



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC

In compliance with directives of the County, State, and Centers for Disease Control and Prevention (CDC), this meeting is live streamed and closed to the public. Temporary procedures are subject to change pursuant to guidelines related to social distancing and minimizing person-to-person contact.

**SacRT Board Meetings are being streamed live at
<http://iportal.sacrt.com/iapps/srtdbm/>**

Please check the Sacramento Metropolitan Cable Commission Broadcast Calendar - <https://sacmetroable.sacounty.net> for replay dates and times.

**Members of the public are encouraged to submit written public comments relating to the attached Agenda no later than 2:00 p.m. on the day of the Board meeting
at
Boardcomments@sacrt.com**

**Please place the Item Number in the Subject Line of your correspondence.
Comments are limited to 250 words or less.**



Sacramento Regional Transit District Agenda

**BOARD MEETING
5:30 P.M., MONDAY, APRIL 12, 2021
VIRTUAL MEETING**

ROLL CALL — Directors Budge, Harris, Howell, Hume, Jennings, Kennedy, Nottoli, Schenirer, Serna, Valenzuela, and Chair Miller

Alternates: Directors Kozlowski, Nguyen, Sander, Schaefer

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 22, 2021
- 2.2 Resolution: Authorizing the General Manager/CEO to Enter into a Project Agreement with Easton Development LLC and Conditionally Granting Concurrence to an Easement Agreement between the Sacramento-Placerville Transportation Corridor Joint Powers Authority and City of Folsom for a Waterline (B. Bernegger)
- 2.3 Resolution: Authorizing the General Manager/CEO to Release the Sacramento Regional Transit District Preliminary Fiscal Year 2022 Operating and Capital Budgets and Set Notice of a Public Hearing for May 10, 2021 (B. Bernegger)
- 2.4 Resolution: Fourth Amendment to the Fiscal Year 2021 Capital Budget (B. Bernegger)
- 2.5 Resolution: Authorizing the General Manager/CEO to Submit and Execute Federal Transit Administration Grants for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (B. Bernegger)
- 2.6 Resolution: Approving Work Order No. 2 to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. to Complete Final Design for the Dos Rios Station Project (L. Ham)
- 2.7 Resolution: Approve Amending the Project List for Funding Under the Roadway Repair and Accountability Act State of Good Repair Program for Fiscal Years 2020 and 2021 (B. Bernegger)

- 2.8 Resolution: Delegating Authority to the General Manager/CEO to Execute a Sole Brand Procurement of Microsoft Licenses from SHI, International Corp. under the Existing Microsoft Enterprise Enrollment Agreement and Volume Licensing Agreement (S. Valenton)
- 2.9 Resolution: Approving the Second Amendment to the Agreement with the County of Sacramento for Discount Purchase and Sale of Prepaid Fare Media (B. Bernegger)
- 2.10 Resolution: Approving a Collective Bargaining Agreement with International Brotherhood of Electrical Workers, Local 1245 for the Term April 1, 2021 – March 31, 2024 (S. Valenton)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

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

7. NEW BUSINESS

- 7.1 Contactless Payment Options for Light Rail (B. Bernegger)
 - A. Resolution: Amending the Fare Structure (Resolution No. 09-10-0174) to Redefine Pay or Payment; and
 - B. Resolution: Temporarily Authorizing an On-Board Single Fare Light Rail Ticket
- 7.2 Annexation of the City of Elk Grove Transit Services (L. Ham)
 - A. Resolution: Conditionally Approving the Annexation of the City of Elk Grove Transit Services into the Sacramento Regional Transit District and the Associated Annexation Agreements; and
 - B. Resolution: Conditionally Approving the Administrative Fee Agreement and Lease/Licensing Agreement with the City of Elk Grove for Transit Services
- 7.3 Resolution: Supporting Assembly Bill 1196 (Cooley) – Board of Directors Voting Procedure (D. Selenis)

- 8. GENERAL MANAGER’S REPORT**
 - 8.1 General Manager’s Report
 - a. Major Project Updates
 - b. San Joaquin Joint Powers Authority – Meeting Summary of March 26, 2021 (Hume)
 - c. SacRT Meeting Calendar
- 9. REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS**
- 10. CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
- 11. ANNOUNCEMENT OF CLOSED SESSION ITEMS**
- 12. RECESS TO CLOSED SESSION**
- 13. CLOSED SESSION**
- 14. RECONVENE IN OPEN SESSION.**
- 15. CLOSED SESSION REPORT**
- 16. ADJOURN**

*NOTICE TO THE PUBLIC

It is the policy of the Board of Directors of the Sacramento Regional Transit District to encourage participation in the meetings of the Board of Directors.

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

The Regional Transit Board of Directors Meeting is being videotaped. A replay of this meeting can be seen on Metrocable Channel 14 and will be webcast at www.sacmetrochannel14.com on Saturday, April 17th @ 1:00 p.m. and replayed on Sunday, April 18th @ 8:00 p.m.

Any person(s) requiring accessible formats of the agenda should contact the Clerk of the Board at 916/556-0456 or TDD 916/483-4327 at least 72 business hours in advance of the Board Meeting.

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on SacRT’s website, on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District. Any person who has any questions concerning any agenda item may call the Clerk to the Board of Sacramento Regional Transit District.



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Cindy Brooks, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MARCH 22, 2021

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
March 22, 2021**

ROLL CALL: Roll Call was taken at 5:30 p.m. PRESENT: Directors Budge, Harris, Howell, Hume, Jennings, Nottoli, Schenirer, Serna, Valenzuela, and Vice Chair Kennedy. Absent: Chair Miller.

- 1. PLEDGE OF ALLEGIANCE**
- 2. CONSENT CALENDAR**

Note: The Clerk announced a change on Item 2.7. The Staff Report indicated that the Amalgamated Transit Union was schedule to vote on Friday, March 19th; however, the vote has been postponed to Wednesday, March 24th.

- 2.1 Motion: Approval of the Action Summary of March 8, 2021
- 2.2 Resolution: Approving a Mutual Aid Agreement with the Yolo County Transportation District (L. Ham)
- 2.3 Resolution: Approving the Amended and Restated the Transfer Agreement with the Yolo County Transportation District (B. Bernegger)
- 2.4 Resolution: Approving the Ninth Amendment to the Personal Services Contract with Robin Haswell for Capital Project Management and Coordination Services (S. Valenton)
- 2.5 Resolution: Approving the First Amendment to the Contract for Bond Counsel and Disclosure Counsel with Kutak Rock LLP (B. Bernegger)
- 2.6 Cellular Voice and Data Services Contracts (S. Valenton)
 - A. Resolution: Ratifying Contract for Cellular Services under Naspo Valuepoint 1907; and
 - B. Resolution: Delegating Authority to the General Manager/CEO to Bind SacRT to Contracts for Cellular Voice and Data Services with Cellco Partnership dba Verizon Wireless under a State of California Master Agreement

- 2.7 Resolution: Conditionally Approving a Three-Year Extension of the Collective Bargaining Agreement with the Amalgamated Transit Unit, Local 256 for the Elk Grove Service Line (S. Valenton)

Director Howell moved; Director Budge seconded approval of the consent calendar as written. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Hume, Jennings, Nottoli, Schenirer, Serna, Valenzuela, and Vice Chair Kennedy. Noes: None; Abstain: None; Absent: Chair Miller.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

The Clerk read two public comments into the record from:

Mike Barnbaum – Mr. Barnbaum noted that 11 years ago today, the Board moved its meeting to March 29, 2010 when the Board approved a 20% service cut on buses and light rail. Mr. Barnbaum indicated that on April 5, 2021 three SmarT Ride zones are expanding and that two cities have annexed to Regional Transit.

Jeffery Tardaguila – Mr. Tardaguila wants to know what projects have been or will be accomplished by the end of 2021. Mr. Tardaguila also wants to know what happens in Closed Session, how he can get agendas and materials for an upcoming Mobility Advisory Committee meeting on Thursday, as well as any upcoming meetings.

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
a. SacRT Meeting Calendar

Mr. Li reported that SacRT in coordination with Sacramento County Department of Public Health began providing free transit rides to/from COVID-19 vaccines. During the first two weeks of the program, SacRT provided 650 rides. All public transit workers in Sacramento County are eligible to receive a vaccine.

Mr. Li announced that Sacramento County Public Health Officer Dr. Kasirye participated in an employee Town Hall meeting with an update on the County's response to the coronavirus. Dr. Kasirye joined Director Serna for a photo shoot highlighting the bus ads promoting the work public health officials and transit workers have been doing in keeping Sacramento health and safe.

Additionally, Vice Chair Kennedy and Director Jennings participated in a video shoot to help encourage everyone to get their vaccine. The video will be promoted on the SacRT website and on social media channels.

Mr. Li thanked Congresswoman Matsui, Congressmen Bera and Garamendi for their leadership in guiding the American Rescue Plan Act through Congress. The \$1.9 trillion relief package was passed on March 13th and includes \$30 billion for public transit nationwide.

Mr. Li announced that in conjunction with SMUD, California Treasurer Ma and other local partners, SacRT has been working on a project that will include the installation of charging infrastructure at underutilized spaces at park-and-ride lots to be used by SacRT's electric fleet, and available as a possible revenue generator for public fleets.

Additionally, SacRT in partnership with the Midtown Association has been working on a lighting installation project for the 29th Street light rail station. The project will use attractive LED lighting to create a welcoming gateway for the mid-town/Alhambra community as well as attract ridership. The target date for installation is the last week in March.

Director Harris congratulated his colleagues on the Midtown Association and Alhambra Committee for working on the lighting project. This type of lighting project is reminiscent of what is happening at the McKinley Village underpass. The lights are programmable. These lights will brighten the 29th Street station. Director Harris thanked Emily Baime Michaels for her efforts on this project.

Director Budge asked if these lights are only visible at night. Devra Selenis indicated that the lights are programmable mostly for night, but can be programmed for the day light. Director Harris indicated that these lights are a low night feature, but could be run during the day, but is best at low light. Director Budge stated that it would be nice to be able to see them in the daytime.

Mr. Li announced that Thursday, March 18th was Transit Driver Appreciation Day. In honor of our frontline heroes, SacRT provided grab-and-go goodie bags with snacks. SacRT placed banners and posters around the District as well as social media messages.

Mr. Li expressed best wishes to Terry Basset from the Yolo County Transportation District on his upcoming retirement.

Director Valenzuela inquired as to SacRT's plan to get riders back onto the system such as challenges and promotions in the upcoming months. Mr. Li stated that staff is putting together plans and is working to finalize those plans. Director Valenzuela hopes that there is a way that Board members can participate as she is very competitive and wants to challenge her colleagues to a transit ride competition.

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

Director Jennings thanked Mr. Li and the staff for always being available when crisis happens in Sacramento. An example was last weekend when over 100 youth descended on Delta Shores and the City needed to get them home. SacRT was able to send transportation to that location to assist. Mr. Li and the staff have always been able to assist when asked.

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. CLOSED SESSION

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 5:55 p.m.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: APPROVING A PROJECT AGREEMENT WITH EASTON DEVELOPMENT LLC AND CONDITIONALLY GRANTING CONCURRENCE TO AN EASEMENT AGREEMENT BETWEEN THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY AND THE CITY OF FOLSOM FOR A WATER LINE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Entering into a project agreement with Easton Development LLC and concurring in the granting of an Easement to the City of Folsom (City), in perpetuity, from the Sacramento-Placerville Transportation Corridor Joint Powers Authority (JPA) for the 49 AMPAC waterline connection on the south side of Folsom Boulevard west of Hazel Avenue as depicted in the attached map.

