

Agency Name – Sacramento Regional Transit District
Project Title – Purchase Hydrogen Fuel Cell Electric Buses

State of California

UNIFORM TRANSIT APPLICATION

Please refer to "UNIFORM TRANSIT APPLICATION INSTRUCTIONS" for a line-by-line explanation of information required in the application (the instructions match the sections in the application).

Section I. Application, Agency Information and Certification

Item 1. CTC Action Requested (this application)

(Please enter check mark)

<u> </u> New Prop 116 Project	<u> </u> Existing Prop 116 Project
<u>✓</u> New STIP Project	<u> </u> Existing STIP Project

For Prop 116 requests, cite the Public Utilities Code section authorizing project: _____

- a) Project Title: Purchase Hydrogen Fuel Cell Electric Buses (FCEB
- Project Type:
- | | | |
|----------------------------|----------------------------------|-------------------------------|
| <u> </u> Light Rail | <u> </u> Commuter Rail | <u> </u> Intercity Rail |
| <u>✓</u> Bus/Rolling Stock | <u> </u> Transit Facilities | <u> </u> Rail Extensions |
| <u> </u> BRT | <u> </u> Other: _____ | |
- b) Project Location: (City(s), County(s)): Sacramento County
- c) Project Limits (Identify start and end points, such as cross street or milepost): The FCEBs will
be maintained and fueled at the McClellan Maintenance Facility, located at 3701 Dudley Blvd,
McClellan Park, and will support transit operations across northern Sacramento County.
- d) Total Project Cost (All fund sources - state, local, federal, other): \$7,591,000
- e) Total Amount of State Funding (Please show one total dollar amount): \$7,591,000
- f) Total State Funds Covered By This Application (by state fund source): \$6,391,000
- g) Application Submittal Date: June 6, 2025

Item 2. Agency Information

a) APPLICANT AGENCY: Sacramento Regional Transit District

b) APPLICANT Address: 1102 Q Street, Suite 4200, Sacramento, CA 95811

c) APPLICANT Contact Person: Wondimu Mengistu

Phone #: (916) 556-0480

Email: Wmengistu@sacrt.com

d) RECIPIENT AGENCY, if different: _____

e) RECIPIENT Address: _____

f) RECIPIENT Contact Person: _____

Phone #: _____

Email: _____

g) CO-APPLICANT AGENCY, if applicable: _____

h) CO-APPLICANT AGENCY Address: _____

i). CO-APPLICANT Contact Person: _____

Phone #: _____

Email: _____

j) **To the best of my knowledge and belief, the data and information in this request are true and correct and I am authorized by my council, board, authority, commission, or ruling body to file the request on behalf of the applicant agency.**

APPLICANT Name and Title: Henry Li, General Manager/CEO

Signature (in blue ink):  Date: 11/14/2025

RECIPIENT Name and Title: _____

Signature (in blue ink): _____ Date: _____

CO-APPLICANT Name and Title: _____

Signature (in blue ink): _____ Date: _____

Item 3. Applicant Authority

If the applicant's policy board has delegated to the general manager, executive director or chief executive officer, by resolution, the authority to enter into legally binding commitments with the State, submit a copy of the resolution. In addition, the applicant will provide assurances that the policy board will comply with the conditions, requirements, or statements of fact by checking off the eligibility requirements on the list below:

If the applicant's representative does not have agency delegation, the agency is required to provide a board resolution assuring compliance with the eligibility requirements below: (attach copy of resolution)

- a) ☒ A statement has been provided from your governing body's legal counsel stating that your organization has the financial and institutional ability to implement the project and that your organization is empowered to: let a contract; to sue or be sued by another entity or person; and other responsibilities and duties of your agency.
- b) ☒ This project will be available to the general public, or its primary purpose will be to benefit the public and does not benefit a private entity or individual. If it does not benefit the public, please explain, and attach your explanation to this application, as part of your submittal. (State funds, in most cases, may not be used for private passenger rail facilities.)
- c) ☒ The matching funds required for this project are available and committed to this project. Committed funds have received necessary authorizations and the recipient agency has authority to expend the funds. A dollar-for-dollar local match is required for some Prop 116 projects as specified in Section 99665 (a) of the Public Utilities Code.
- d) ☒ If the project exceeds the state funds available, the applicant agency shall use other funds to backfill the cost increases to complete the project.
- e) ☒ The applicant will comply with the Commission's Hazardous Waste Identification and Clean-up Policy for Rail Right-of-Way, including fully investigating the project to determine the absence/presence of hazardous wastes.

Applicant has also taken reasonable steps to assure full due diligence, clean-up of the site (as appropriate), and indemnifies the State of future clean-up liability or damages, as well as not seeking state funds for clean-up, damage or liability costs associated with hazardous wastes.

- f) ☒ The applicant will comply with the Commission's Timely Use of Funds Policies.

