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May 30, 2024

Toks Omishakin
Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

RE: SACOG May 2024 SB125 Allocation Package

Dear Secretary Omishakin:

The California State Transportation Agency (CalSTA) published the final allocations for FY 2023-24 as part of the SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) Final Guidelines published on September 29, 2023.

SB125 authorizes Regional Transportation Planning Agencies (RTPAs) to use the monies for high-priority transit capital projects and operations under TIRCP, and zero-emission transit capital projects and operations under ZETCP. The Sacramento Area Council of Governments (SACOG) is the designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties.

As the RTPA, SACOG is required to submit an allocation plan to CalSTA. SACOG has worked with our regional transit operators to identify needs in our region and has assembled an updated SB 125 Allocation Package for submission. The projects and project updates included in this Allocation Package were approved by the SACOG Board of Directors at their meeting on April 18, 2024. The FY 2023-24 updated allocations and a summary of changes are in the attached document.

Should you have any questions or comments regarding this allocation package, please contact Barbara VaughanBechtold, Transportation Planner, at 916-340-6226 or bvaughanbechtold@sacog.org or Chris Dougherty, Senior Transportation Planner, at 916-319-5193 or cdougherty@sacog.org.

Sincerely,


James Corless
Executive Director

Attachment

cc: Barbara VaughanBechtold, SACOG
Kristina Svensk, SACOG

Chris Dougherty, SACOG
Michael Rosson, SACOG

- Auburn*
- Citrus Heights*
- Colfax*
- Davis*
- El Dorado County*
- Elk Grove*
- Folsom*
- Galt*
- Isleton*
- Lincoln*
- Live Oak*
- Loomis*
- Marysville*
- Placer County*
- Placerville*
- Rancho Cordova*
- Rocklin*
- Roseville*
- Sacramento*
- Sacramento County*
- Sutter County*
- West Sacramento*
- Wheatland*
- Winters*
- Woodland*
- Yolo County*
- Yuba City*
- Yuba County*

Summary of Changes:

The table below shows SACOG’s Initial FY 2023-24 SB 125 Funding Allocation submitted to CalSTA in December 2023

Agency	Project	Cost
Cost Overrun Projects		
Sacramento Regional Transit	Dos Rios LRT Station	\$10,000,000*
TIRCP Cycle 7 Leverage Funding		
Sacramento Regional Transit	Blue Line Station Conversions	\$8,000,000*
Sacramento Regional Transit	Stockton BRT (PS&E Only)	\$6,000,000*
Sacramento Region Transit	Bus Maintenance Facility	\$10,000,000*
Sacramento Regional Transit	Low-Floor Fleet - NTP #5	\$2,749,000*
Planning		
Sacramento Regional Transit	COA/Long Range Plan	\$1,000,000
Yolo Transportation District	Short Range Transit Plan	\$200,000
Administration		
SACOG	Administration and Financial Analysis	\$400,000

The updated FY 2023-24 SACOG SB 125 Funding Allocation is below and reflects the following changes:

- removal of the \$10 million contingent award for SacRT’s low floor fleet TIRCP Cycle 7 match from the December 2023 allocation plan to return to the funding balance – a smaller amount going to this project
- removal of the \$10 million contingent award for SacRT’s bus maintenance facility TIRCP cycle 7 match to return to the funding balance
- the addition of TIRCP based operations funding for SacRT and Yolo Transportation District to prevent severe cuts to service in FY 2024-25
- the addition of TIRCP and ZETCP based funding to be used as match for a SacRT Zero Emission Bus Maintenance Facility Low No grant
- the addition of TIRCP based capital funding for a Yuba-Sutter Transit Next Generation Transit Facility to fully fund that project that will allow the agency to construct a new facility that will allow the transition to zero emission vehicles
- the addition of ZETCP based operations fund for SacRT to prevent severe cuts to service in FY 2024-25
- the addition of the remaining funds for SACOG SB 125 administration and financial analysis throughout the life of the program.

FY 2023-24 SB 125 Funding Allocation – May 2024

Agency	Project	Cost
Cost Overrun Projects		
Sacramento Regional Transit	Dos Rios LRT Station	\$10,000,000*
TIRCP Cycle 7 Leverage Funding		
Sacramento Regional Transit	Blue Line Station Conversions	\$8,000,000*
Sacramento Regional Transit	Stockton BRT (PS&E Only)	\$6,000,000*
Sacramento Regional Transit	Low-Floor Fleet - NTP #5	\$2,749,000*
TIRCP Operations Funding		
Sacramento Regional Transit	Transit Operations	\$54,182,253
Yolo Transportation District	Transit Operations	\$3,071,000
FTA LowNo TIRCP Leverage Funding		
Sacramento Regional Transit	Zero Emission Bus Maintenance Facility	\$2,537,494*
TIRCP Capital Funding		
Yuba-Sutter Transit	Next Generation Transit Facility	\$10,200,000
ZETCP Operations Funding		
Sacramento Regional Transit	Transit Operations	\$6,444,512
FTA LowNo ZETCP Leverage Funding		
Sacramento Regional Transit	Zero Emission Bus Maintenance Facility	\$7,462,506*
Planning		
Yolo Transportation District	Short-Range Transit Plan	\$200,000
Sacramento Regional Transit	COA/ Long Range Plan	\$1,000,000
Administration		
SACOG	Administration and Financial Analysis	\$2,382,077
	Total	\$114,228,842