FISCAL IMPACT

Sacramento Regional Transit (SacRT) will receive \$1,650 in consideration for concurring in the granting of this easement. The dollar value of the easement is based on a recent independent third-party appraisal. Easton Development LLC will pay for all the costs for the transaction.

DISCUSSION

A portion of SacRT's Gold Line is located within JPA right of way and SacRT's facilities are present within the JPA right of way by easement. Easton Development LLC needs to install a waterline within the JPA right of way and has requested that the JPA grant an easement to the City of Folsom within SacRT's easement area to install the waterline. The waterline is necessary infrastructure for development south of Folsom Boulevard of the former Aerojet Rocketdyne property by Easton Development LLC, which is expanding industrial uses west of Hazel Avenue and building residential homes east of Hazel Avenue. In addition, this waterline service will precede developments that SacRT will have the opportunity to serve in the future. In order to complete the work, Easton Development LLC requires access to the JPA right of way over which SacRT has a permanent easement. To facilitate the work, SacRT, Easton Development and the JPA will enter into a project agreement setting forth the conditions upon which work can be

performed in the JPA right of way and granting Easton Development LLC temporary access to the right of way for pre-construction and construction activities. Upon completion of the installation of the waterline, the JPA will grant a permanent easement to the City of Folsom that will authorize the waterline's presence within the JPA right of way and grant the City access to the right of way to maintain and repair the waterline in perpetuity. Because the waterline easement will be within SacRT's existing easement in the JPA right of way, SacRT will need to concur in the granting of the easement to the City of Folsom.

The waterline would be placed underneath SacRT and Union Pacific tracks on a portion of APN 069-0040-014, which is owned by the Sacramento-Placerville Transportation Corridor Joint Powers Authority. The waterline will be owned and operated by the City of Folsom.

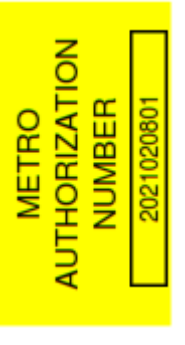
Staff recommends that the Board authorize the General Manager/CEO to enter into a project agreement with the JPA and with Easton Development authorizing Easton Development to install a waterline within the JPA right of way and concur in the JPA granting an easement to the City of Folsom over JPA right of way upon completion of the installation of the waterline contingent upon Federal Transportation Administration (FTA) concurrence.

AEROJET ROCKETDYNE SACRAMENTO OPERATIONS

AREA 49 AMPAC WATER LINE CONNECTION

| | | | | | | | | |
|-------------|--|------------------|--|-------------------|--|-----------------|--|--|
| DWG. NO. | | REV. | | DATE | | DESCRIPTION | | |
| ARCHITECT: | | DESIGN: | | DRAWN: | | PROJECT NUMBER: | | |
| CONSULTANT: | | PROJECT ADDRESS: | | APPLICABLE CODES: | | OWNER: | | |
| | | | | DATE: | | | | |
| | | | | DATE: | | | | |

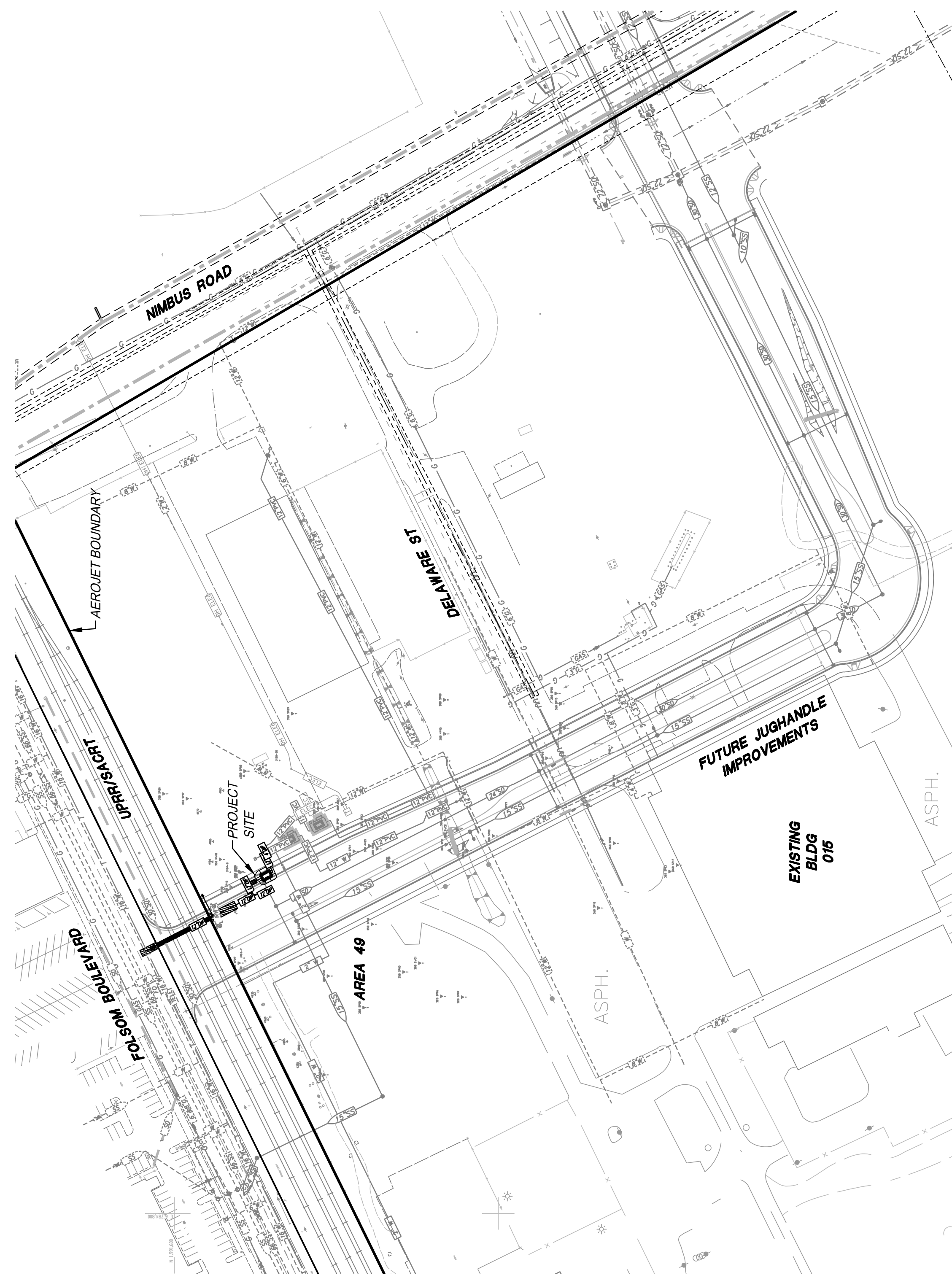
- SHEET INDEX**
1. COVER SHEET
 2. GENERAL NOTES
 3. MACKAY & SOMPS PROJECT SPECIFICATIONS & ABBREVIATIONS
 4. TYPICAL SECTIONS AND DETAILS
 5. WATER PLAN
 6. WATER LINE - PLAN AND PROFILE
 7. WATER LINE - PLAN AND PROFILE
 8. EROSION CONTROL PLAN AND NOTES



SCALE: 1"=100'

0 50 100 200

N



CITY OF FOLSOM

APPROVED BY STEVE KRAHN, CITY ENGINEER
CITY OF FOLSOM APPROVAL GRANTED FOR THE WATERMAIN IMPROVEMENTS. FOR ONE (1) YEAR ONLY.

PROJECT REPRESENTATIVES

OWNER: AEROJET ROCKETDYNE
HIGHWAY 50 AND AEROJET ROAD
RANCHO CORDOVA, CA 95670
916-555-3429
PROJECT MANAGER: ANDREW LITTLE
EMAIL: ANDREW.LITTLE@ROCKET.COM

ENGINEERING: MACKAY & SOMPS
1025 CREEKSIDE RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95678
916-773-1189
PROJECT MANAGER: STEVE SMITH
EMAIL: SSMITH@NSCE.COM

PROJECT STATISTICS

PROJECT ADDRESS: AEROJET ROCKETDYNE
APN: 072-0231-125
SACRAMENTO, CA

APPLICABLE CODES:
• AREMA MANUAL FOR RAILWAY ENGINEERING PART 5-UTILITIES
• CITY OF FOLSOM DESIGN & PROCEDURES MANUAL & IMPROVEMENT STANDARDS
• STANDARD CONSTRUCTION SPECIFICATION & DETAILS. (FEB. 2020)

BENCHMARK \times 1B-27 NGVD 29 ELEV. = 165.25

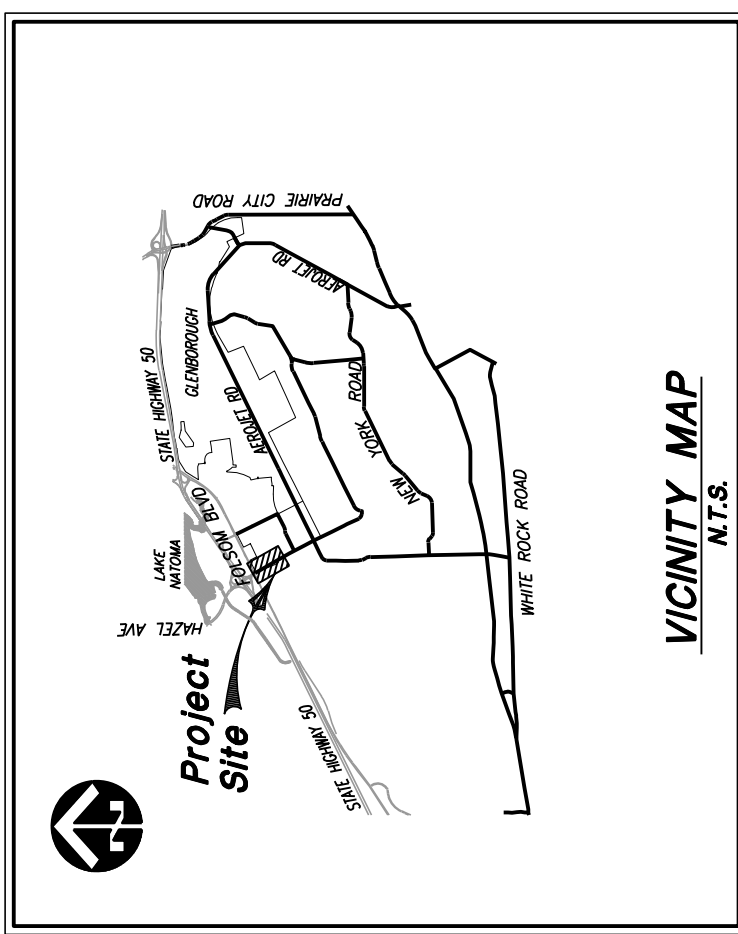
7.68" METAL DISC STAMPED "CO. B.M. 1B-27" LOCATED NEAR CHEELED CROSS IN THE TOP OF NORTHWEST CORNER OF CONCRETE BASE OF FLOOD LIGHT STANDARD 8 BACKS NORTHWEST CORNER OF S.P.R.R. TRACKS, 16 PAGES SOUTHWEST OF CENTER OF FOLSOM BOULEVARD, APPROXIMATELY 0.70 MILE SOUTHWEST OF U.S. ROUTE 50, AND APPROXIMATELY 0.60 MILE NORTHWEST OF NIMBUS ROAD. (SOUTHEAST CORNER OF FOLSOM BOULEVARD AND ROAD AT GATE 4.)

