extension of any existing light rail routes; or
- Any change to an existing bus or light rail route that affects more than 15 percent of daily revenue miles

Service Change Policy

Any service change that does not meet the criteria for a major service change is considered a minor service change. Additionally, the following exceptional cases are considered minor service changes:

- Automatic elimination of a bus route according to RT's route sunset process set forth in Section 3 of this document (RT will, however, notify riders prior to the effective date)
- RT Board action to temporarily exempt a bus route from RT's route sunset process
- Schedule adjustments (RT will, however, notify riders prior to the effective date)
- Creation, alteration, or elimination of a supplemental route¹
- Emergency changes made to respond to natural or man-made disasters or to a state of fiscal emergency
- Creation, alteration, or elimination of temporary or demonstration service lasting one year or less
- Creation, alteration, or elimination of special event service (RT Board approval may be necessary for certain aspects of the service, e.g., acceptance of event tickets as fare media)
- Adjustments made to major service changes after Board approval but prior to the effective date that would otherwise be considered minor changes

If an Environmental Impact Report (EIR) or an Environmental Impact Statement (EIS) has been prepared for a project, the EIR/EIS review and approval process is considered to satisfy all review and approval requirements for a major service change, with the exception of the Title VI equity analysis, which is still required if the project meets the definition of a major service change. FTA explicitly requires a Title VI equity analysis be approved by the RT Board prior to the beginning of revenue service for any project funded by the FTA's New Starts program.

Contract service operated by RT and included in vehicle hour and mile reporting to FTA's National Transit Database is considered RT service for purposes of this policy. Any changes to such service that meet RT's major service change definition are subject to RT's Title VI requirements, public hearing requirements, and approval requirements.

All revenue mile calculations made for the purpose of classifying the service change must include the cumulative impact from service changes implemented in the twelve months preceding the effective date of the proposed new changes. Light rail revenue miles are counted at the level of entire trains rather than individual light rail vehicles.

¹ Supplemental routes are peak-only routes that are designed to accommodate heavy passenger volumes that would otherwise overload RT's regular routes. Supplemental routes usually operate only seasonally and often must be adjusted on short notice to respond to changing demand conditions.

3. ROUTE SUNSET PROCESS

RT's TransitRenewal study set forth a "sunset clause" whereby newly-created fixed-route bus routes must meet RT's productivity standards within two years of implementation.² This sunset clause, as an element of TransitRenewal, was accepted by the RT Board as a guideline for future service development, and has been incorporated here as RT policy. Pursuant to this policy, RT reviews route productivity on a quarterly basis, maintains a "watch list" of deficient bus routes, and makes annual recommendations to improve productivity.

If a new bus route fails to meet RT's productivity standards within two years of operation, RT will initiate an automatic elimination process (sunset elimination) that consists of the following steps:

- Staff advises the RT Board of the pending route elimination during a meeting of the Board of Directors.³
- Through a motion or a resolution, the RT Board may temporarily exempt the route in question from RT's route sunset process. See Appendix A for an example.
- Absent any Board action, staff will (1) determine an appropriate date for elimination,⁴ (2) notify riders of the route's pending elimination and alternative routes, if applicable, and (3) identify areas where resources could be redeployed.

Although a route elimination would ordinarily be considered a major service change, since new routes are implemented with an understanding of RT's sunset clause, elimination of a route through RT's route sunset process is considered a minor service change. It will therefore be exempt from RT's public hearing and equity analysis requirements, and all other requirements that apply only to major service changes. As noted above, RT will notify riders prior to the route's actual elimination.

4. PUBLIC INVOLVEMENT

To assure meaningful public involvement, especially from minority and low-income populations, Title VI requires RT to develop a Public Participation Plan. The provisions of this section are intended to summarize RT's public involvement program as it relates to service changes.⁵

² RT's productivity standards are set forth in RT's Service Standards document.

³ Previous productivity reports and watch list reports may be referenced or provided to document the failure of the route to meet RT's productivity standards.

⁴ As an example, RT may want to eliminate the route when other major changes are being made, so that outreach efforts can be consolidated, printed materials will be up-to-date, etc.

⁵ The Public Participation Plan will be adopted separately. This section is intended to be only a summary.