*Contingent on grant award – funds only come to SACOG after grant award and will be made available to transit operators on a reimbursement basis.

SACOG SB 125 Allocation Package Narrative – May 2024

SACOG Regional Transportation Planning Area (RTPA) list of projects and allocation amounts:

Agency	Project	Cost
Cost Overrun Projects		
Sacramento Regional Transit	Dos Rios LRT Station	\$10,000,000*
TIRCP Cycle 7 Leverage Funding		
Sacramento Regional Transit	Blue Line Station Conversions	\$8,000,000*
Sacramento Regional Transit	Stockton BRT (PS&E Only)	\$6,000,000*
Sacramento Regional Transit	Low-Floor Fleet - NTP #5	\$2,749,000*
TIRCP Operations Funding		
Sacramento Regional Transit	Transit Operations	\$54,182,253
Yolo Transportation District	Transit Operations	\$3,071,000
FTA LowNo TIRCP Leverage Funding		
Sacramento Regional Transit	Zero Emission Bus Maintenance Facility	\$2,537,494*
TIRCP Capital Funding		
Yuba-Sutter Transit	Next Generation Transit Facility	\$10,200,000
ZETCP Operations Funding		
Sacramento Regional Transit	Transit Operations	\$6,444,512
FTA LowNo ZETCP Leverage Funding		
Sacramento Regional Transit	Zero Emission Bus Maintenance Facility	\$7,462,506*
Planning		
Yolo Transportation District	Short-Range Transit Plan	\$200,000
Sacramento Regional Transit	COA/ Long Range Plan	\$1,000,000
Administration		
SACOG	Administration and Financial Analysis	\$2,382,077
		Total
		\$114,228,842

*Contingent on grant award – funds only come to SACOG after grant award and will be made available to transit operators on a reimbursement basis.

The proposed list of projects equals \$100,321,824 in funding from the first fiscal year of TIRCP funding and \$13,907,018 from the first year of ZETCP funding. \$29,286,494 in TIRCP and \$7,462,506 in ZETCP of that funding is contingent on grant award, \$1.2 million will go to near term planning efforts, \$10.2 million will go toward a Next Generation Transit Facility for Yuba-Sutter Transit, and the remaining funds will support transit operations for the Sacramento Regional Transit District and Yolo Transportation District. An additional \$2,382,077 is recommended for allocating to SACOG for program administration including financial analysis and monitoring of the allocations through the life of the SB 125 program.

SACOG worked with transit operators across the region to identify needs. Staff presented this SB 125 allocation package to the SACOG Board which approved it at their April 18, 2024, meeting. A summary of changes is included with the cover letter as required. SACOG anticipates enlisting the assistance of a consultant to conduct the financial analysis in the first half of 2024. The SB

125 guidelines provide administrative funding for RTPAs to conduct the necessary analyses and monitoring activities.

SACOG identified and allocated TIRCP and ZETCP funding to projects consistent with the legislative intent of SB 125 (below):

- Existing transit capital projects that are at risk of losing their grant funding due to a cost overrun or other unforeseen financial issue;
- Capital projects that plan to apply for the upcoming cycle 7 of the TIRCP Competitive Program; and
- Near-term planning efforts that address pandemic ridership losses.
- Providing one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified, and assist transit operators in preventing service cuts and increasing ridership prioritizing the availability of transit for riders who are transit dependent

SACOG's recommended projects that fit these criteria are listed in the table on the first page above. It is important to note that all projects that are pursuing grant funds are contingent on the success of the grant award. If the projects are not successful in securing the grant identified the funds will not go to the agency but will be eligible for future allocations decisions.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: Dos Rios Light Rail Station

IMPLEMENTING AGENCY OR AGENCIES: Sacramento Regional Transit District

PHASE	START DATE	END DATE
PS&E	1/1/2020	5/30/2022
CON	1/1/2025	12/31/2027

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE: Project is anticipated to begin once all funding has been identified.