WARNING

EXISTING UNDERGROUND UTILITIES CALL BEFORE YOU DIG
B&B LOCATING 1-916-799-8804

WARNING

EXISTING OVERHEAD LINES IN THE VICINITY OF THE CONSTRUCTION AREA. CONTRACTOR TO EXERCISE CAUTION



| PROPOSED | EXISTING | FUTURE |
|---|---|---|
| STREET CENTERLINE | STREET CENTERLINE | STREET CENTERLINE |
| EDGE OF PAVEMENT | EDGE OF PAVEMENT | EDGE OF PAVEMENT |
| FENCE | FENCE | FENCE |
| UTILITY POLE W/ STREET LIGHT | UTILITY POLE W/ STREET LIGHT | UTILITY POLE W/ STREET LIGHT |
| STREET LIGHT PER PLAN | STREET LIGHT PER PLAN | STREET LIGHT PER PLAN |
| UTILITY POLE | UTILITY POLE | UTILITY POLE |
| UTILITY POLE W/GUY WIRE | UTILITY POLE W/GUY WIRE | UTILITY POLE W/GUY WIRE |
| SIGN | SIGN | SIGN |
| CULVERT | CULVERT | CULVERT |
| FIRE HYDRANT | FIRE HYDRANT | FIRE HYDRANT |
| POST INDICATOR VALVE | POST INDICATOR VALVE | POST INDICATOR VALVE |
| BOLLARD | BOLLARD | BOLLARD |
| GATE VALVE/EX VALVE | GATE VALVE/EX VALVE | GATE VALVE/EX VALVE |
| BUTTERFLY VALVE | BUTTERFLY VALVE | BUTTERFLY VALVE |
| AIR RELEASE VALVE | AIR RELEASE VALVE | AIR RELEASE VALVE |
| WATER BOX | WATER BOX | WATER BOX |
| POTABLE WATER LINE (SIZE INDICATED) | POTABLE WATER LINE (SIZE INDICATED) | POTABLE WATER LINE (SIZE INDICATED) |
| NON-POTABLE WATER LINE (SIZE INDICATED) | NON-POTABLE WATER LINE (SIZE INDICATED) | NON-POTABLE WATER LINE (SIZE INDICATED) |
| SLOPE BANK | SLOPE BANK | SLOPE BANK |
| SILT FENCE | SILT FENCE | SILT FENCE |
| LIMIT OF WORK | LIMIT OF WORK | LIMIT OF WORK |
| STORM DRAIN (SIZE INDICATED) | STORM DRAIN (SIZE INDICATED) | STORM DRAIN (SIZE INDICATED) |
| SANITARY SEWER (SIZE INDICATED) | SANITARY SEWER (SIZE INDICATED) | SANITARY SEWER (SIZE INDICATED) |

WORK STATEMENT

• CONSTRUCT APPROXIMATELY 225 LF OF 12" WATER LINE THAT WILL PROVIDE WATER FROM THE CITY OF FOLSOM TO THE AMPAC SITE & TO THE AEROJET ROCKETDYNE'S WATER SYSTEM

• JACK AND BORE ±74 LF OF 24" STEEL CASING UNDER UPRRR/SACRT & FOLSOM BLVD.

CONTRACTOR RESPONSIBILITY

CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES AND AGENCIES OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD THE COUNTY OF SACRAMENTO AND THE DESIGN CONSULTANT HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE COUNTY OF SACRAMENTO DESIGN CONSULTANT.

UNAUTHORIZED CHANGES & USES

UNAUTHORIZED CHANGES & USES: THE DESIGN CONSULTANT PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

STAKING REQUESTS

MACKAY & SOMPS SHALL BE NOTIFIED AT LEAST 48 HOURS (2 BUSINESS DAYS) IN ADVANCE OF THE NEED FOR CONSTRUCTION STAKING TO BEGIN. CONTRACTOR SHALL SCHEDULE HIS EFFORTS TO ALLOW FOR THE TIME, AFTER THE FIELD CREW ARRIVES AT THE SITE, FOR STAKING NEEDS TO BE FULFILLED.

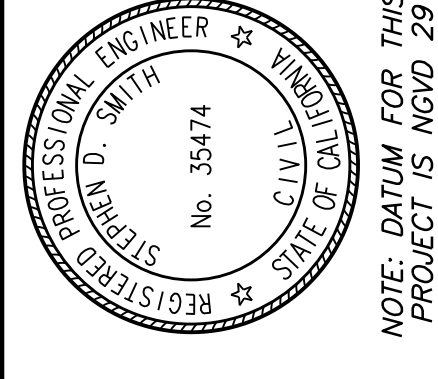
ELECTRONIC LIMEWORK

ELECTRONIC VERSIONS OF THE LIMEWORK ON THIS PLAN MAY NOT BE CONSISTENT WITH OTHER DIMENSIONS, NOTES, DETAILS, OR DESCRIPTIONS WHICH CONTROL THE INTENDED DESIGN. ELECTRONIC VERSIONS OF THIS PLAN ARE NOT TO BE USED TO ESTABLISH THE LOCATION OF PROPERTY OR IMPROVEMENTS IN THE FIELD.

LOCATION PLAN

SCALE: 1"=100'

PRELIMINARY - Subject to Revision



MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 CREEKSIDE RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95678-3375
STEVE SMITH: PHONE 916-773-1189

| | | | |
|--------------------------------------|----------|----------------|----------|
| MACKAY & SOMPS CIVIL ENGINEERS, INC. | | SITE SERVICES | |
| FACILITY ENGINEERING | | SACRAMENTO, CA | |
| AEROJET ROCKETDYNE | | | |
| PROJECT TITLE: AREA 49 | | | |
| AMPAC WATER LINE CONNECTION | | | |
| COVER SHEET | | | |
| SCALE | AS SHOWN | DRAWING NO. | SFE-2738 |
| SHEET NO. | 1 | REV. | - |

RESOLUTION NO. 21-04-0023

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

April 12, 2021

AUTHORIZING THE GENERAL MANAGER/CEO TO ENTER INTO A PROJECT AGREEMENT WITH EASTON DEVELOPMENT LLC AND CONDITIONALLY GRANTING CONCURRENCE TO AN EASEMENT AGREEMENT BETWEEN THE SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY AND CITY OF FOLSOM FOR A WATERLINE

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

THAT, the Board hereby authorizes the General Manager/CEO to enter into a Project Agreement with Easton Development LLC and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (JPA) granting Easton Development LLC access to the JPA Right of Way to construct and install a waterline within the parcel identified as Assessor Parcel Number 069-0040-014, on behalf of the City of Folsom; and

THAT, the Board hereby concurs in the granting of an easement in gross by the Sacramento-Placerville Transportation Corridor Joint Powers Authority to the City of Folsom, upon construction and installation of the waterline by Easton Development for the purpose of maintaining the waterline by the City of Folsom upon and within the parcel identified as Assessor Parcel Numbers 069-0040-014 in consideration of receipt of payment in the amount of \$1,650, conditioned on Federal Transit Administration (FTA) concurrence in the proposed use of the property; and

THAT, the General Manager/CEO is hereby authorized to execute the above described Project Agreement with Easton Development LLC and the Sacramento-Placerville Transportation Corridor Joint Powers Authority and upon satisfaction of the foregoing condition, the General Manager/CEO is hereby authorized and directed to execute said Easement Agreement, and all documents necessary to demonstrate SacRT's concurrence with the Sacramento-Placerville Transportation Corridor Joint Powers Authority's granting of said Easement to the Grantee.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2022 OPERATING AND CAPITAL BUDGETS, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 10, 2021.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the attached Resolution authorizes the General Manager/CEO to release the Sacramento Regional Transit District Preliminary FY 2022 Operating and Capital Budgets, and Set a Notice of a Public Hearing for May 10, 2021.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Staff is proud to submit a balanced preliminary budget for Fiscal Year 2021-2022 amid continued impacts of COVID-19 on revenues and expenditures. Despite the challenges and global uncertainty due to COVID-19, SacRT's budget has modest growth to account for minor service expansions in the ever-popular Smart Ride service and slight increases in key positions with no layoffs or furloughs. This is possible through a combination of strong fiscal discipline and management over spending, continued strength in the Sacramento Regions sales tax collections, and the strong federal support for the transit industry.

On March 27, 2020, the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$28.8M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which the full amount is allocated to FY 2021-2022. These allocations will fully offset any revenue losses for FY 2021-2022 while allowing SacRT to continue to provide the highest level of service to the community. Budget highlights are provided within this staff report.

Assumptions Built into the FY 2022 Budget

The Operating Budgeting process is a tedious project that requires input from various operational staff members, consideration of economic conditions, goals and objectives by the Board, all balanced by the need to keep costs within estimated revenue projections. This year, the revenue projections remain complex due to the continued impacts of the COVID 19 pandemic. The assumptions used in this budget were built on a variety of sources.

These assumptions are as follows:

-) Service levels have been budgeted without reductions, allowing for some minor service expansions such as in SmART Ride.
-) The budget will support SacRT strategic priorities such as our customers first approach to services and business optimization.
-) CARES Act and CRRSAA funding is being used to offset the loss of fares and other revenues.
-) The hiring freeze implemented in FY 2021 has been lifted in order to meet the expanded needs of the organization.
-) All merit increases will be received by employees per Collective Bargaining Agreements (CBA) .
-) There will be no Fare rate adjustments.

Summary of FY 2022 Operating Budget

Tables 1A and 1B provide summaries of the preceding two years' actual results, the current year budget, and the FY 2022 proposed budgeted amounts. Revenues and expenditures each increased in total by \$7.6M or 3.7% compared to the amended FY 2021 budget. State & Local sales tax-based revenues are increasing \$9.4M or 8.6% as the local economy is projected to remain strong, while the District's dependency on Federal funds is projected to decrease by \$2.8M or 3.9%. Salaries & Benefits are increasing \$8.6M or 6.0%, which is attributed to net salary increases of 4.6% across all Collective Bargaining Agreements, the addition of 27 new positions, and a proposed actuarial rate change related to the unfunded pension liability.