Public Review

A public hearing and a 30-day public review period are required prior to the adoption of major service changes. Staff will make a plan of the proposed changes as well as a draft Title VI service change equity analysis publicly available. Prior to adoption of any proposed changes, staff will consider and summarize all comments and make any necessary revisions to the service change proposal and Title VI service change equity analysis. The Board will consider the public comments prior to adoption of the changes and the final equity analysis.

Public Notice

On or before the beginning of the comment period, RT will distribute a notice to riders and members of the public on the materials available for review, including:

- A title, a one or two sentence description of the proposed changes, and a statement that RT is seeking public comments
- Notice of documents available for review (e.g., draft service plan, Title VI equity analysis, and/or CEQA documents)
- All routes that may be changed, listed by number, or, in the case of light rail lines, by name (e.g., Blue Line)
- The final date and time to submit comments
- The date, time, and location of the hearing and transit routes serving the location
- Contact information and where to find additional information

RT will post the notice on RT's web site in English as well as any non-English languages determined by RT policy on language assistance.⁶ RT will also display the notice in RT vehicles, at major stops and stations, to applicable mailing list subscribers, and in RT's monthly newsletter, if time permits. RT may notify riders through press releases or through social media. At least one presentation will typically be made to RT's Mobility Advisory Council. RT staff may also make presentations at the meetings of other interested organizations and groups.

Language Assistance

If requested, and given sufficiently advance notice (usually 3 business days or more), RT will provide an interpreter (including sign language) at the public hearing. RT's Language Line service also provides interpretation services over the phone for patrons calling for additional information, to make comments, or to arrange interpretation services at the public hearing.

⁶ In addition to a Public Participation Plan, Title VI requires RT to develop a Language Assistance Plan (LAP), which will be adopted separately. The provisions of this section are intended to be only a summary of RT language assistance policy specifically related to service changes.

5. EQUITY ANALYSIS – GENERAL

Requirements

Prior to adopting major service changes, Title VI and federal environmental justice regulations require RT to prepare an equity analysis to determine if the proposed changes are likely to result in disparate impacts (DI) on minority populations or disproportionate burdens (DB) on low-income populations.⁷ RT's DI and DB definitions must measure adverse effects on passengers and must be developed with public engagement.

Disparate Impacts

Title VI requires RT to analyze proposed major service changes to identify any possible DI on minority populations.⁸ If a statistically significant adverse effect on minority populations is found to be likely, Title VI requires RT to provide a substantial legitimate justification, including a finding that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals, before adopting the changes.⁹

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

Disproportionate Burdens

Executive Order 12898 on Environmental Justice requires RT to analyze major proposed service changes to determine if they are likely to result in a disproportionate burden on low-income populations.¹⁰ A finding of disproportionate burden requires RT to take steps to avoid, minimize, or mitigate impacts where practicable¹¹ and to describe alternatives available to low-income passengers affected by the changes.¹²

⁷ Due to the similarity of the DI and DB processes and definitions, both requirements are usually satisfied with a single equity analysis that addresses both requirements.

⁸ A disparate impact is defined as a facially neutral policy or practice that disproportionately affects minority populations where the policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect. (See FTA Circular 4702.1B, Chapter 1, Section 5.)

⁹ See FTA Circular 4702.1B, Chapter 4, Section 7.

¹⁰ A disproportionate burden is defined as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. (See FTA Circular 4702.1B, Chapter 1, Section 5.)

¹¹ See FTA Circular 4702.1B, Chapter 1, Section 5.

¹² See FTA Circular 4702.1B, Chapter 4, Section 7g.

Service Change Policy

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 (DHHS) poverty guidelines.¹³ The DHHS definition varies by year and household size. For 2015, DHHS poverty guidelines ranged from \$11,770 for a single-person household to \$40,890 for a household of eight. The poverty guidelines for a household of four were \$24,250.

FTA encourages transit agencies to use a locally-developed threshold for low-income status, provided that the threshold is at least as inclusive as the DHHS poverty guidelines. Since survey data often excludes household size and rarely includes exact household income, RT will, when necessary, define low-income status according to the poverty guideline for a household of four, rounded up to the nearest bracket boundary. For example, if household income data was available in \$15,000 brackets, and the DHHS poverty guideline for a household of four persons was \$24,250, then RT would round up the poverty guideline to \$30,000, so that any person reporting household income less than \$30,000 would be considered low-income.