SUMMARY OF PROJECT SCOPE: The Project proposes to construct a new Dos Rios Light Rail Station along North 12th Street between Richards Boulevard and Sunbeam Street, in the City of Sacramento’s River District area. The new station is immediately adjacent to the Twin Rivers Community Housing Expansion Area, particularly in close proximity to Mirasol Village, a newly developed affordable housing development project comprising more than 400 units. The Dos Rios station and Mirasol Village are integral to the Sacramento Integrated Multimodal Place-Based Living (SIMPL) initiative, a collaboration of projects aimed at revitalizing the community by focusing on preventing displacement, promoting workforce development, and creating economic opportunities. Project was awarded a Transformative Climate in 2018 but has seen significant cost increases since. SB125 allocation will provide about half of the shortfall.

TOTAL PROJECT COSTS (USD\$): Current project cost estimate is \$37,692,405.

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE: \$4M

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$): To date \$300k has been spent on project management. Future project management cost is estimated at \$2M.

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
STA	State	\$3,200,000
TCC Grant	State	\$17,470,243
AHSC	State	\$940,000
SacRT Funds (5307/5339 (a))	Federal	\$5,056,581
Congressional Directed	Federal	\$1,000,000
Funding Gap/Shortfall		\$10,025,581

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

Project will provide a new transit connection where one currently does not exist. The TCC application called for TOD housing to promote the station and to be used as a catalyst for new housing in the area. This project is expected to reduce greenhouse gas emissions by over 15,622 metric tons of CO₂, along with 4,336 tons per year of PM_{2.5} and PM₁₀ by 2052 due to decreased vehicle miles traveled.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

This Project is an infill station along the Blue Line, it will integrate to the existing SacRT network seamlessly. Project ridership estimate is 185,120 new annual trips in the first year of service. Over a 25-year useful life, the final year would be 334,831 new rides over the current status quo. There is a considerable gap in station access that isolates much of the eastern end of the River District, exceeding the typical 1/4- to 1/3-mile “walkshed” range. Consequently, residents of the DAC experience disproportionate delays when commuting to job centers in downtown Sacramento, with the average commute between Census Tract 53.01 and Downtown Sacramento taking 60 to 70 minutes.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

The project takes place in an area location listed as disadvantaged by both SB535 and AB1550. The Railyards district is one of the most disadvantaged areas in the entire Sacramento Valley region. Residents in the Project area, as well as individuals receiving services from adjacent social service programs, heavily rely on transit (22%) for their everyday needs and services. 23% of households in Census Tract 53.01 lack a private automobile, compared to 10% for the City of Sacramento and 8% for the County.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: Light Rail Station Conversions

IMPLEMENTING AGENCY OR AGENCIES: Sacramento Regional Transit District

PHASE	START DATE	END DATE
ENV	7/1/2020	3/1/2022
PS&E	6/1/2023	11/1/2024
CON	3/1/2025	12/30/2026

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE: Project is expected to begin construction after all design is complete. We expect CON on 3/1/2025.

SUMMARY OF PROJECT SCOPE: Project will reconstruct 15 light rail station platforms to allow for new low-floor fleet, which will be arriving in mid-2025. The new fleet cannot be utilized on the Blue Line until all stations have been converted.

TOTAL PROJECT COSTS (USD\$): \$55M CON cost for 15 remaining station conversions. 4 funded through other sources.

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE: \$1.21M

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$): Project management is estimated at \$400k for the remainder of the Project.

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
FY23 5337	Federal	\$7,569,634
STP	Federal	\$3,262,361
FY23 AHSC	State	\$2,700,000
FY24 STA	State	\$2,700,000
FY24 SGR	State	\$4,468,005
FAU Funds	State	\$1,300,000
Funding Gap/Shortfall		\$33,000,000

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

This project will improve the accessibility, safety, and capacity of our existing light rail system. The station conversions will allow for quicker boarding and will remove the need for a separate mini-high ADA platform. As SacRT provide zero-emission light rail rides, we expect a GHG reduction due to an easier passenger experience.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

The station conversion project is essential to allow for the operations of a future low-floor fleet of light rail vehicles. These vehicles are larger than the fleet their replacing, allowing for more riders per vehicle. The ease of access improvements will also help to increase ridership by eliminating barriers to accessing light rail.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

Over half of SacRT riders are classified as low-income. Furthermore, nearly half of the Blue Line stations are located within disadvantaged communities.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE

Stockton Blvd Multimodal Partnership and Bus Rapid Transit Project
Plans, Specifications, & Estimates

IMPLEMENTING AGENCY OR AGENCIES

Sacramento Regional Transit, City of Sacramento, Sacramento County

PHASE	START DATE	END DATE
Planning and Environmental	1/1/24	12/31/25
Plans, Specifications and Estimates (PS&E)	1/1/25	12/31/26
Construction	1/1/27	12/31/29

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE

1/1/27

SUMMARY OF PROJECT SCOPE

Beginning from 30 percent plans prepared in the Planning and Environmental phase, prepare 60%, 90%, and 100% construction-ready engineering plans for the Stockton Blvd Bus Rapid Transit (BRT) corridor, from 8th & F Street in Downtown Sacramento, along 7th, 8th, and 9th Streets to Broadway, on Broadway to Stockton Blvd, on Stockton Blvd to Florin Road, on Florin Road to 65th Street, and on 65th Street back to Stockton Blvd.