Table 1A - Revenues (Thousands)

| | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2021 to FY 2022 | |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|---------------------------|-----------------|
| | Actual | Actual | Budget | Budget | \$ Change | % Change |
| Fare Revenue | \$ 25,428 | \$ 20,999 | \$ 12,177 | \$ 11,847 | \$ (330) | -2.7% |
| Contract Services | 3,731 | 7,125 | 6,380 | 7,041 | 661 | 10.4% |
| State & Local | 104,031 | 114,880 | 109,728 | 119,140 | 9,412 | 8.6% |
| Federal | 35,750 | 35,080 | 71,247 | 68,446 | (2,801) | -3.9% |
| Other | 8,551 | 16,417 | 4,876 | 5,540 | 664 | 13.6% |
| Total | \$ 177,492 | \$ 194,501 | \$ 204,408 | \$ 212,014 | \$ 7,606 | 3.7% |
| Operating Surplus/(Deficit) | 3,297 | \$ 12,793 | - | - | | |
| Operating Revenue | \$ 174,195 | \$ 181,708 | \$ 204,408 | \$ 212,014 | \$ 7,606 | 3.7% |

Table 1B - Expenses (Thousands)

| | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2021 to FY 2022 | |
|---------------------------|-------------------|-------------------|-------------------|-------------------|---------------------------|-----------------|
| | Actual | Actual | Budget | Budget | \$ Change | % Change |
| Salaries & Benefits | \$ 116,540 | \$ 128,291 | \$ 143,575 | \$ 152,212 | \$ 8,637 | 6.0% |
| Professional Services | 22,776 | 22,137 | 19,226 | 18,225 | (1,001) | -5.2% |
| Materials & Supplies | 10,844 | 11,490 | 13,618 | 12,275 | (1,343) | -9.9% |
| Utilities | 6,761 | 6,821 | 7,828 | 8,018 | 190 | 2.4% |
| Insurance & Liability | 14,011 | 9,931 | 14,917 | 16,936 | 2,019 | 13.5% |
| Other | 3,262 | 3,038 | 5,244 | 4,348 | (896) | -17.1% |
| Operating Expenses | \$ 174,195 | \$ 181,708 | \$ 204,408 | \$ 212,014 | \$ 7,606 | 3.7% |

Capital Budget

Unlike the Operating Budget, the Capital Budget consists of projects that often take multiple years to complete, and in some cases take multiple years to fully fund. Funds approved for a project that are not spent in the previous fiscal year are typically carried over to the following fiscal year. Similarly, when the Board approves the budget for a large multi-year project in one fiscal year's budget, the project continues to have Board-approved budget authority rolled over from year to year, less any funds that have been spent on the project. These carry forward figures were not included in the FY 2022 Preliminary Capital Budget due to the uncertainty of carry forward amounts at this point in the fiscal year. The estimated amounts to be carried over from FY 2021 will be reported to the Board as part of the five-year Capital Improvement Plan later this year. Table 2 below provides a summary of the preliminary Capital Budget for FY 2022.

Table 2 - Summary of FY 2021 Capital Budget

| ID | Project Name | Previous Budgeted (Board Approved) | Previous Released (Funded) | FY 22 Budget Request | Previous TBD | Funding Additions | | | | Board Authorized Amount |
|----------------------|---|------------------------------------|----------------------------|----------------------|--------------|-------------------|-----------|--------|------------|-------------------------|
| | | | | | | Federal | State | Local | TBD | |
| Revenue Vehicles | | | | | | | | | | |
| R100 | Replacement Light Rail Vehicles (18) | 74,100,000 | 48,594,078 | 108,560,000 | 25,505,922 | 41,000,000 | 9,260,000 | - | 9,705,922 | 108,560,000 |
| | | 74,100,000 | 48,594,078 | 108,560,000 | 25,505,922 | 41,000,000 | 9,260,000 | - | 9,705,922 | 108,560,000 |
| Maintenance Building | | | | | | | | | | |
| B165 | Electric Bus Charging Infrastructure | 7,000,000 | 2,212,103 | 9,380,000 | 4,787,897 | - | - | - | 7,167,897 | 9,380,000 |
| | | 7,000,000 | 2,212,103 | 9,380,000 | 4,787,897 | - | - | - | 7,167,897 | 9,380,000 |
| Passenger Stations | | | | | | | | | | |
| B150 | Watt I-80 Transit Center Improvements | 10,410,780 | 8,506,071 | 10,915,071 | 1,904,709 | 2,409,000 | - | - | - | 10,915,071 |
| M018 | Bus Stop Improvement Plan | 225,000 | - | 250,000 | 225,000 | - | 221,325 | 28,675 | - | 250,000 |
| R055 | Dos Rios Light Rail Station Design | 19,687,600 | 19,787,996 | 23,000,000 | - | - | - | - | 3,212,004 | 23,000,000 |
| | | 30,323,380 | 28,294,067 | 34,165,071 | 2,129,709 | 2,409,000 | 221,325 | 28,675 | 3,212,004 | 34,165,071 |
| Other | | | | | | | | | | |
| M008 | Transit Action (Long-Range) Plan Update | 200,000 | - | 226,000 | 200,000 | - | 200,000 | 26,000 | - | 226,000 |
| | | 200,000 | - | 226,000 | 200,000 | - | 200,000 | 26,000 | - | 226,000 |
| Totals: | | 111,623,380 | 79,100,248 | 152,331,071 | 32,623,528 | 43,409,000 | 9,681,325 | 54,675 | 20,085,823 | 152,331,071 |

Outlook for FY 2022

The COVID-19 pandemic continues to have a negative impact on several of SacRT’s revenue sources, however, with vaccinations available to larger groups of people throughout the region, these impacts are forecast to lessen in the coming year. The revenues presented in the budget reflect these expectations. SacRT’s fare-based revenues are forecast to remain low through Fiscal Year 2021-2022, however sales tax based (State & Local) revenues have rebounded and are forecast to increase significantly during that same period. Overall, SacRT’s dependency on Federal funds is projected to decrease while at the same time additional Federal funding is being made available due to the continued impacts of the COVID-19 pandemic. In addition to the two Federal stimulus packages noted in the opening discussion, a third round of Federal stimulus funding is currently in process. The exact amount of funding this will provide to SacRT is not know at this time, but will be available to cover potential revenue shortfalls for FY 2022-2023.

The General Manager/CEO is presenting a balanced budget for FY 2021-2022 tonight that maintains service levels and includes new service expansions, while addressing the pressing need to fund SacRT’s operating reserve and reduce our reliance on a line of credit to pay our bills. We will continue to relentlessly pursue efficiency improvements, business optimizations, and revenue opportunities in the upcoming year.

RESOLUTION NO. 21-04-0024

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

April 12, 2021

AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2022 OPERATING AND CAPITAL BUDGETS, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 10, 2021.

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

THAT, the General Manager/CEO is hereby authorized to release the proposed Operating and Capital Budgets for FY 2022, including the information described in paragraphs (3) to (10) of Public Utilities Code Section 102205(b) and a draft apportionment of votes, and notice a public hearing for said budgets to be held on May 10, 2021.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



Sacramento Regional Transit District

Abridged Budget
Fiscal Year 2021-2022

April 12, 2021

Table of Contents

| | |
|--|----|
| Board of Directors..... | 3 |
| Executive Management Team | 4 |
| Office of Management & Budget Team..... | 4 |
| Organizational Structure | 5 |
| District Overview..... | 6 |
| District Profile..... | 6 |
| Strategic Plan | 7 |
| Budget Process | 9 |
| Voting System..... | 10 |
| SacRT Major Goals and Objectives in FY 2022..... | 12 |
| Operating Budget Summary | 14 |
| Revenues..... | 14 |
| Expenses..... | 18 |
| Positions..... | 21 |
| Capital Improvement Plan..... | 24 |
| Project Overview..... | 24 |
| Impact of Capital Improvements on the Operating Budget | 25 |
| Capital Improvements by Category..... | 26 |
| Capital Improvement Revenues..... | 27 |
| Capital Project Funding Addition Descriptions | 28 |



Board of Directors

Steve Miller, Chair
City of Citrus Heights

Patrick Kennedy, Vice Chair
County of Sacramento

Linda Budge
City of Rancho Cordova

Jeff Harris
City of Sacramento

Kerri Howell
City of Folsom

Pat Hume
City of Elk Grove

Rick Jennings II
City of Sacramento

Katie Valenzuela
City of Sacramento

Don Nottoli
County of Sacramento

Jay Schenirer
City of Sacramento

Phil Serna
County of Sacramento

Board of Directors Alternates

Stephanie Nguyen
City of Elk Grove

Mike Kozlowski
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Executive Management Team

Henry Li
General Manager/CEO

Brent Bernegger
VP, Finance/CFO

Carmen Alba
VP, Bus Operations

Laura Ham
VP, Planning and Engineering

Lisa Hinz
VP, Safety, Security and Customer Satisfaction

Shelly Valenton
VP, Integrated Services and Strategic Initiatives/Chief of Staff

Devra Selenis
VP, Communications and Partnerships

Edna Stanley
VP, Light Rail Operations

Office of Management & Budget Team

Jason Johnson
Director, Office of Management & Budget

Erik Reitz
Grants Manager

Nadia Mokhov
Senior Financial Analyst

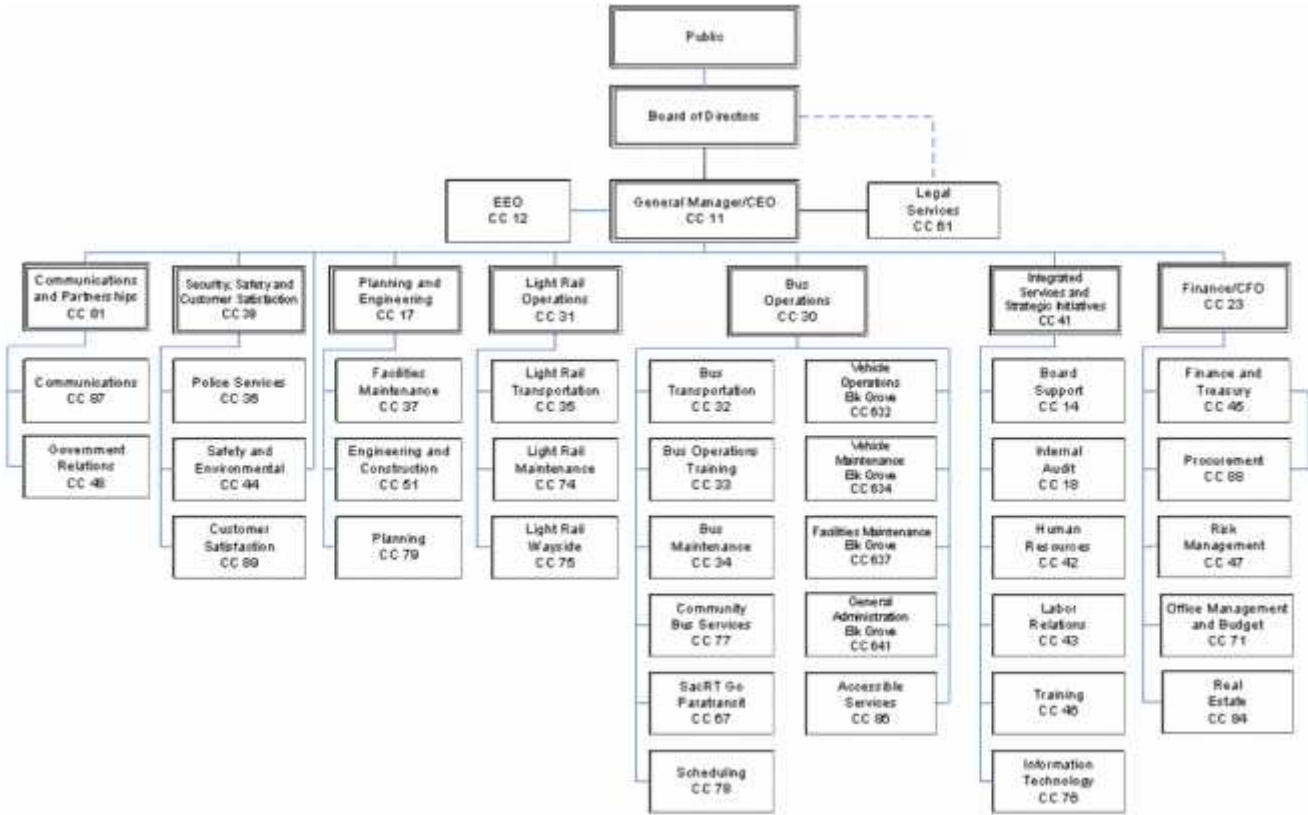
Carol Cherry
Senior Grants Analyst

Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Organizational Structure

(Cost Center Based)