For Proposition 116 Projects, the board resolution should also confirm that:

- g) ☐ The governing body has stated that no other capital funds previously programmed, planned or approved for rail purposes will be used for other than rail purposes.
- h) ☐ The governing body has stated that the proposed project has no unnecessary enhancements and is not an unnecessarily elaborate alternative.
- i) ☐ In accordance with Section 99665 of the Public Utilities Code, the local agency shall not adopt new or increased development taxes, fees, or exactions or permit fees for the purpose of providing matching funds for Proposition 116 funds or to pay for operating costs of new service established utilizing Proposition 116 funds.
- j) ☐ If the Transit Integration Plan has not been completed, the governing body has stated that a plan will be completed and submitted to the Commission for review before the new transit service begins operation. Along with this assurance, a schedule shall be provided which shows the timing for the plan's development.
- k) ☐ The governing body has stated that a passenger safety program is in place.
- l) ☐ The governing body has stated that the agency shall comply with the Prop 116 accessibility requirements for the disabled and for providing access to bicyclists.

SECTION II. Project Scope, Description, System Characteristics, Schedule, Environmental and Financial Information

Item 4. Project Scope

a) Project Name:	Purchase Hydrogen Fuel Cell Electric Buses (FCEBs)
b) Project Purpose:	The project aims to replace aging CNG buses with advanced zero-emission electric buses to improve air quality, service reliability, and transit equity in in disadvantaged communities across northern Sacramento County.
c) Project Scope:	Sacramento Regional Transit District (SacRT) will acquire up to four 40-foot hydrogen fuel cell electric buses (FCEBs) to support transit operations across northern Sacramento County. These new FCEBs will replace aging CNG buses in SacRT's fleet that have exceeded their useful life. The project cost includes, but is not limited to, the cost to manufacture vehicles, supporting communication and surveillance equipment, AVL system, passenger amenities and safety features, operator barriers, fare equipment, spare parts, manuals, testing, bus tooling and diagnostics, and training.

Scope of Work		Schedule (Month/Year)		Cost
Project Phase	Activities/Tasks	Start	End	(\$)
1. PA&ED	Complete environmental review and conceptual engineering work on preferred alternative, Preliminary Engineering (Major Investment Study).	Not Applicable		
2. PS&E	Complete Final Engineering on preferred alternative	Not Applicable		
3. R/W	Property acquisition and associated activities	Not Applicable		
4. CON (Procurement)	Construct guideway, stations, park & ride lots, maintenance facility. Procure track work and rolling stock.	8/31/2028	06/30/2030	7,591,000
			TOTAL	\$7,591,000

d) Total Estimated Cost of Project:	\$7,591,000
e) Project Start Date:	8/31/2028
f) Project End Date:	06/30/2030
g) Amendment Purpose:	Not Applicable

Item 5. Project Description

- a) Provide a comprehensive overall project description in terms of the capital improvements to be made, increased level of services and performance goals to be achieved, and major activities to be accomplished.

SacRT proposes a \$7,591,000 capital investment — including a \$6,391,000 funding request— to procure up to four 40-foot zero-emission FCEBs and associated bus equipment. These vehicles will replace aging CNG buses that have exceeded their useful life, restoring state of good repair and enhancing operational safety. The new FCEBs will be deployed from SacRT's McClellan Maintenance Facility to serve high-ridership routes in northern Sacramento County, all of which operate in disadvantaged communities.

This project directly supports the goals of STIP by advancing system preservation, environmental sustainability, operational efficiency, and equitable access to clean mobility. It also aligns with California's Innovative Clean Transit (ICT) regulation, which mandates a full transition to zero-emission fleets by 2040, and the Climate Action Plan for Transportation Infrastructure (CAPTI), which prioritizes investments that reduce greenhouse gas emission (GHG) and improves mobility in underserved areas.

Performance goals and service improvements include:

1. Substantial Environmental Benefits: Over a 12-year lifespan, the four FCEBs are projected to deliver:

(1) GHG Reduction: An estimated reduction of 3,578 tons of CO₂, supporting the Sacramento region's 19% per capita GHG reduction target by 2035.

(2) Air Quality Gains: Elimination of harmful pollutants, including 26,615 kg of CO, 3,079 kg of NO_x, 298 kg of VOCs, 17 kg of SO_x, and 50 kg of PM₁₀.

(3) Energy Savings: A reduction of 37,887 GJ in well-to-wheels energy use, lowering fuel consumption and supporting California's clean energy goals.

2. Fleet Reliability: Replacing high-mileage buses will improve on-time performance on key routes, some of which in northern Sacramento currently operate at just 78.7% reliability.

3. Operational Efficiency: FCEBs offer an extended range of up to 370 miles per refueling and eliminate the need for midday fueling, reducing road calls, lowering maintenance costs, and enabling more consistent service delivery.