TOTAL PROJECT COSTS (USD\$)

\$6 million for PS&E

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE

\$11.7 million total

- \$5.7 million for Planning and Environmental
- \$6.0 million for PS&E

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$) - \$1M in PM costs through PS&E

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
SACOG Transformative	Federal	\$5.2 million
Funding Gap/Shortfall		\$6 million

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

The Stockton BRT project will likely increase transit service levels and service quality, resulting in greater transit ridership, reducing VMT and GHG. It will also convert existing CNG-fueled bus fleet with zero-emission fleet, also reducing GHG.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

The Stockton BRT project proposes to improve the existing SacRT Bus Route 51. Currently, service levels are approximately as follows:

Mon-Fri	
6:00 am to 7:00 pm	Every 15 minutes
7:00 pm to 10:00 pm	Every 30 minutes
Saturday	
6:00 am to 9:00 am	Every 30 minutes
9:00 am to 5:00 pm	Every 20 minutes
5:00 pm to 8:00 pm	Every 30 minutes
8:00 pm to 9:00 pm	Every 60 minutes
Sundays/Holidays	
6:00 am to 10:00 am	Every 30 minutes
10:00 am to 4:30 pm	Every 20 minutes
4:30 pm to 7:00 pm	Every 30 minutes
7:00 pm to 9:00 pm	Every 60 minutes

As part of the upgrade of the current route to BRT standards, service levels would likely be improved, depending on the outcome of the Alternatives Analysis. Service quality would also likely be improved through more transit signal priority (greater speed and reliability) and station improvements.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

Riders on Route 51 are 80 percent minority, according to passenger surveys conducted in 2020. In comparison, SacRT’s service area is only 57 percent minority, according to the 2020 census. Riders on Route 51 are also 57 percent low-income, compared to 20 percent, for SacRT’s service area. The route also traverses SB 535 disadvantaged communities for approximately 3 miles on Stockton Blvd, from Florin Road to 14th Ave, and for approximately 1.5 miles in Downtown Sacramento.

TIRCP/ZETCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: Zero-Emissions Bus (ZEB) Maintenance Facility

IMPLEMENTING AGENCY OR AGENCIES: Sacramento Regional Transit District

PHASE	START DATE	END DATE
E&P (PA&ED)	2/15/2024	8/15/2024
PS&E	12/15/24	6/30/2025
R/W	3/1/2024	6/15/2024
CON	12/1/2025	12/31/2028

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE: Construction is anticipated to start 12/1/2025 and completed 12/31/2028.

SUMMARY OF PROJECT SCOPE: This Project aims to revitalize the BMF-2 facility to accommodate ZEB maintenance which will enhance the safety and reliability of the overall transit system. Upon completion, the new facility will span nearly 14 acres, accommodating approximately 270 buses and featuring a building with six (6) bays for maintenance and a fueling operation. It will also include an operation control center, revenue capture and processing facility, and support areas for equipment and staff. This project will alleviate maintenance congestion at BMF-1, enhance fueling redundancy, and enable SacRT to provide emergency bus storage during natural disasters. Moreover, modernizing the facility will reduce the risk of safety incidents related to bus maintenance and fueling, and enhance overall service performance.

TOTAL PROJECT COSTS (USD\$): May cost \$120M¹ inclusive of PA&ED, PS&E, ROW and Con.

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE: \$4M

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$):

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
SB 125	State	\$1 million

[add additional rows as needed]

¹ These figures are likely high, but installation costs can vary greatly by site. More accurate costs can be developed as SacRT continues its ZEB conversion.

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

The proposed project specifically aims to convert all buses in the McClellan service area to ZEBs by 2028, advancing SacRT's commitment to DACs. This initiative involves transforming the McClellan Garage (BMF-2) into a ZEB maintenance facility, constructing a permanent hydrogen fueling station, and replacing 29 forty-foot CNG buses with advanced hydrogen fuel cell electric buses (FCEBs). Upon completion, 32% of SacRT's routes will operate FCEBs, serving 36% of its ridership. Additionally, the Project will eliminate 274,680 MTCO₂ over the useful life of the project, create good-paying jobs, and expand sustainable transportation options for underserved communities.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