CC = Cost Center

District Overview

District Profile

Facts

| | |
|---|--|
| Sacramento Regional Transit District (SacRT) | Constructs, operates, and maintains a comprehensive mass transportation system that serves 367 square miles in Sacramento County |
|---|--|

| Bus Service | |
|------------------|--|
| Power | CNG, Diesel, Gasoline, Electric |
| Routes | 63 |
| Schedule | 4:59 am to 11:15 pm daily |
| Stops | 3,100+ |
| Vehicles | 186 - 40' CNG Buses 180 - Electric, Gasoline shuttles and Diesel small buses, SacRT maintains 56 buses under Elk Grove contract |
| Annual Ridership | 5,500,000 |

| Light Rail Service | |
|--------------------|---------------------------|
| Power | Electrical |
| Miles | 44.9 |
| Schedule | 3:49 am to 12:59 am daily |
| Stops | 52 |
| Vehicles | 97 |
| Annual Ridership | 6,300,000 |

| Paratransit | |
|------------------------------|-----------|
| ADA Passenger Trips Provided | 208,860 |
| ADA Vehicle Revenue Miles | 1,418,528 |
| Vehicles | 101 |

| Passenger Amenities/ Customer Service | |
|---------------------------------------|----------------|
| Transfer Centers | 32 |
| Park & Ride | 22 |
| Annual Customer Service Calls | 118,961 |
| Customer Info Line | (916) 321-2877 |
| Website | www.sacrt.com |

| History | |
|----------------|---|
| Apr 1, 1973 | Began operations by acquiring the assets of Sacramento Transit Authority |
| 1973 | Completed new maintenance facility and purchased 103 new buses |
| 1987 | Opened the 18.3-mile light rail system, linking the northeastern Interstate 80 and southeastern Highway 50 corridors with Downtown Sacramento |
| Sep 1998 | Completed the first light rail extension to Mather Field/Mills Station along the Gold Line corridor |
| Sep 2003 | Opened the South Line, extending light rail to South Sacramento |
| Jun 2004 | Extended light rail from Mather Field/Mills to Sunrise Boulevard |
| Oct 2005 | Extended light rail from Sunrise Boulevard to Folsom, including four new stations |
| Dec 2006 | Extended light rail from downtown Sacramento to Sacramento Amtrak station |
| Jun 2012 | Opened the Green Line, connecting downtown Sacramento to the River District |
| September 2015 | Extended light rail from Meadowview to Cosumnes River College |
| February 2018 | Started Microtransit/SmaRT Ride services |
| January 2019 | Annexed Citrus Heights and Folsom services |
| July 2019 | Started Elk Grove services under contract |
| June 2020 | Started SacRT GO paratransit service |

Strategic Plan

Adopted by the Board of Directors in October 2020, Sacramento Regional Transit's (SacRT) Strategic Plan details SacRT's strategic initiatives, key performance indicators, and identifies tactics that teams and individuals within the agency will work on to achieve strategic goals over the 2021-25 fiscal years.

Following a months-long collaborative internal planning process with staff and board members, SacRT's five-year Strategic Plan will serve as the guiding vision for post-pandemic strategic success. SacRT strives to balance the delivery of high-quality customer experience with value to taxpayers, and this strategic plan offers a platform from which the agency will take aim at these two high level aspirations.

This strategic plan is crafted for personnel at all levels of the organization and its contents convey objectives for the fiscal year and how SacRT will work to achieve them. The plan enables SacRT to shape activities to support identified strategic priorities and to help narrow focus on areas of service and operations that most closely align with stated goals. Departments develop work plan tactics that encompass projects and programs SacRT teams will strive to complete over the coming years.

The strategic plan introduces a comprehensive performance scorecard that SacRT management and division leaders will monitor and report on to track projects and programs of strategic importance. The performance scorecard is comprised of metrics that are significant to the quest for service excellence and value to taxpayers and which tie directly to the four strategic priority areas: Operational Excellence, Community Value, Employee Engagement, and Customer Satisfaction. With the scorecard all members of the workforce can see how their efforts support the success of the entire agency.

The SacRT Strategic Plan's Mission Statement, Vision Statement, Organizational Values, and Goals are listed on the following pages. The plan is best seen as an evolving process, not a rigid or fixed document. This plan will change as the needs of the region change and will reflect the transportation requirements of our riders.



Strategic Plan (continued)

Mission Statement

Moving you where you want to go, when you want to go.

Vision Statement

A leader in providing mobility options for our community.

Organizational Values

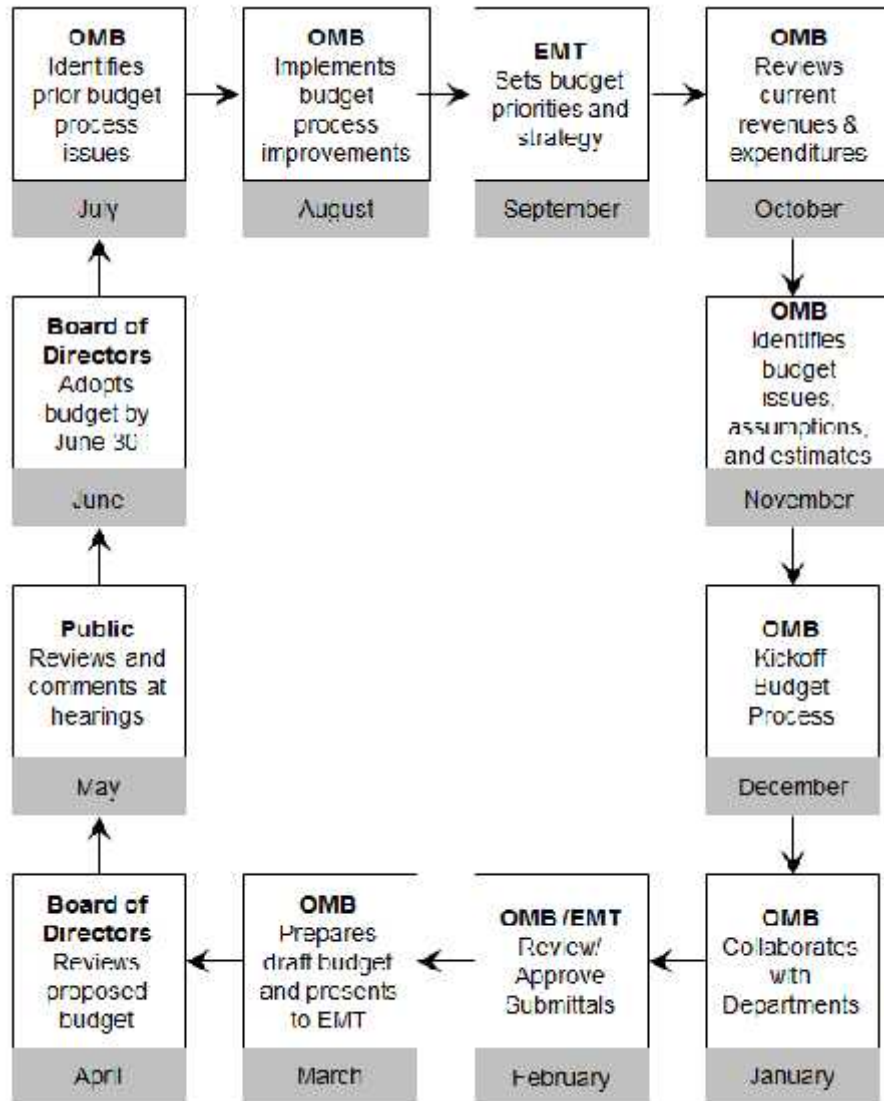
Six core principles guide individuals, teams, and the entire SacRT organization:

- Collaboration - I work with a collaborative spirit to help my colleagues and our customers to succeed.
- Diversity - I recognize and honor diversity and social justice, and seek out and listen for voices different than mine.
- Innovation - I challenge the easy and inspire myself and others to look for innovative solutions.
- Respect - I communicate clearly, respectfully, and honorably -- in a way that would make my family proud -- to my colleagues and our customers.
- Trust - I trust my teammates and empower them to make decisions that improve the quality of life for their colleagues, our customers, and the community that supports us.
- Excellence - I work to deliver excellence to our customers through clean, safe, reliable, and convenient service.



Budget Process

SacRT uses the annual budget to help measure and account for taxpayer dollars. The budget, as adopted by the Board of Directors, authorizes SacRT to spend funds. It details how SacRT allocates tax resources to expenditures, and serves as a benchmark for evaluating accomplishments and assessing fiscal responsibility.



Voting System

SacRT is governed by an eleven-member Board of Directors. Six entities (5 cities and 1 county) make appointments to SacRT’s Board. Ten directors are appointed by “member entities” and represent jurisdictions annexed into SacRT’s district. One director is appointed by a “participating entity” and represents the jurisdiction that contracts with SacRT to receive transit service.

In January 2006, the SacRT Board directed staff to pursue legislation to change the voting system from a one-member-one-vote system to one that provides for weighted voting based upon the financial contribution made by each entity to SacRT. Assembly Bill 2137 established the new weighted voting system.

The system creates 100 voting shares. SacRT allocates the shares to jurisdictions and their members as follows:

-) Five shares to each annexed jurisdiction
-) Remaining shares to all jurisdictions based on financial contribution of Transit Development Act funds, funds through contracts, other local funds, and federal funds

On March 12, 2007, the SacRT Board of Directors adopted the new Schedule of Weighted Voting Distribution for the remainder of FY 2007. For all subsequent years, the Schedule is to be included in the Preliminary budget document and distributed to voting entities at least 60 days in advance of budget adoption. A summary of the tabulated vote shares effective for FY 2021 and for the FY 2022 Preliminary Abridged Budget is shown in the table below. A detailed FY 2022 Schedule of Weighted Voting is shown on the next page.

Vote Shares by Jurisdiction

| Jurisdiction | Status | Shares - FY 2021 Budget | Shares – FY 2022 Budget |
|------------------------|---------------|------------------------------------|------------------------------------|
| County of Sacramento | Annex | 37 | 37 |
| City of Sacramento | Annex | 32 | 32 |
| City of Rancho Cordova | Annex | 9 | 9 |
| City of Citrus Heights | Annex | 10 | 10 |
| City of Elk Grove | Contract | 3 | 3 |
| City of Folsom | Annex | 9 | 9 |
| Total | | 100 | 100 |



**Regional
Transit**

Fiscal Year 2021-2022 Abridged Budget

Voting System (continued)
Fiscal Year 2022 Schedule of Weighted Voting Distribution
 Base Values*

Federal Financial Information

| | | |
|---------------|--|------------|
| Code Section: | | |
| 102205(b)(6) | <u>FY 21 Federal Funds Available in the Sacramento MSA¹</u> | 40,451,196 |
| 102205(b)(7) | <u>Allocation of Federal Funds to jurisdictions other than RT</u> | 4,687,376 |
| 102205(b)(8) | <u>FY 21 Federal Funds Available for use in RT Service Area:</u> | 35,763,820 |

1. Federal Funds are draft only and subject to change based on SACOG's approval of the apportionments prior to final budget adoption.