4. Equity Impact: Benefits high-ridership routes serving disadvantaged communities, improving access to clean, reliable transit.

Major activities to be accomplished include:

1. Procurement of up to four 40-foot FCEBs, along with supporting equipment and tools

2. Deployment of vehicles from the McClellan facility to equity-priority routes

- b) Provide right-of-way information for project, if applicable.

SacRT's McClellan Maintenance Facility, located at 3701 Dudley Blvd in McClellan Park, will serve as the central hub for fueling and maintaining the new FCEBs. SacRT holds a long-term leasehold interest in the site under a 99-year Net Lease and Purchase Agreement. SacRT is currently in the process of working with the property owner, MP-655, LLC, to transfer the property ownership.

The project does not involve any right-of-way acquisition costs.

Agency Name – Sacramento Regional Transit District
Project Title – Purchase Hydrogen Fuel Cell Electric Buses

- c) Project Maps. Provide 8-1/2"x11" project site map showing simplified cross street detail and another area map showing city and county boundaries.

Item 6. Project Benefits

- a) Describe how this project will contribute to the development of a coordinated and balanced regional transportation system that includes other rail systems and other travel modes. The project's impact on the overall transportation system development should be explained.

The project modernizes SacRT's fleet with advanced zero-emission buses on equity -priority routes that intersect with high-ridership rail stations and transit centers, supporting connections to SacRT's light rail system, regional bus routes, and active transportation corridors. It improves multimodal access, reduces emissions, supports transit-oriented development. The investment complements regional efforts to reduce car dependency and expand equitable access to jobs, education, and services.

- b) Describe how this project will contribute to the enhancement of an efficient and effective intercity, commuter, and/or urban passenger rail system, or transit system. The project's capacity or contribution to improving or extending the rail system should be explained.

The project enhances SacRT's transit system by replacing aging CNG with advanced FCEBs, significantly improving fleet reliability, service consistency, and operational efficiency. With extended range and no off-board recharging, FCEBs reduce fueling stops, road call, and maintenance costs, enabling more dependable service across high-demand corridors. The improvements strengthen multimodal integration and support seamless transfer between bus and rail. It also expands SacRT's capacity to serve as the region's emergency evacuation provider and prepare the system for future ridership growth.

- c) If this request includes funding for a feasibility or planning study, please explain the purpose, intent, and objectives of the study (it is Commission policy not to fund feasibility or planning studies using Prop 116 funds, except as provided by statute).

Not applicable. This request does not include funding for feasibility or planning study.

- d) If this project involves replacement or rehabilitation, explain how the improvements such as on-time performance, reliability, and passengers carried during peak periods results in an improvement to the system. Identify if this project is on an intercity, short-line or other type of rail project requiring rehabilitation.

This project replaces four high-mileage CNG buses that have exceeded their useful life, with availability rates as low as 56% and frequent mechanical failures. Deploying FCEBs restores vehicles to a state of good repair, improves on-time performance on impacted routes (some as low as 78.7%), and enhances peak-period capacity. These improvements reduce road calls, lower maintenance costs, and improve rider experience. This project is part of SacRT's urban transit system and does not involve intercity or short-line rail rehabilitation.

- e) Please explain how the project is cost-effective, has the financial funding for capital and operational improvements and can be operated on an ongoing basis. Explain the assumptions used which demonstrate how the project is cost-effective, discuss the certainty of funding for the project, and discuss the likelihood of ongoing funding for the operation and maintenance of the project.

The project is cost-effective due to reduced road calls and maintenance costs, as well as operational efficiencies from midday fueling elimination. The project also offers significant well-to-wheels energy use savings and emission savings. SacRT has secured \$1.2 million in local match. The agency has a proven track record of managing federal and state grants and maintains a long-term financial plan to support ongoing operations and maintenance.

Item 7. System Characteristics

- a) Describe the operating plan for this system. Indicate if this is a final or preliminary plan. If this is a preliminary plan, indicate which components of the plan require refinements, modifications or changes.

SacRT operates an expansive transportation network that includes 37 fixed routes, 23 commuter routes, 16 seasonal routes, ADA paratransit service, Airport Express bus service, UC Davis service, shared-use mobility, and a 44-mile light rail system. This system spans a 440-square-mile area across Sacramento County, including the cities of Sacramento, Citrus Heights, Elk Grove, Folsom and Rancho Cordova. The proposed deployment of FCEBs will support high-ridership routes in northern Sacramento County, which has highest concentration of DAC residents. This is a preliminary operating plan, aligned with SacRT's Zero-Emission Bus Rollout Plan. While core deployment routes have been identified, refinement may be made to optimize vehicle assignments, fueling logistics, and workforce training schedule. Final adjustments will be informed by ongoing coordination with community stakeholders, operation staff, and performance data to ensure equitable service delivery and regulatory compliance.