The Project aligns with the vision of the 2045 Sacramento Area Council of Governments (SACOG) Regional Transportation Plan (2045 RTP). Through its goals, policies, performance measures and targets, the 2045 RTP provides a foundation for investment decision making that embraces the triple bottom line principle that transportation is intertwined with environmental, economic and social equity concerns. This is advanced by designing and implementing a high-quality transit service with clean fuels and the expansion of alternative fuels as a major cornerstone for achieving significant reduction in greenhouse gas emissions from the transportation sector. The project is consistent with SACOG Sustainable Communities Strategy, reduces GHG emissions and improves air quality.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

SacRT's service area is 53% minority and 28% low-income with many living in food deserts and with limited broadband access. Communities of color make up 60% of transit riders, and 15% of all passengers speak a primary language other than English.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: Light Rail Vehicle Replacement

IMPLEMENTING AGENCY OR AGENCIES: Sacramento Regional Transit District

PHASE	START DATE	END DATE
ENV	7/1/2020	3/1/2022
PS&E	6/1/2024	9/1/2024
CON	12/1/2025	6/30/2027

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE: SacRT plans to Issue Notice to Proceed #5 (NTP#5) to purchase 8 replacement LRVs with Siemens Mobility Inc to August/September 2024. Final Acceptance of all 8 LRVs and placed into revenue service is anticipated to be in June 2027.

SUMMARY OF PROJECT SCOPE: Project will replace eight (8) 1986 inaccessible Urban Transportation Development Corporation (UTDC) floor Light Rail Vehicles (LRVs) with eight (8) Siemens S700 low-floor LRVs. Over one-third of its current LRV fleet has reached the end of its useful life: the growing and costly maintenance needs of the aged fleet are resulting in train overcrowding during peak periods due to the frequent inability to operate full consists and unreliable service is eroding transit ridership.

The much-needed conversion of the rail fleet from high-floor to low-floor will be particularly impactful for older adults, riders with disabilities, and passengers with bicycles, strollers, or other large objects.

TOTAL PROJECT COSTS (USD\$): \$55M CON to replace eight (8) UTDC LRVs.

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE: N/A

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$):

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
FY23 Federal 5307 funds	Federal	\$8,000,000
State Transit Assistance Funds	State	\$12,000,000
Funding gap/Shortfall		\$35,000,000

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

The Project will reduce 70,128 MTCO₂e over the useful life of the project. Modernizing SacRT's light rail system will increase boarding speed, capacity, and reliability for all riders. Station dwell times will decrease due to low-floor boarding/alighting improved access. Replacement parts are less expensive and readily available, decreasing repair and maintenance costs.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

The conversion of the aging and increasingly unreliable light rail fleet to modern low-floor vehicles will ultimately increase ridership by increasing accessibility, improving capacity, and enhancing light rail service. The project is consistent with Sacramento Area Council of Governments (SACOG) Sustainable Communities Strategy, reduces GHG emissions and improves air quality. New LRVs are more reliable and will encourage ridership, thereby reducing vehicle miles traveled and GHG emissions. Fewer vehicles on the road will contribute to a healthier environment and to congestion mitigation during peak travel times, resulting in improved traffic safety and contributing to fewer traffic fatalities.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

SacRT's service area is 53% minority and 28% low-income with many living in food deserts and with limited broadband access. Communities of color make up 60% of transit riders, and 15% of all passengers speak a primary language other than English.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: SacRT Comprehensive Operational Analysis (COA)/Long Range Plan

IMPLEMENTING AGENCY OR AGENCIES: Sacramento Regional Transit District

PHASE	START DATE	END DATE
CON	4/1/2024	6/30/2025

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE: Project is anticipated to begin once CalSTA allocates SB125 funding.

SUMMARY OF PROJECT SCOPE: A Comprehensive Operational Analysis (COA) is an in-depth examination of a transit system to identify strengths and opportunities for improvement. SacRT’s proposed COA will evaluate all aspects of its service, including updating SacRT’s Service Standards, Short Range Transit Plan (SRTP), and Long-Range Transit Plan (LRTP) Key objectives of this project include:

- Identifying service efficiencies and service delivery models to ensure fiscal sustainability.
- Evaluating and creating service standards for the Smart Ride on-demand microtransit service.
- Updating service standards across all modes to ensure an optimal mix of service in relation to population/jobs density (i.e., where and when SacRT should run bus, light rail, bus rapid transit, microtransit, etc.)
- Update expansion plans to reflect recent annexations of suburban transit systems in Folsom and Elk Grove, and to reflect major changes in demand (e.g., COVID-19 pandemic and changes in land use).
- Preparation of potential expansion scenarios to meet regional climate goals and potential new funding measure.
- Develop service strategies to keep SacRT riders coming back and to gain new riders.