Jurisdiction Specific Values

| | City of Sacramento | County of Sacramento | Rancho Cordova | Citrus Heights | Folsom | Elk Grove | Totals: |
|---------------------------------|--------------------|----------------------|----------------|----------------|-----------|-----------|-------------|
| 102205(b)(10) Population:** | 510,931 | 593,801 | 78,381 | 87,811 | 81,610 | 176,154 | 1,528,688 |
| Proportionate Population: | 33.42% | 38.84% | 5.13% | 5.74% | 5.34% | 11.52% | 100% |
| Member: | Yes | Yes | Yes | Yes | Yes | No | |
| 102100.2, 102100.3 | 4 | 3 | 1 | 1 | 1 | 1 | 11 |
| 102105.1(d)(2)(D) | 11,952,269 | 13,890,668 | 1,834,684 | 2,052,843 | 1,909,788 | 4,119,992 | 35,760,244 |
| 102105.1(d)(2)(A), 102205(b)(3) | 26,316,911 | 30,615,004 | 4,037,230 | 4,522,948 | 4,223,158 | 0 | 69,715,251 |
| 102105.1(d)(2)(B), 102205(b)(4) | 115,000 | - | 450,000 | 0 | 0 | 350,000 | 915,000 |
| 102105.1(d)(2)(C), 102205(b)(5) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102105.1(d)(2) | 38,384,180 | 44,505,672 | 6,321,914 | 6,575,791 | 6,132,946 | 4,469,992 | 106,390,495 |
| 102105.1(d)(2) | 36.08% | 41.83% | 5.94% | 6.18% | 5.76% | 4.20% | 100% |

Voting Calculation

| | City of Sacramento | County of Sacramento | Rancho Cordova | Citrus Heights | Folsom | Elk Grove | Totals: |
|---------------------------------------|--------------------|----------------------|----------------|----------------|--------|-----------|---------|
| 102105.1(d)(1) | 5 | 5 | 5 | 5 | 5 | 0 | 25 |
| 102105.1(d)(2) | 27.0600 | 31.3725 | 4.4550 | 4.6350 | 4.3200 | 3.1500 | 75 |
| 102105.1(d)(3) | 32.0600 | 36.3725 | 9.4550 | 9.6350 | 9.3200 | 3.1500 | 100 |
| 102105.1(d)(4)(i) | 32 | 36 | 9 | 10 | 9 | 3 | 99 |
| 102105.1(d)(4)(i), 102105.1(d)(4)(ii) | 32 | 37 | 9 | 10 | 9 | 3 | 100 |
| 102105.1(d)(7) | | | | | | | |
| Member 1 | 8 | 13 | 9 | 10 | 9 | 3 | |
| Member 2 | 8 | 12 | N/A | N/A | N/A | N/A | |
| Member 3 | 8 | 12 | N/A | N/A | N/A | N/A | |
| Member 4 | 8 | N/A | N/A | N/A | N/A | N/A | |
| Member 5 | N/A | N/A | N/A | N/A | N/A | N/A | |
| Total Votes: | 32 | 37 | 9 | 10 | 9 | 3 | 100 |

* In addition to the funding identified above, RT projects the following funds for operating purposes: \$53,999,756 - Measure A.

** Population as measured by the population statistics used by SACOG to allocate TDA funds for the same fiscal year for which the budget is adopted.

*** If, in any vote allocation, any member would have more than 15 votes, that jurisdiction will be given an additional seat and the votes will be reallocated to the larger number of members.

SacRT Major Goals and Objectives in FY 2022

Strategic Initiatives

The Strategic Plan provides the management team and stakeholders with strategic priorities, projects, and programs to be implemented in the short term to achieve longer-term outcomes. The march to organizational success rests in great part on the completion of tactics which align directly with at least one of the four strategic priorities:

Operational Excellence - SacRT is dedicated to providing innovative mobility solutions and developing and implementing programs that provide best in class service that puts customers first. As public transportation services continue to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring clean, safe, reliable, and convenient service for our customers.

These team tactics illustrate how annual goals will be attained for aspects of operations that are most critical to the delivery of high-quality transportation service:

- Project and Performance Management
- Stabilizing Technology Infrastructure
- Refining Finance KPI standards
- Creating Efficiencies in the Procurement Process
- ADA Service Transition
- Proactive Facility Maintenance Planning
- Scheduling to Allow Safety Measures and Achievable Schedule
- Transit Asset Management Planning
- Implementation of Safety Management Systems

Community Value - SacRT is committed to expanding regional partnerships and providing excellent public transit service to promote SacRT as our region's premier public transit agency. SacRT will continue to promote programs and incentive options that will encourage more people to try transit, build our ridership, demonstrate our value and economic impact as a community partner, and educate the public about the benefits of transit and how local funding is important to create a world class public transit system.

These team tactics illustrate how annual goals will be attained for delivering value to the entire community:

- Rebuild Ridership Trust and Customer Confidence
- Community Perception of SacRT's Value to the Region
- Communications Planning for Ongoing Pandemic
- Zero Emission Bus Fleet Program
- Long Range Planning
- Economic Impact in Station Areas (TOD) and Community Benefit
- Police Services Providing Resources to Homeless Population
- Transit Supportive Legislation/Initiatives

SacRT Major Goals and Objectives in FY 2022 (continued)

Employee Engagement - SacRT is dedicated to providing a positive and collaborative workplace that enables us to build a strong workforce of highly satisfied and performing individuals. We recognize that the work our employees do every day, in every single position, has a potentially significant impact on the quality of life in the Sacramento region. Our employees are foundational to our success and we are committed to hiring the best people and supporting them throughout their careers at SacRT.

These team tactics illustrate how annual goals will be attained for organizational performance as it pertains to engaging members of the workforce:

- Employee Retention Program
- Employee Engagement and Implementation Actions
- Employee Training Programs
- Safety and Service Employee Recognition Award Programs

Customer Satisfaction - Ensuring that SacRT customers have access to high quality mobility options that they actively and increasingly use is a priority for SacRT. We want to ensure that our system provides customers with mobility options that get them where they want to go, when they want to go there.

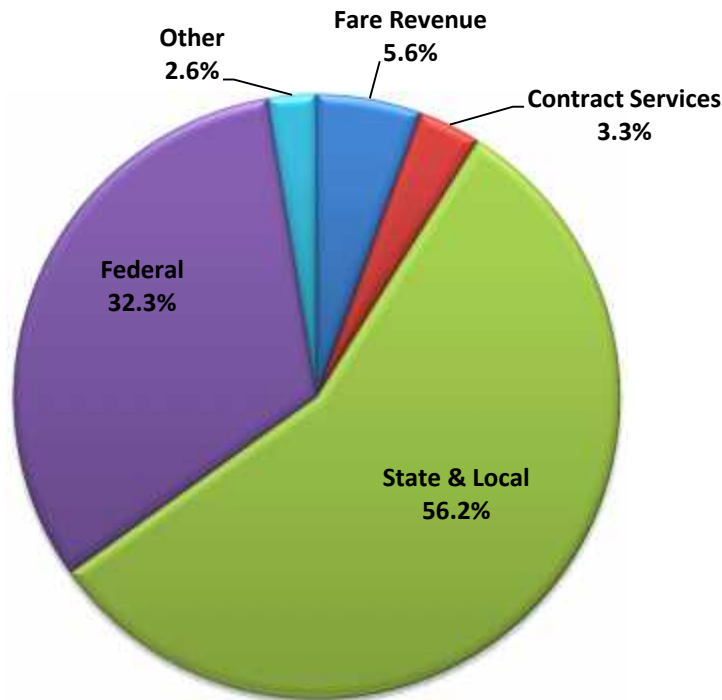
These team tactics illustrate how annual goals will be attained for assessing delivery of high-quality transportation services to customers:

- Ongoing Enhanced System Sanitation Programs
- Customer Satisfaction and Post Pandemic Surveys
- Paratransit Implementation Customer Satisfaction Survey
- Microtransit Customer Satisfaction Survey
- Customer Service Resolution of Customer Requests
- Uniform Survey Standards Implementation
- System Cleanliness Perception

Operating Budget Summary

Revenues

FY 2022 Operating Revenue by Funding Source



(Dollars in Thousands)

| | FY 2019 Actual | FY 2020 Actual | FY 2021 Budget | FY 2022 Budget | FY 2021 to FY 2022 \$ Change | % Change |
|-----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---|-----------------|
| Fare Revenue | \$ 25,428 | \$ 20,999 | \$ 12,177 | \$ 11,847 | \$ (330) | -2.7% |
| Contract Services | 3,731 | 7,125 | 6,380 | 7,041 | 661 | 10.4% |
| State & Local | 104,031 | 114,880 | 109,728 | 119,140 | 9,412 | 8.6% |
| Federal | 35,750 | 35,080 | 71,247 | 68,446 | (2,801) | -3.9% |
| Other | 8,551 | 16,417 | 4,876 | 5,540 | 664 | 13.6% |
| Total | \$ 177,492 | \$ 194,501 | \$ 204,408 | \$ 212,014 | \$ 7,606 | 3.7% |
| Operating Surplus/(Deficit) | 3,297 | \$ 12,793 | - | - | | |
| Operating Revenue | \$ 174,195 | \$ 181,708 | \$ 204,408 | \$ 212,014 | \$ 7,606 | 3.7% |

Revenues (continued)

COVID-19 Impacts

The values in the Revenues table on page 14, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting a small reduction in fare revenues for FY 2021-2022 which will be down approximately \$330K compared to FY 2020-2021. State & Local revenues have rebounded and are forecast to be \$9.4M above FY 2020-2021. To address the impacts of COVID-19 on the public transit industry, on March 27, 2020 the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$28.8M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which the full amount is allocated to FY 2021-2022. These allocations will fully offset any revenue losses for FY 2021-2022.

Fare Revenue

This category includes the revenues from carrying passengers. This is money paid by the transit riders to use transit services, but also includes special transit fares from Los Rios Community College District (Los Rios) and California State University, Sacramento (CSUS) Student pass programs.

The FY 2022 Preliminary Budget proposes \$11.8 million in Fare Revenue, a decrease of \$0.4 million (2.8%) from the FY 2021 Adopted Budget of \$12.2 million.

) A small decrease in Fare Revenue is anticipated due to the continued impact of COVID-19 on ridership.

Contracted Services

This category includes contracts with the Cities of Elk Grove and Rancho Cordova, as well as UC Davis Causeway Connection shuttle services. These cities and service areas purchase SacRT transit services.

The FY 2022 Preliminary Budget proposes \$7.0 million in Contracted Services revenue, an increase of \$0.6 million (9.4%) from the FY 2021 Adopted Budget of \$6.4 million.

-) This reflects an increase of \$0.5 million in Elk Grove contracted services due contract provisions for e-Tran services. This budget reflects post COVID-19 service restoration.
-) This reflects an increase of \$0.2 million in Rancho Cordova contract due to current service level.
-) This also reflects a decrease of \$0.1 million in UC Davis revenue for Causeway Connection service due to reduced service level.
-) This also reflects elimination of North Natomas contracted revenue due to discontinuing the service.

Revenues (continued)

State & Local

This category includes formula-based allocations to SacRT from state and local government sales taxes. SacRT receives funding from the California Transportation Development Act Local Transportation Fund (TDA-LTF), the Transportation Development Act State Transit Assistance Program (TDA-STA), Sacramento County Measure A and State Cap and Trade Program revenue.

The FY 2022 Preliminary Budget proposes \$119.1 million in state and local funding revenue, an increase of \$9.4 million (7.9%) from the FY 2021 Adopted Budget of \$109.7 million.

-) This reflects a \$5.5 million or 11.4% increase in sales tax estimates for Measure A over the FY 2021 Adopted Budget to reflect trends in sales tax collection.
-) This budget includes \$4.4 million in Measure A for Paratransit SacRT Go service.
-) This budget includes \$5.0 million in Neighborhood Shuttle Measure A for SmaRT Ride service.
-) This budget reflects a \$7.6 million or 16.6% increase in TDA-LTF over the FY 2021 Adopted Budget to reflect trends in sales tax collection.
-) This also includes a \$0.8 million reduction in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a State Cap and Trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions.
-) This includes a reduction of \$3.8 million in TDA-STA, which eliminates TDA-STA from operating budget and transfers it capital budget.