Data Sources

In accordance with FTA guidance, when feasible, RT will use data from on-board passenger surveys for Title VI equity analyses. For service changes, if sufficient on-board survey data is not available or deemed unreliable, RT may substitute demographic data on the service area of the affected routes.

When using service area data, RT uses data from the U.S. Census Bureau's most recent five-year American Community Survey aggregated at the level of census tracts. Using Geographic Information Systems (GIS) software, RT computes a population estimate (broken down by minority and low-income status) for each affected route and for the overall RT system. As recommended by FTA, RT will usually assume a walk distance of a quarter mile from bus routes and a half mile from light rail stations.

For major proposed service changes, in addition to the above calculations, RT will prepare maps showing the potentially affected routes overlaid on a demographic map of the service area.

¹³ See FTA Circular 4702.1B, Chapter 1, Section 5.

6. SERVICE CHANGE EQUITY ANALYSIS

Requirements

As discussed in Section 5 of this document, RT is required to conduct an equity analysis prior to adopting major service changes. Title VI requires RT to establish a locally-developed definition for determining DI/DB on minority/low-income populations, including thresholds for statistical significance.

Definitions and Methodology

RT uses revenue miles to objectively quantify the effects of service changes. When major service changes are proposed, RT computes the change in revenue miles for minority populations at the route level and in aggregate. This is compared to the minority percentage of RT's overall ridership.

RT's Title VI goal is for minority populations to receive at least their share of the benefits in the case of a net service increase, and no more than their share of the adverse effects, in the case of net service reductions. A potential DI may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if it exceeds 15 percentage points.

Example: Assume that RT's overall ridership is 55 percent minority and that RT proposed a major service increase. Minority populations would be expected to consume 55 percent of the new service, measured in revenue miles. Deviations from this goal exceeding 15 percentage points would be considered statistically significant. Therefore, if minority populations received *less than* 40 percent of the benefits, this would constitute a potential DI.

If a potential DI on minority populations exists, then the service change may be implemented only if: (1) a substantial legitimate justification has been prepared in written form, and (2) there are no alternatives that would have a less DI on minority riders but would still accomplish RT's legitimate program goals.¹⁴

DBs on low-income populations are determined in like fashion, with the threshold of statistical significance also being 15 percentage points. If a potential DB on low-income populations exists, then RT must take steps to avoid, minimize, or mitigate impacts where practicable.¹⁵

A sample cover sheet summarizing all key findings for a service change equity analysis has been provided as Appendix B.

¹⁴ FTA Circular 4702.1B, Chapter 4, Section 7a1f.

¹⁵ FTA Circular 4702.1B, Chapter 4, Section 7a2g.

7. ENVIRONMENTAL REQUIREMENTS

California law statutorily exempts the restoration, increasing, or inception of transit service on any rail, street, or highway rights-of-way that are already in use for vehicular travel from requirements under the California Environmental Quality Act (CEQA).¹⁶ If RT declares a state of fiscal emergency, then transit service reductions are also statutorily exempt.¹⁷ These exemptions do not extinguish any requirements for Federal project (e.g., New Starts rail expansions) under the National Environmental Policy Act (NEPA).

For any major service changes that RT determines are non-exempt, RT will prepare an Initial Study according to state CEQA guidelines to determine if the changes are likely to have significant effects on the environment.

If the Initial Study finds that there would be no significant effects, the RT Board may adopt a Negative Declaration (ND) affirming this finding. If the Initial Study finds that there would be potentially significant effects but that they can be avoided or mitigated, a Mitigated Negative Declaration (MND) may be adopted. If the Initial Study finds that there would be one or more significant effects which cannot be avoided or mitigated, an Environmental Impact Report (EIR) is required.¹⁸

A ND/MND consists of a one-page project summary and declaration that is attached to the front of the Initial Study, both of which must be approved by the RT Board prior to adoption of the major service changes.¹⁹

Public Review

CEQA requires a public review and comment period of at least 20 calendar days for an Initial Study prior to adoption of a ND/MND. RT accepts comments by phone, mail, email, or testimony before the RT Board.