SacRT’s LRTP is now fifteen years old and no longer consistent with or useful for SACOG’s regional transportation planning activities embodied in the Blueprint (formerly the Metropolitan Transportation Plan/Sustainable Communities Strategy)

TOTAL PROJECT COSTS (USD\$): Current project cost estimate is \$1M

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE: N/A

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$): \$100k

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
SB125	State	\$1,000,000

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

A key goal of the COA is to identify service efficiencies and service delivery models to ensure fiscal sustainability. The COA will include a review of service standards for all modes (i.e., bus, light rail, SmarT Ride) to ensure an optimal mix of services that is cost-effective, fiscally sustainable, and consistent with other goals such as ridership maximization, coverage and accessibility, equity, air quality, etc. and to make sure that level of service expectations match industry norms for communities of various sizes and densities (i.e., that high-frequency service is planned and provided only in areas with the jobs and population density to support such service). More riders equate to a reduction in VMT and therefore GHG emissions.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

A major goal of this effort will be to grow ridership through innovative service models. A key to this success will be to integrate existing and future rail connections.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

SacRT’s service area is 53% minority and 28% low-income with many living in food deserts and with limited broadband access. Communities of color make up 60% of transit riders, and 15% of all passengers speak a primary language other than English.

TIRCP/ZETCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: Transit Operations

IMPLEMENTING AGENCY OR AGENCIES: Sacramento Regional Transit District

PHASE	START DATE	END DATE
FY2024-25 Operations	7/1/2024	6/30/2025
FY2025-26 Operations	7/1/2025	6/30/2026

[add additional rows as needed]

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE: N/A

SUMMARY OF PROJECT SCOPE: SacRT will utilize \$60,626,765 from the FY2023-24 SB 125 funds for transit operations in FY2024-25, from 7/1/2024 through 6/30/2025. SacRT carries over 90% of riders in the 6-county megaregion that serves the heart of California’s capital, operating 37 fixed routes, 23 commuter routes, 16 seasonal routes in addition to nine SmaRT Ride on-demand microtransit service zones, ADA paratransit service, Airport Express bus service, UC Davis service, and 44 miles of light rail that covers a 440 square-mile service area throughout Sacramento County, which includes services in the cities of Sacramento, Citrus Heights, Elk Grove, Folsom and Rancho Cordova.

Due to the ongoing economic impacts of the COVID-19 pandemic, including increased costs and reduction in other revenues, including federal pandemic relief funds and a recent reduction in projected Transportation Development Act-Local Transportation Fund (TDA/LTF) and Measure A revenues, SacRT projects an operating deficit of \$60.6M in FY25 and \$69.5M in FY 26. SacRT is deeply impacted by the rising cost of insurance and continues to support its large workforce with living wages. If not provided with the operating funds requested from SB125, SacRT would likely need to make cuts to service or operating hours.

TOTAL PROJECT COSTS (USD\$)

FY2024-25 Operating Expense: \$267,061,925

FY2025-26 Operating Expense: \$273,363,000

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$)

FUNDING SOURCE	FUNDING TYPE	FY2024-25 FUNDING AMOUNT (USD\$)	FY2025-26 FUNDING AMOUNT (USD\$)
Farebox Revenue		\$18,439,109	\$18,506,813
FTA 5307 Assistance	Federal	\$14,400,000	\$16,890,453
ARP Assistance	Federal	\$7,780,630	\$0
Other Federal	Federal	\$1,579,445	\$1,579,445

Local Transportation Fund (LTF)	State	\$87,822,561	\$87,822,561
LCTOP	State	\$4,000,000	\$3,500,000
Measure A	Local	\$66,800,449	\$70,203,824
Other Revenue and Contracted Services		\$5,639,730	\$5,365,284
Funding Gap/Shortfall		\$60,600,001	\$69,494,620

[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

The SB 125 funds will enable SacRT to continue the provision of safe, affordable, and sustainable transit service to residents and communities in the Sacramento region. By stabilizing service levels and enhancing the efficiency of public transportation, the project helps reduce Vehicle Miles Traveled (VMT), which consequently leads to a reduction in GHG emissions.

EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES

AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550). This should support your completed CARB benefit criteria table (Attachment 3) and should utilize the criteria in Attachment 1

The majority of SacRT’s riders are transit dependent, with 56% from low-income households. Communities of color make up 68% of SacRT’s riders. Sixty-seven percent of SacRT’s riders do not own a car and 1/3 of riders make less than \$10,000 annually. SacRT is also a large employer in the Sacramento region with 1,500 employees.

If applicable, PLAN TO CONSULT WITH DISADVANTAGED OR LOW-INCOME STAKEHOLDERS AS PART OF PROJECT DEVELOPMENT

PROPOSED ACTIVITIES	SUB TASKS	BUDGET
N/A		

[add additional rows as needed]

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

SacRT’s systemwide ridership is recovering post-pandemic, averaging over 17 million trips annually (compared to 22 million pre-COVID). In 2023, SacRT operated 1,041,780 revenue hours, covering 14.4 million revenue miles. As of February 2024, SacRT’s systemwide ridership has recovered to 87%, with bus ridership exceeding 100% of pre-pandemic level.