- b) Describe the fare structure for this system. Indicate if this is a final or preliminary structure. If this is a preliminary structure, indicate which components of the plan require refinements, modifications or changes.

Passenger Age 19-61: Single Ride \$2.50, Transfer \$0.25, Daily Pass \$7.00, Semi-Monthly Pass \$50.00, Monthly Pass: \$100.00;
Seniors (age 62+): Single \$1.25, Transfer \$0.25, Daily Pass \$3.50, Semi-Monthly Pass \$25.00, Monthly Pass \$50.00, Super Senior Monthly (age 75+) \$40;
Person with Disabilities: Single \$1.25, Transfer \$0.25, Daily Pass \$3.50, Semi-Monthly Pass \$25.00, Monthly Pass \$50;
Student (grades K-12): Single \$1.25, Transfers \$0.25, Daily Pass \$3.50, Semi-Monthly Pass \$25.00, Monthly Pass \$50.00; SacRT's RydeFreeRT program offers fare-free transit for Sacramento-area youth and students in grades TK through 12.
The project will not have an effect on the fare structure.

- c) Describe the assumptions and process that were used to develop the ridership projections shown in the request. Provide the estimated passenger carrying capacity for this service.

Ridership projections were developed using SacRT's 2023 Origin-Destination Survey (ODS), historical ridership data, route-level performance metrics. The analysis focused on twelve high-ridership routes in northern Sacramento County prioritized for FCEB deployment, many of which serve DACs with documented transit dependency and reliability challenges. Projections assume: 1) Continued population growth consistent with Sacramento Area Council of Governments' (SACOG) 2025 Blueprint Land Use Forecast; 2) Service improvements from replacing aging CNG buses with more reliable FCEBs; 3) Increase ridership due to enhanced service quality and expanded fare-free program for youth and students. Each 40-foot FCEB has an estimated passenger carrying capacity of up to 40 seats and 42 standees. These vehicles are expected to operate on routes with daily boarding range from 500 to 1,200 passengers.

- d) Describe the assumptions and process for how the operating cost projections were developed.

Operating cost projections were developed using SacRT's annual budget process, which incorporates historical expenditure trends, service delivery metrics, labor agreements, fuel and energy forecasts, and inflationary assumptions. The FY2026 operating budget of \$266.3 million was adopted by the SacRT Board on June 9, 2025, and reflects input from all operational divisions. Key assumptions include:
1) Service levels consistent with current routes coverage and ridership demand; 2) Labor costs based negotiated contracts and staffing plans; 3) Fuel and energy costs adjusted for pricing forecasts; 4) Maintenance and parts aligned with fleet modernization and preventative maintenance goals; and 5) Administrative and overhead costs benchmarked against prior years and adjusted for inflation.

Agency Name – Sacramento Regional Transit District
Project Title – Purchase Hydrogen Fuel Cell Electric Buses

Item 7. System Characteristics (continued)

		Improved System				
		Current System	Line Year 1	System Year 1	Line Year 3	System Year 3
e)	Annual Operating Cost	N/A	N/A	N/A	N/A	N/A
f)	Annual Revenues	N/A	N/A	N/A	N/A	N/A
Local Sources (Total)						
	Fare-box					
	Sales Tax (LTF)					
	Local Sales Tax					
	Local Bonds					
	Other (Specify Source)					
	Private					
State Sources (Total)						
	Sales Tax (STA)					
	Other (Specify Source)					
Federal Sources (Total)						
	FTA Section 5309					
	Other (Specify Source)					
g)	Projected Annual Ridership	N/A	N/A	N/A	N/A	N/A
h)	Average Weekday Ridership	N/A	N/A	N/A	N/A	N/A
i)	Average Fare Per Passenger	N/A	N/A	N/A	N/A	N/A
j)	Operating Costs Covered by Fare-box Revenue	N/A	N/A	N/A	N/A	N/A
k)	Actual Fare-box Ratio	N/A	N/A	N/A	N/A	N/A
l)	If Below TDA Requirements					
	Show the Subsidy Amount and Specify Source(s)	N/A	N/A	N/A	N/A	N/A

Item 8. Overall Project Schedule

Indicate, as applicable, the start and completion dates for each phase of this project. (A detailed project development schedule must accompany an allocation request.)

Identify any significant issues that may arise and result in project delay due to environmental, litigation, relocation, right-of-way acquisition, or other pertinent issues.