CEQA also requires RT to file a Notice of Intent with Sacramento County at least 20 calendar days prior to adoption of a ND/MND. If the Initial Study finds that there are no effects on biological resources, then a No Effect Determination waiver must also be requested from the California Department of Fish and Wildlife (DFW).²⁰

Upon adoption of a ND, MND, or EIR, RT files a Notice of Determination with Sacramento County within five business days.

¹⁶ See California Public Resources Code, Section 21080(b)(10).

¹⁷ See California Public Resources Code, Section 21080.32.

¹⁸ Most transit service changes that are not statutorily exempt will require only a ND or MND. It would be unusual to find an EIR necessary for transit service changes.

¹⁹ The ND/MND will customarily be part of the same agenda item as the service changes.

²⁰ DFW charges a higher administrative fee for a No Effect Determination waiver if it is not requested prior to the filing of the Notice of Intent with Sacramento County.

Service Change Policy

If a service change, major or minor, is determined by the RT General Manager/CEO, or his/her designee, to be exempt from CEQA, a Notice of Exemption may be filed with Sacramento County.



Service Change Policy
Appendix A - Example Route Sunset Exemption

RESOLUTION NO. YY-MM-_____

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

Month DD, YYYY

**TEMPORARILY EXEMPTING ROUTE X FROM
SACRAMENTO REGIONAL TRANSIT DISTRICT'S SUNSET CLAUSE**

WHEREAS, Route X is designated to be eliminated, pursuant to Section 3 of Regional Transit's Service Change Policy; and

WHEREAS, the Board of Directors finds that special circumstances justify that Route X be temporarily exempted from this policy.

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

THAT, Route X shall be exempt from the sunset clause provisions of Section 3 of Regional Transit's Service Change Policy for a period of _____.

[CHAIR'S NAME], Chair

A T T E S T:

[GENERAL MANAGER], Secretary

By: _____
[BOARD CLERK], Assistant Secretary



Service Change Policy
Appendix B – Service Change Equity Analysis Template

Project Title/Description _____

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership: _____
Bus and Light Rail

Minority Ridership: _____ % (A1)

Low-Income Ridership: _____ % (B1)
Household income less than \$30,000

Data Source for Demographics: _____
Ex: 2010 On-Board Survey

SERVICE CHANGE IMPACTS

Data Source for Demographics: _____
Ex: 2010 On-Board Survey
(should match above)

Net Revenue Miles: All Riders: _____
Annualized

Minority: _____ % (A2)

Low-Income: _____ % (B2)

Disparate Impact: ☐ Yes ☐ No Is there an adverse disparity between A1 and A2 exceeding RT's 15 percent threshold of statistical significance?
If yes, then the change may be implemented only if (1) a substantial legitimate justification has been prepared in written form and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.

Disproportionate Burden: ☐ Yes ☐ No Is there an adverse disparity between B1 and B2 exceeding RT's 15 percent threshold of statistical significance?
If yes, then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives available to low-income passengers affected.

Prepared by _____

Date _____

Reviewed by _____

Date _____



Customer Services & Fares

Single & Daily Pass Fares

<i>If you are:</i>	<i>Your fare is:</i>	<i>Single</i>	<i>Daily Pass</i>
Age 19 - 61	Basic	\$ 2.50	\$ 7.00
Senior (age 62 and over)	Discount	1.25	3.50
Disabled	Discount	1.25	3.50
Student (K-12)	Discount	1.25	3.50

Pre-Paid Tickets

	<i># of Tickets</i>	<i>Book Price</i>
Basic Single Fare	10	\$ 25.00
Discount Single Fare	10	12.50
Basic Daily Pass	10	70.00
Discount Daily Pass	10	35.00

Monthly Passes & Stickers

Basic Monthly Pass	\$ 100.00
Basic Semi-Monthly Pass	50.00
Senior/Disabled Monthly Pass	50.00
Senior/Disabled Semi-Monthly Pass	25.00
Super Senior Monthly Pass (age 75 and over)	40.00
Student Monthly Pass	20.00
Student Semi-Monthly Pass	10.00
Yolo Express	25.00

Stickers must be affixed to a SacRT Photo ID or school photo ID for use as a monthly pass.