In addition, SacRT is the first transit agency in the nation to implement an unrestricted system wide RydeFree (RFRT) program for K-12 students, with a remarkable increase in student ridership from nearly 1.5 million in FY2019 to nearly 4.2 million in FY2023. The RFRT now accounts for 25% of SacRT’s total ridership, significantly contributing to an increase in transit use, mitigating school absences and enhancing access to destinations beyond schools.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE – SACOG SB 125 Administration, Monitoring and Financial Analysis

IMPLEMENTING AGENCY OR AGENCIES – Sacramento Area Council of Governments (SACOG)

PHASE	START DATE	END DATE
SB 125 Administration	7/1/2023	6/30/2028

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE

SUMMARY OF PROJECT SCOPE

This project will support SACOG staff work required by SB 125 in the administration of the program in the SACOG four county Regional Transportation Planning Agency (RTPA) area including financial analysis, monitoring, reporting and planning. SACOG staff will continue to coordinate with regional transit operators and partners to develop a more comprehensive strategy for the funding. Transit operator capital and operating requests will be awarded through a process identifying projects that achieve the goals of the SB 125 program, as well as advance existing SACOG policy and plans, such as the Metropolitan Transportation Plan/Sustainable Communities Strategy, SACOG’s Strategic Plan, NextGen Transit Strategy, and the Regional Transit Network Plan.

TOTAL PROJECT COSTS (USD\$) - \$2,382,077

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$) - \$2,382,077

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
State of California	SB 125 - TIRCP	\$2,382,077

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

SACOG staff work required by SB 125 in the administration of the program in the SACOG four county Regional Transportation Planning Agency (RTPA) area including financial analysis, monitoring, reporting and planning. Transit operator capital and operating project funding requests will be evaluated and allocated based on needs related capital state of good repair and improvement projects, and operating related to maintenance of existing service or reinstatement of service that was recently cut but critical to communities, with the overall goal of increasing ridership and minimizing future service cuts.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

Transit operator capital requests will be awarded through a process identifying projects that achieve the goals of the SB 125 program, as well as advance existing SACOG policy and plans, such as the Metropolitan Transportation Plan/Sustainable Communities Strategy, SACOG's Strategic Plan, NextGen Transit Strategy, and the Regional Transit Network Plan. Operating funding will be evaluated and allocated based on needs related to maintenance of existing service or reinstatement of service that was recently cut but critical to communities, with a goal of increasing ridership and minimizing future service cuts.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

These funds will support SACOG administration of the SB 125 funds for numerous regional public transit capital and operational projects that benefit disadvantaged and low-income communities throughout the SACOG RTPA area.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE – Next Generation Zero-Emission Bus Operations and Administration Facility

IMPLEMENTING AGENCY OR AGENCIES – Yuba-Sutter Transit Authority

PHASE	START DATE	END DATE
PA&ED	10/01/23	10/17/24
PS&E	10/17/24	12/18/25
Construction	4/16/26	8/31/27

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE

Construction 4/16/26

SUMMARY OF PROJECT SCOPE

Design and construct the NextGen Transit Facility on a 19.2-acre site located at 6035 Avondale Ave. The facility will house the maintenance, operations and administration functions and will allow for the transition to ZEBs. The NextGen Facility initial build will have ZEB charging for 16 buses with resiliency features such as onsite energy production, storage and a DC microgrid. The scope also includes 50% funding of the cost of 15 small cutaway ZEBs for the new on-demand system and one over the coach commuter bus for the new Roseville Commuter service. In addition, alternate modes of shared mobility are planned to be provided from the facility.

TOTAL PROJECT COSTS (USD\$): \$55,807,505

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE:

PA&ED: \$565,000

PS&E: \$5,622,148

Total: \$6,187,148

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$)

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
State Transit Assistance (STA)	State	\$90,000
SB 125 (TIRCP)	State	\$400,000

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[add additional rows as needed]

ADDITIONAL PROJECT DETAILS (REQ) – NOT TO EXCEED 2 PAGES

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

The NextGen Transit Facility will support the transition to ZEBs and significantly reduce the carbon footprint of Yuba-Sutter Transit in a few ways:

1. Operate new ZEBs (16 will be received soon after project completion)
2. Produce power onsite to charge/operate the ZEBs.
3. Energy efficient state of the art transit facility will be more efficient and potentially be net-zero utilizing photovoltaic power production.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

The NextGen Transit facility will enable clean efficient transit to be operated throughout the Yuba-Sutter region and improve air quality and quality of service. The ZEB will provide clean, efficient and reliable transportation services throughout the service area.