	<u>Overall Project Schedule</u>	
	<u>Start Work Month/Year</u>	<u>Complete Work Month/Year</u>
Federal Alternatives Analysis/Initial Study	<u>N/A</u>	<u>N/A</u>
Environmental Documentation & Clearance	<u>N/A</u>	<u>N/A</u>
Preliminary Engineering	<u>N/A</u>	<u>N/A</u>
Final Design	<u>N/A</u>	<u>N/A</u>
Acquisition of Right-of-Way or Other Access Rights	<u>N/A</u>	<u>N/A</u>
Construction/Rehabilitation	<u>N/A</u>	<u>N/A</u>
Vehicle Acquisitions (locomotives, cabs, trailers, LRVs, buses, other)	<u>8/31/2028</u>	<u>6/30/2030</u>
Date Initial Service Will Begin Operation	<u>7/1/2030</u>	<u>7/1/2030</u>
Date Full Service Will Begin Operation	<u>7/1/2030</u>	<u>7/1/2030</u>

Item 9. Environmental Clearance

Please check the appropriate category and provide information on the status of the environmental clearance for the project. If applicable, provide documentation that demonstrates the requirements have been met.

**List Actual
or Estimated
Completion Date**

CEQA: (California Environmental Quality Act - Public Res. Code 21000 et seq.)

☒ Categorically Exempt, cite section	<u>14 CCR § 15301</u>	
☐ Statutorily Exempt, cite section		

NEPA: (National Environmental Policy Act - 42 USC, Sec. 4321 et seq.)

☒ Categorically Excluded, cite section	<u>23 CFR § 771.118(c)(7)</u>	
--	-------------------------------	--

IF YOUR PROJECT IS NOT EXEMPT OR EXCLUDED, INDICATE THE FOLLOWING:

Lead Agency _____ Responsible Agency _____

CEQA (Check all that apply)

☐ Negative Declaration	
☐ Draft EIR	
☐ Final EIR	
☐ Supplemental EIR	
☐ Certification of EIR	
☐ Notice of Determination	

NEPA (Check all that apply)

☐ Finding of No Significant Impact	
☐ Draft EIS	
☐ Final EIS	
☐ Supplemental EIS	
☐ Record of Decision	

Item 10. Project Financial Information

- a) Complete the attached **Project Overall Funding Plan** showing all sources of capital funds that will be used to finance the total project cost. Plan shall itemize the state funding sources, and the funds provided by Recipient or other funding sources, if any. (Agencies may provide their own funding plan format, provided all required information is presented.)

(\$ in thousands)

Fund Source	Prior	Current	FY27-28	FY28-29	FY__-__	FY__-__	Future	Total
<u>State</u>								
PTA								
Prop 116								
SHA								
STP / TE (State-Administered Fed)								
Other: <u>STIP</u>				\$6,391				\$6,391
Other: <u>STA</u>				\$1,200				\$1,200
Subtotal – State				\$7,591				\$7,591
<u>Local</u>								
Local Funds								
CMAQ								
Regional STP/ Regional TE								
FTA Section 5310								
FTA Section 5311								
Other: _____								
Subtotal - Local								
Total Funding				\$7,591				\$7,591

- b) Describe the assumptions and process for how the estimated capital costs were developed.

The estimated capital cost was derived from the manufacturer's quote for the New Flyer Xcelsior Charge FC XHE40 transit bus, with a base price of \$1,555,874 per unit. An additional 18% was applied to account for sales tax, delivery fees, supporting equipment and tools, and spare parts.

- c) Describe the prior funding commitments that your agency has obtained for this project.

SacRT is committed to providing \$1,200,000 in matching funds for the project, sourced from its State Transit Assistance (STA) apportionments.

Agency Name – Sacramento Regional Transit District
Project Title – Purchase Hydrogen Fuel Cell Electric Buses

- d) Complete the attached **Project Financial Plan** showing estimated expenditures and reimbursements for each project component by funding source (Agencies may provide their own financial plan format, provided all required information is presented.)

(\$ in thousands)

Project Phase	Current Request	FY 2029 - 2030				FY 20 - 20				Future Request	Project Total
		Quart. 1	Quart. 2	Quart. 3	Quart. 4	Quart. 1	Quart. 2	Quart. 3	Quart. 4		
<u>PA&ED</u>											
State Funds											
State-Adm Fed											
Other State:											
Local Funds											
Local-Federal											
Other Local:											
Subtotal											
<u>PS&E</u>											
State Funds											
State-Adm Fed											
Other State:											
Local Funds											
Local-Federal											
Other Local:											
Subtotal											
<u>R/W</u>											
State Funds											
State-Adm Fed											
Other State:											
Local Funds											
Local-Federal											
Other Local:											
Subtotal											
<u>Con</u>											
State Funds											
State-Adm Fed											
Other State:											
Local Funds											
Local-Federal											
Other Local:											
Subtotal											
<u>Rolling Stock</u>											
State Funds											
State-Adm Fed											
Other State:				\$5,693	\$1,898						\$7,591
Local Funds											
Local-Federal											
Other Local:											
Subtotal											\$7,591
<u>Summary</u>											
State Funds											
State-Adm Fed											
Other State:				\$5,693	\$1,898						\$7,591
Local Funds											
Local-Federal											
Other Local:											
Project Total				\$5,693	\$1,898						\$7,591