Federal

This category includes formula-based allocations to SacRT from the federal government. Each year Congress authorizes the appropriation, and the FTA allocates the dollars to the region. SacRT can use the funds for operating, planning, and capital, subject to specific regulations.

The FY 2022 Preliminary Budget proposes \$68.4 million in federal funding, a reduction of \$2.8 million (4.1%) from the FY 2021 Adopted Budget of \$71.2 million.

-) This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2021.
-) Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital.
-) This budget includes \$28.8 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$40.7 million from FY 2021.
-) This budget includes \$37.9 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a new revenue source in FY 2022.
-) This budget includes \$0.7 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

Revenues (continued)

Other

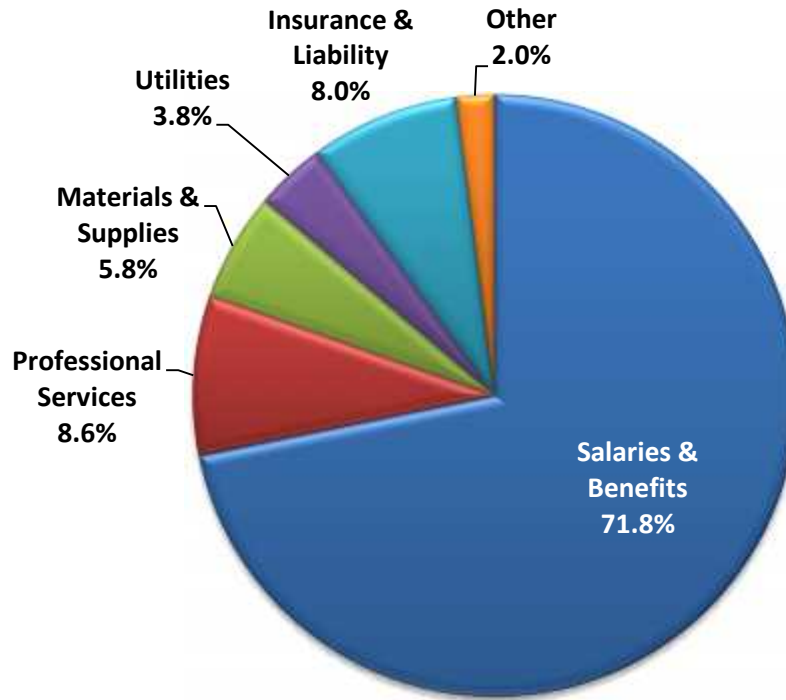
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2022 Preliminary Budget includes \$5.5 million in other revenue, which is an increase of \$0.6 million (13.6%) from the FY 2021 Adopted Budget of \$4.9 million.

-) This includes \$0.6 million in ECOS settlement revenue for Folsom late-night service.
-) This includes \$1.5 million for the sale of Low Carbon Credits through the State Cap and Trade program, which is an increase of \$0.03 million over the FY 2021 Adopted Budget.
-) This includes a decrease of \$0.1 million in Investment income.
-) This reflects a decrease of \$0.2 million in Advertising revenue.
-) This reflects an increase of \$1.1 million in Miscellaneous Income due to extension of CNG tax rebate program.

Expenses

FY 2022 Operating Expenses by Expense Category



(Dollars in Thousands)

| | FY 2019 Actual | FY 2020 Actual | FY 2021 Budget | FY 2022 Budget | FY 2021 to FY 2022 | |
|---------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------|
| | | | | | \$ Change | % Change |
| Salaries & Benefits | \$ 116,540 | \$ 128,291 | \$ 143,575 | \$ 152,212 | \$ 8,637 | 6.0% |
| Professional Services | 22,776 | 22,137 | 19,226 | 18,225 | (1,001) | -5.2% |
| Materials & Supplies | 10,844 | 11,490 | 13,618 | 12,275 | (1,343) | -9.9% |
| Utilities | 6,761 | 6,821 | 7,828 | 8,018 | 190 | 2.4% |
| Insurance & Liability | 14,011 | 9,931 | 14,917 | 16,936 | 2,019 | 13.5% |
| Other | 3,262 | 3,038 | 5,244 | 4,348 | (896) | -17.1% |
| Operating Expenses | \$ 174,195 | \$ 181,708 | \$ 204,408 | \$ 212,014 | \$ 7,606 | 3.7% |

Expenses (continued)

Salaries & Benefits

This category includes payroll and benefits for all positions authorized by the Board of Directors. It accounts for wages, overtime, pension, dental, medical, FICA, vision, and all other SacRT-paid employee benefits.

The FY 2022 Preliminary Budget proposes \$152.2 million for salaries and benefits, an increase of \$8.6 million (6.0%) from the FY 2021 Adopted Budget of \$143.6 million.

- J The Fiscal Year 2022 Preliminary Budget includes 1,450 funded positions, which is an increase of 27 funded positions from the Fiscal Year 2021 Adopted Budget of 1,423 funded positions. See Positions section on page 22 for details.
- J Straight time pay, overtime and personal service contract costs increased by \$3.7 million (4.6%) from the FY 2021 Adopted Budget of \$81.0 million. This reflects various District position salary adjustments and the cost of additional positions for SacRT new Paratransit service.
- J Fringe Benefit costs increased by \$4.5 million (7.0%) from the FY 2021 Adopted Budget of \$64.6 million. This reflects an increase of \$0.4 million in FICA costs, \$2.6 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.6 million in vacation and sick leave accrual, etc.
- J Capital recovery and indirect savings decreased by \$0.4 million (-21.3%) from the FY 2021 Adopted Budget of \$2.1 million. This represents labor charged to capital projects and other initiatives such as the Connect Card Consortium which results in a reduction in costs.

Professional Services

This category includes transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

The FY 2022 Preliminary Budget proposes \$18.2 million for Professional Services, a reduction of \$1.0 million (5.2%) from the FY 2021 Adopted Budget of \$19.2 million.

- J This budget includes \$6.5 million in security services cost.
- J This budget includes \$2.9 million in outside services cost.
- J This also includes \$1.1 million in software/cloud services cost.
- J This includes \$0.6 million in Paratransit maintenance cost.
- J This reflects a \$0.1 million increase in tire lease cost due to additional tires needed for Paratransit vehicles.
- J This reflects the FY 2022 portion of multi-year contracts for professional services.

Materials & Supplies

This category includes fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

The FY 2022 Preliminary Budget proposes \$12.3 million for materials and supplies, a reduction of \$1.3 million (9.9%) from the FY 2021 Adopted Budget of \$13.6 million.

Expenses (continued)

-) This budget includes a reduction of \$1.2 million in gasoline cost to reflect paratransit vehicles fueling needs.
-) This budget includes a reduction of \$0.3 million in COVID-19 supplies cost.
-) This also includes an increase of \$0.3 million in bus parts due to an increased number of vehicles served.

Utilities

This category includes electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

The FY 2022 Preliminary Budget proposes \$8.0 million for Utilities, an increase of \$0.2 million (2.4%) from the FY 2021 Adopted Budget of \$7.8 million.

-) This budget includes a reduction of \$0.4 million in electricity cost for electric bus charging to reflect spending trend.
-) This budget reflects an increase of \$0.3 million in telephone cost due to higher cell phone usage.
-) This budget also reflects an increase in traction power and facilities electricity cost by \$0.1 million each to reflect increases in SMUD rates.

Insurance & Liability

This category includes premiums, claims, and attorney fees related to personal liability insurance, property damage insurance, workers' compensation claims, and commercial insurance for amounts in excess of self-insured amounts.

The FY 2022 Preliminary Budget proposes \$16.9 million for Insurance & Liability, an increase of approximately \$2.0 million (13.5%) from the FY 2021 Adopted Budget of \$14.9 million.

-) This budget reflects an increase of \$0.3 million in the projected claim reserves for Property and Liability for FY 2022.
-) This also reflects a reduction of \$0.6 million in the projected claim reserves for Workers' Compensation for FY 2022.
-) The budget includes an increase of \$1.6 million in excess liability insurance cost due to challenging market conditions.
-) The budget also includes an increase of \$0.6 million in property insurance premium due to increased number of revenue vehicles in service.
-) This also reflects the FY 2022 estimated insurance premium costs due to a tighter and more competitive insurance market.

Other

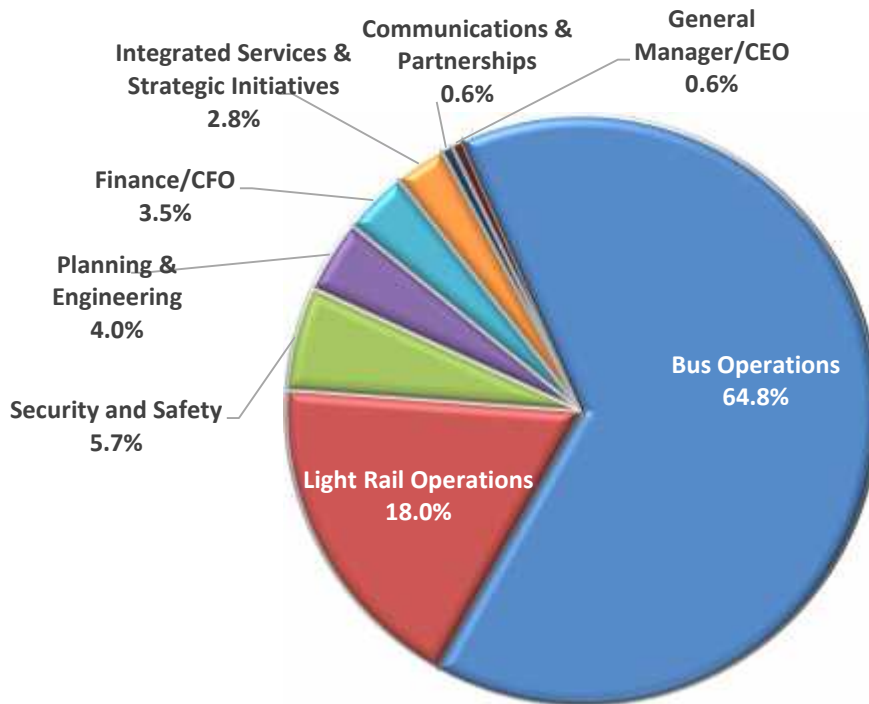
This category includes but is not limited to travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2022 Preliminary Budget proposes \$4.3 million for other expenditures, a decrease of \$0.9 million (-17.1%) from the FY 2021 Adopted Budget of \$5.2 million.

-) This budget includes a reduction of \$0.2 million in Connect card fees due to lower usage with ridership declines.
-) This budget reflects a reduction of \$0.2 million in interest expense due to lower line of credit usage.
-) This budget reflects a reduction of \$0.2 million in Contingency account.
-) This budget reflects a reduction of \$0.1 million in banking fees due to SacRT improved financial condition.