This includes enhanced access to the Sacramento and future Roseville Commuter service which will connect to Placer County Transit, Roseville Transit, SacRT and services at the Sacramento Valley Station (Amtrak).

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

The NextGen Transit Facility will be constructed in a DAC which brings investment, jobs and revitalization to the area. The residents will have access to the facility, transit information and fixed routes that serve the stop adjacent to the facility.

The DAC in which it is located will have access to the transit services and the various modes of shared mobility options that are planned to be offered at the facility. It is anticipated that a mobility hub will be constructed as part of this project that will enhance the transportation options of the community.

TIRCP PROJECT FACT SHEET – NOT TO EXCEED 2 PAGES

PROJECT TITLE: Yolo County Fixed Route Operations Restoration and Paratransit Improvements

Yolo County Transit District

PHASE	START DATE	END DATE
Planning/Short Range Transit Plan	1/22/24	1/22/25
Operations/ Operations Improvement	7/1/25	12/30/25

ANTICIPATED DATE OF CONSTRUCTION, IF APPLICABLE

No Construction costs Applicable

SUMMARY OF PROJECT SCOPE

This project contains two components. The first component is completing a short-range transit plan. The second component is fulfilling an identified operational funding shortfall of \$3,071,000 for the 24-25 fiscal year. The operational improvement includes leasing up to 8 40' CNG buses, increasing service expansion by up to 9,000 hours of additional fixed route service, and paratransit service software upgrades.

SRTP Scope of Work

In coordination with TMD consulting YoloTD staff will update the Short-Range Transportation Plan for 2024-2031.

Contents of the Short Range Transportation Plan include

1. Overview of YoloTD Transit System
2. Evaluation of Service Planning
3. Current Trends and Future Operating Services
4. Financial Plan
5. Monitoring and Reporting on Progress Towards Transportation Plan and Goals
6. Special Regional Transit Projects (Yolo 80 Mitigation) and TSP Corridor analysis
7. Conclusion

TOTAL PROJECT COSTS (USD\$)

\$400,000 - SRTP

\$3,071,000 Operations Funding Shortfall

TOTAL PROJECT DEVELOPMENT COSTS (USD\$), IF APPLICABLE

\$3,471,000

AMOUNT OF FUNDING USED FOR PROJECT MANAGEMENT, INCLUDING RTPA PROJECT MANAGEMENT (USD\$)

FUNDING SOURCE	FUNDING TYPE	FUNDING AMOUNT (USD\$)
SB 125	Regional	\$371,000

EXPLANATION OF GREENHOUSE GAS REDUCING FEATURES OF THE PROJECT

This project contains two elements that will provide a reduction in GHG’s from 2024-2031. The operational funding will be used to optimize paratransit, and fixed route service to integrate real-time tracking software and increase service frequency on existing routes to accommodate state workers traveling into the downtown Sacramento region to bring service back to pre-covid levels. The SRTP contains an operational analysis element to measure the existing service and develop planning projects that will be immediately implementable that account for the changes in travel behavior in Yolo, Solano, and Sacramento Counties and optimize the widening of I-80 and I-5 Interstates. Additionally the completed SRTP will contain projects will directly tie into the future construction, and service implementation projects for YoloTD over the next 5-7 years. The SRTP will directly lead towards implementing projects that reduce VMT’s, GHG’s and meet regional and state climate objectives. The SRTP itself does not reduce GHG’s.

EXPLANATION OF EXPECTED RIDERSHIP BENEFITS, INCLUDING INTEGRATION WITH REGIONAL MODES & PROVIDERS

The SRTP will outline, current and future goals, plans, and planning projects implemented over the next 5-7 years to reduce VMT’s and GHG’s regionally within Yolo County and within Sacramento County. The Paratransit software improvements will enable real-time booking, batch trips, and ambassador booking to optimize and streamline travel experience for existing paratransit riders vs the current method of booking, which requires all trips to be reserved in advance. Fixed route and microtransit service will be budgeted to restore up to 9,000 service hours for the 24-25 fiscal year. Additionally, Yolobus plan to lease of up to 8 additional 40’ fixed route buses to accommodate the service increase and alleviate current issues with delays for acquiring parts for buses on our existing fleet.

IF APPLICABLE, EXPLANATION OF THE BENEFITS TO DISADVANTAGED & LOW-INCOME COMMUNITIES AND/OR HOUSEHOLDS (PER SB 535 AND AB 1550)

The scope of both activities will be located in Disadvantaged communities, and low income communities and low income households within ½ mile of a DAC. For reference a screen shot of Calenviroscreen 4.0 is provided below for where the projects listed in the SRTP will occur.