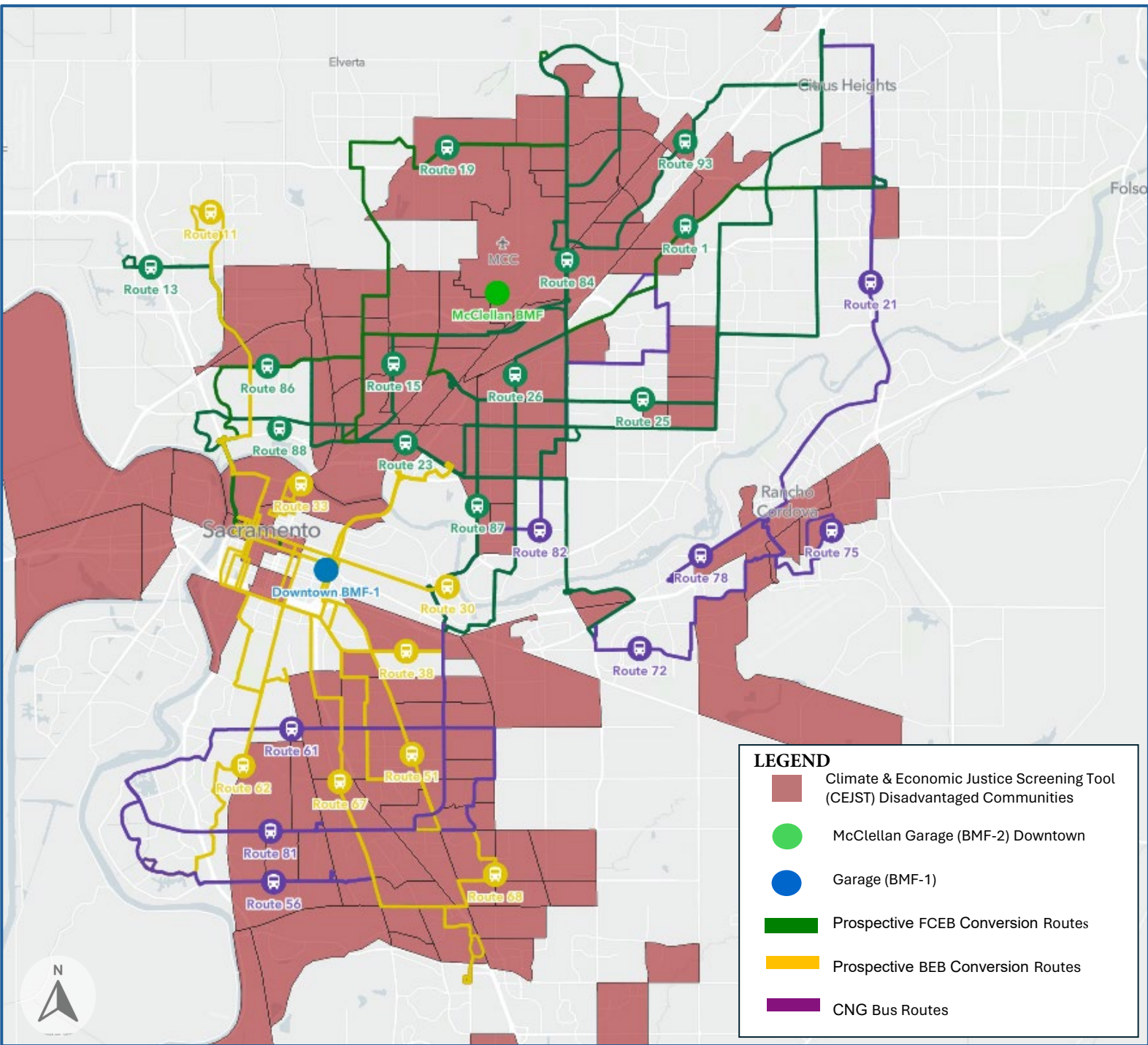
Appendix I



Project Service Area Map

Proposed FCEBs will operate services in the 48 U.S. Census Tracts below, identified as disadvantaged communities by the [Climate & Economic Justice Screening Tool \(CEJST\)](#), in Northern Sacramento.