ALL FARES ARE SUBJECT TO CHANGE. FARES ARE NOT TRANSFERABLE, REFUNDABLE OR EXCHANGEABLE

Parking Pass

Monthly Parking Pass	\$ 15.00
CRC Monthly Parking Pass	\$ 20.00

A daily parking pass can be purchased at the Park-Pay-and-Ride parking kiosk by entering your car's license plate number and paying \$1 when prompted. A receipt will be given. Daily parking may be purchased on the Parkmobile app on your smart phone.

SacRT photo ID cards are only available at SacRT's Customer Service and Sales Center – see page 4 for details

Fare Categories

1) Basic

All passengers must pay the Basic fare unless eligible for Discount fare or free fare.

2) Discount

Requires certain forms of identification (ID) or age verification as follows:

a) **Seniors (age 62 and over), Persons with Disabilities and Medicare Cardholders** - Proof of identification is required upon boarding, and can include a SacRT Senior or Disabled photo ID card, a Senior or Disabled photo ID card issued by another transit agency, a driver's license, a State of California ID card, a passport or identification card issued by any governmental entity containing a photo of the cardholder (and also showing verification of age – for Seniors only). A Personal Care Attendant (PCA) of persons with disabilities may ride for the Discount fare if he or she is accompanying an individual with disabilities who possess a SacRT Disabled photo ID card with an Attendant eligibility notation. PCAs must have the same beginning and ending destination as the disabled passenger.

b) **Super Senior (age 75+)** - Proof of age verification is required to purchase a Super Senior monthly sticker. The Super Senior monthly sticker is only available for purchase at SacRT's Customer Service and Sales Center located at 1225 R Street.

c) **Students (K- 12)** - Must be pursuing a high school diploma; eligible to purchase SacRT monthly Student stickers with a SacRT Student photo ID card or school issued photo ID card.

d) **Class Pass** - SacRT offers the Class Pass, which permits unlimited use for groups traveling during the hours of 9 a.m. - 3:30 p.m. The Class Pass is available to any group with 10 or more students who are pursuing a high school diploma. The cost of the Class Pass is \$2.50 for each student and \$5.00 for each accompanying adult.

SacRT Customer Service Representatives are available to answer questions about your group travel. **Please call SacRT at 916-321-BUSS (2877) at least 10 business days before your day of travel.**

CLEAR CHANNEL CLEANING SCHEDULE

EXHIBIT D

Citrus Heights Shelter Cleaning Schedule		
Monday		
Stop#	Panel	Address
	3321	Sunrise Blvd ES 145ft N/O Woodmore Oaks Dr
2811	7685	Sunrise Blvd ES 5ft N/O Oak Av F/S - 1
Wednesday		
	3327	Sunrise Blvd ES 250ft N/O Old Auburn
3708	7593	Sunrise Blvd WS 5ft S/O Antelope F/N - 1
	3329	Sunrise Blvd ES 150ft S/O Old Auburn
	3325	Sunrise Blvd WS 20ft N/O Oak Av
	3319	Sunrise Blvd WS 120ft S/O Locher Way
1193	7647	Greenback Ln NS 5ft E/O Peoria Dr F/E - 1
1310	9081	Greenback Ln SS 5ft E/O Dewey Dr F/W - 1
	9166	Greenback Ln SS 13ft E/O Parkoaks Dr.
3972	9001	Greenback Ln SS 5ft E/O Indiana River Dr F/W - 1
	9108	Greenback Ln SS 5ft E/O Auburn Blvd F/W - 1
	9127	Greenback Ln NS 5ft W/O Auburn Blvd F/E - 1
3348	7916	Auburn Blvd WS 140ft S/O Greenback Blvd F/E - 1
	9214	Auburn Blvd WS 20ft S/O Cobalt
3344	7930	Auburn Blvd WS 300ft S/O Van Maren Ln F/ -
3345	3060	Auburn Blvd WS 20ft S/O Halifax F/ - 1

Cleaning consists of power washing, graffiti removal, trash pick up and trash removal.