6	59.03	68	74.13	75.03
11.01	60.03	69	74.14	76.02
53.01	61.01	70.01	74.16	77.01
55.02	62.01	70.04	74.22	81.31
55.03	62.02	70.19	74.23	81.39
55.05	63	72.02	74.24	81.41
55.08	64	73.01	74.26	91.05
55.09	65	74.02	74.29	91.1
56.01	66	74.03	74.35	
57.01	67.02	74.06	75.01	





Project Service Area Map

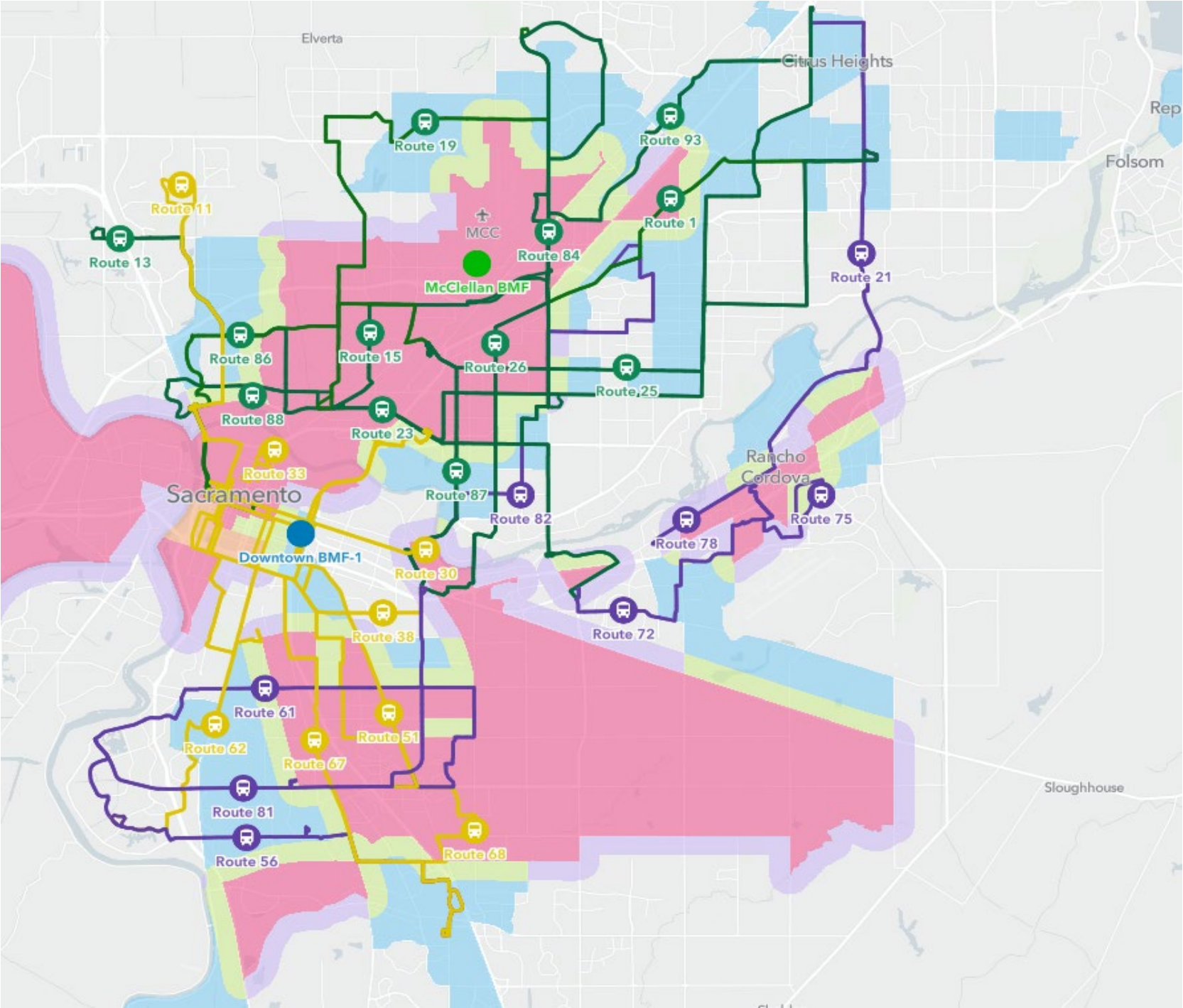
Prospective FCEB conversion routes on [California Climate Investments Priority Populations Map](#)

LEGEND

- McClellan Garage (BMF-2)
- Downtown Garage (BMF-1)
- Prospective FCEB Conversion Routes
- Prospective BEB Conversion Routes
- CNG Bus Routes

California Climate Investments Priority Populations 4.0

- DAC (SB 535)
- DAC and LIC (SB 535 and AB1550)
- LIC (AB 1550)
- Buffer Low Income
- Buffer Low Income Household Eligible





McClellan Garage (BMF-2) Site Map

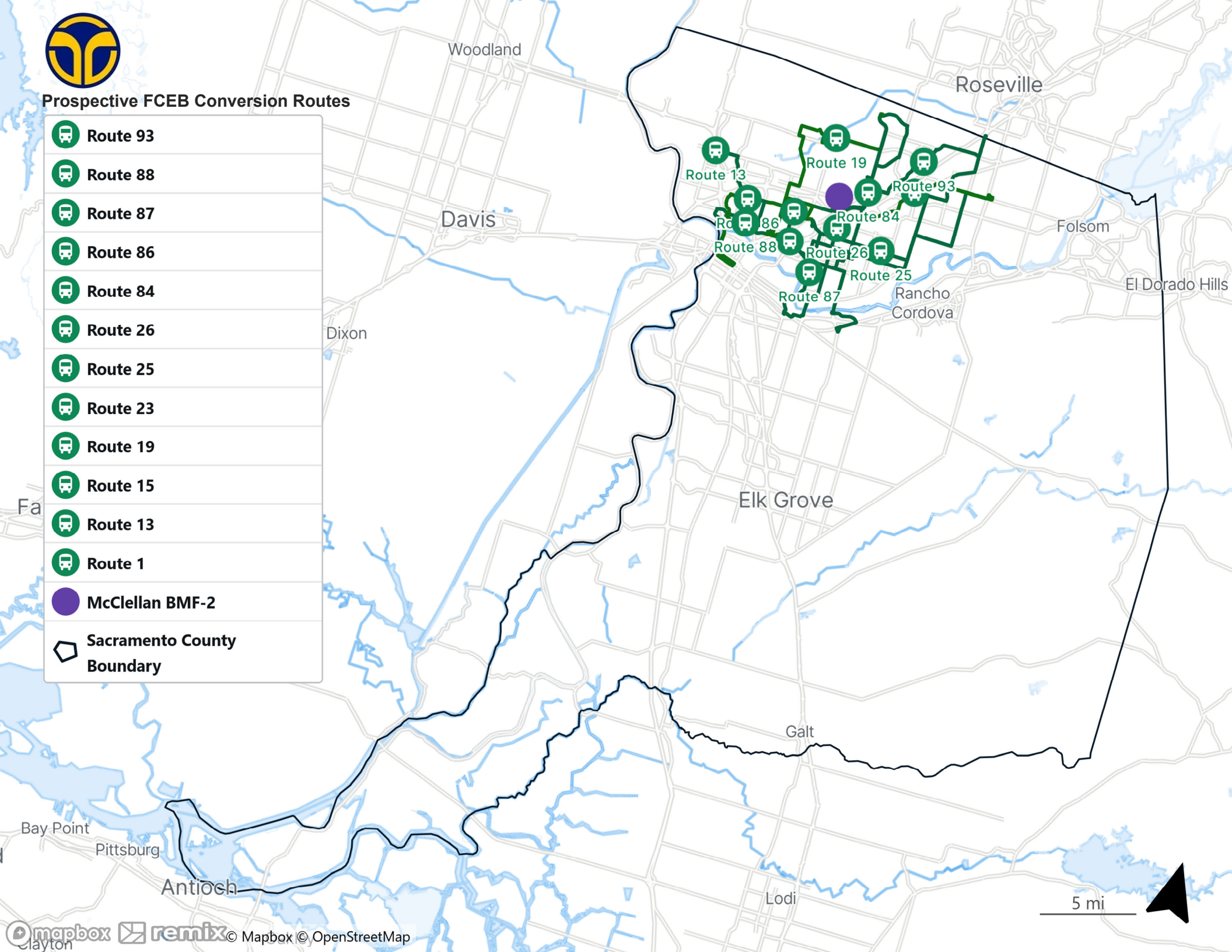
3701 Dudley Blvd McClellan, CA
95652





Prospective FCEB Conversion Routes

-  **Route 93**
-  **Route 88**
-  **Route 87**
-  **Route 86**
-  **Route 84**
-  **Route 26**
-  **Route 25**
-  **Route 23**
-  **Route 19**
-  **Route 15**
-  **Route 13**
-  **Route 1**
-  **McClellan BMF-2**
-  **Sacramento County Boundary**



Light Rail & Bus System Map

 **Light Rail**

-  **Blue Line & Station**
CRC–Watt/I-80
-  **Gold Line & Station**
Downtown–Folsom
-  **Green Line & Station**
12th St–7th & Richards/T9
temporarily closed until Summer 2026

 **Bus Services**

-  **Regular service**
Usually every 30-60 mins
-  **Peak only service**
Commuter & express routes
-  **One way route segments**

916-321-BUSS (2877) | sacrt.com

 Transit Center	 Amtrak Regional Rail
 Park-and-Ride Lot	 El Dorado Transit
 Park-and-Ride Lot	 Mercy General Shuttle
 Point of Interest	 Placer County Transit
 Education (middle → university)	 Roseville Transit
 Hospital	 San Joaquin RTD
 Library	 South County Transit
 One-Way-Street	 Sutter Health Shuttle
	 UC Davis Shuttle

Effective: August 17, 2025