Positions

FY 2022 Positions by Division



| Division | FY 2019 Funded | FY 2020 Funded | FY 2021 Funded | FY 2022 Funded | FY 2021 to FY 2022 |
|---|-------------------|-------------------|-------------------|-------------------|-----------------------|
| General Manager/CEO | 26 | 19 | 16 | 9 | -7 |
| Planning & Engineering | 28 | 22 | 57 | 58 | 1 |
| Bus Operations | 937 | 1063 | 1196 | 939 | -257 |
| Light Rail Operations | 0 | 0 | 0 | 261 | 261 |
| Integrated Services & Strategic Initiatives | 0 | 55 | 33 | 41 | 8 |
| Engineering & Facilities | 48 | 0 | 0 | 0 | 0 |
| Finance/CFO | 48 | 45 | 47 | 51 | 4 |
| Communications & Partnerships | 30 | 0 | 0 | 9 | 9 |
| Security, Safety and Customer Satisfaction | 73 | 53 | 74 | 82 | 8 |
| Total | 1,190 | 1,257 | 1,423 | 1,450 | 27 |

Positions (continued)

From FY 2021 to FY 2022, SacRT had a net increase of 27 funded positions. The changes reflected in the FY 2022 Preliminary Budget are as follows:

General Manager/CEO Division had a net decrease of 7 funded positions. The position change is as follows:

-) Transferred Senior Community & Government Affairs Officer and Senior Community Relations Officer to Communications and Partnerships Division.
-) Funded 1 Attorney I.
-) Transferred 1 Senior Attorney from Procurement.
-) Transferred 7 positions from GM/CEO to Communications and Partnerships Division.

Planning and Engineering Division had a net increase of 1 funded position. The position change is as follows:

-) Transferred 1 Internal Auditor to Integrated Services and Strategic Initiatives Division.
-) Added and funded 6 positions: 1 Facilities Supervisor, 1 Facilities Maintenance Mechanic, 1 Storekeeper, 1 Administrative Technician, 1 Assistant Resident Engineer and 1 Sr. Planner.
-) Transferred 4 Scheduling to Bus Operations Division.

Operations Division split into Bus Operations and Light Rail Operations Divisions for a net increase of 4 positions.

Bus Operations Division had a net decrease of 257 funded positions. The position changes are as follows:

-) Eliminated 2 AVP positions: 1 Bus Operations and 1 Light Rail Operations.
-) Converted VP, Operations to VP, Bus Operations.
-) Added 2 funded positions: 1 Administrative Technician and 1 Program Analyst.
-) Transferred 119 Light Rail Transportations, 102 Light Rail Maintenance and 40 Light Rail Wayside to Light Rail Operations Division.
-) Transferred 4 Scheduling from Planning and Engineering Division.

Light Rail Operations Division had a net increase of 261 funded positions. The position changes are as follows:

-) Added VP, Light Rail Operations.
-) Transferred 119 Light Rail Transportations, 102 Light Rail Maintenance and 40 Light Rail Wayside from Bus Operations Division.
-) Unfunded 1 black box Light Rail Vehicle Technician.

Integrated Services and Strategic Initiatives Division had a net increase of 8 positions. The position changes are as follows:

-) Added and funded 7 positions: 1 Administrative Assistant II – HLC, 1 Administrative Technician, 1 Senior Manager, Training, 1 Training Analyst, 1 Network Operations Technician, 1 Senior Cybersecurity Engineer, and 1 Senior Network Operations Engineer.
-) Transfer 1 Internal Auditor from Planning and Engineering Division.
-) Reclass 1 IT Technician II to 1 IT Network Operations Technician; 1 Human Resources Analyst II to 1 Senior Human Resources Analyst; 1 Manager, Network and End User Operations to Senior Manager, Network and End User Operations.

Finance/Chief Financial Officer (CFO) Division had a net increase of 4 funded positions. The position changes are as follows:

-) Added and funded 5 positions: 1 Payroll Analyst, 1 Manager, Capital and Project Control and 3 Procurement Analyst II.
-) Swap funding from Risk Technician to Risk Analyst II.
-) Transferred 1 Senior Attorney to General Manager Division.

Positions (continued)

Communications and Partnerships Division was reinstated. It had a net increase of 9 positions. The position changes are as follows:

-) Transferred Senior Community and Government Affairs Officer and Senior Community Relations Officer from General Manager Division.
-) Reclass Chief, Communications Officer to VP, Communications and Partnerships.
-) Transferred 7 positions to Communications from General Manager Division.

Security, Safety and Customer Satisfaction Division had a net increase of 8 funded positions:

-) Added and funded 6 positions: 1 Social Worker, 4 Transit Ambassador and 1 Safety Specialist II.
-) Eliminated 2 Transit Fare Inspectors.
-) Converted and added 3 SOC Security Leads.
-) Reclass 1 Senior Safety Specialist to 2 Safety Specialist I.

Capital Improvement Plan

Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2022 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2022 through 2026, and beyond to 2052.

The amounts contained in the FY 2022 Preliminary Budget only pertain to items where anticipated funding sources have been identified and are programmed for FY 2022, or where SacRT has applied for, or intends to apply for, competitive grant funds for the project, and grant funds will be available in FY 2022 if awarded.

The FY 2022 Capital Budget includes the addition of the following projects:

Revenue Vehicles

R100 Replacement New Low-Floor LRVs

Maintenance Building

B165 Electric Bus Charging Infrastructure

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements

M018 Bus Stop Improvement Plan

R314 Light Rail Station Low Floor Vehicle Conversion

Other

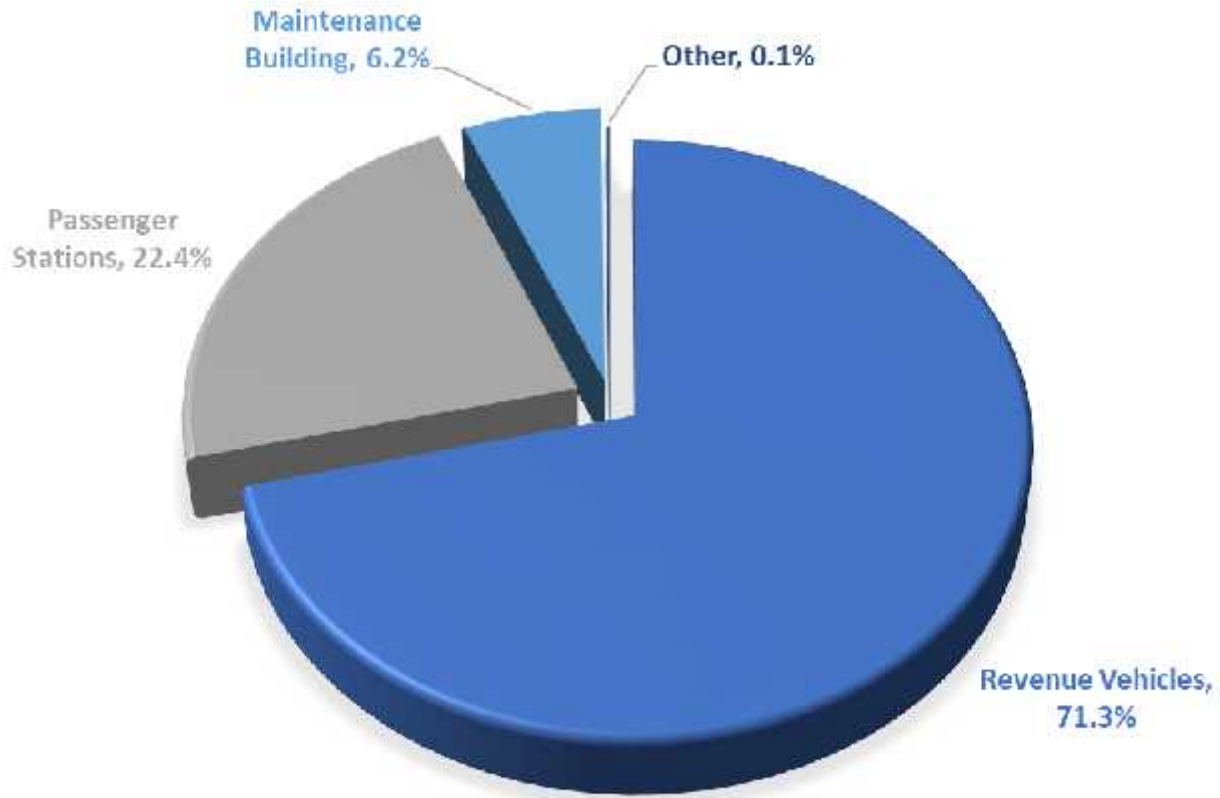
M008 Transit Action (Long-Range) Plan Update

Impact of Capital Improvements on the Operating Budget

Capital projects that are approved in the current year budget will impact future operating and capital budgets as follows:

1. Capital projects completed in the current year will require on-going maintenance and, in case of new services, additional and on-going operating costs.
2. Capital projects that are not completed in the current year will require additional capital funding that may require balancing with operating funding if additional capital funds are not available.
3. Capital projects that are not completed in the current year will affect future years' budgets with increased operating costs in the year of completion. Future on-going operating and maintenance costs are projected using current year baseline dollars.

Capital Improvements by Category



FY 22 Capital Budget by Categories

| | # of Projects | Total Budget | % of Total |
|----------------------|---------------|---------------|------------|
| Revenue Vehicles | 1 | \$108,560,000 | 71.3% |
| Passenger Stations | 3 | \$34,165,071 | 22.4% |
| Maintenance Building | 1 | \$9,380,000 | 6.2% |
| Other | 1 | \$226,000 | 0.1% |
| | 6 | \$152,331,071 | 100.0% |

Capital Improvement Revenues

| ID | Project Name | Previous Budgeted (Board Approved) | Previous Released (Funded) | FY 22 Budget Request | Previous TBD | Funding Additions | | | | Board Authorized Amount |
|----------------------|---|---|----------------------------------|-------------------------|-------------------|-------------------|------------------|---------------|-------------------|-------------------------------|
| | | | | | | Federal | State | Local | TBD | |
| Revenue Vehicles | | | | | | | | | | |
| R100 | Replacement Light Rail Vehicles (18) | 74,100,000 | 48,594,078 | 108,560,000 | 25,505,922 | 41,000,000 | 9,260,000 | - | 9,705,922 | 108,560,000 |
| | | <u>74,100,000</u> | <u>48,594,078</u> | <u>108,560,000</u> | <u>25,505,922</u> | <u>41,000,000</u> | <u>9,260,000</u> | <u>-</u> | <u>9,705,922</u> | <u>108,560,000</u> |
| Maintenance Building | | | | | | | | | | |
| B165 | Electric Bus Charging Infrastructure | 7,000,000 | 2,212,103 | 9,380,000 | 4,787,897 | - | - | - | 7,167,897 | 9,380,000 |
| | | <u>7,000,000</u> | <u>2,212,103</u> | <u>9,380,000</u> | <u>4,787,897</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>7,167,897</u> | <u>9,380,000</u> |
| Passenger Stations | | | | | | | | | | |
| B150 | Watt I-80 Transit Center Improvements | 10,410,780 | 8,506,071 | 10,915,071 | 1,904,709 | 2,409,000 | - | - | - | 10,915,071 |
| M018 | Bus Stop Improvement Plan | 225,000 | - | 250,000 | 225,000 | - | 221,325 | 28,675 | - | 250,000 |
| R055 | Dos Rios Light Rail Station Design | 19,687,600 | 19,787,996 | 23,000,000 | - | - | - | - | 3,212,004 | 23,000,000 |
| | | <u>30,323,380</u> | <u>28,294,067</u> | <u>34,165,071</u> | <u>2,129,709</u> | <u>2,409,000</u> | <u>221,325</u> | <u>28,675</u> | <u>3,212,004</u> | <u>34,165,071</u> |
| Other | | | | | | | | | | |
| M008 | Transit Action (Long-Range) Plan Update | 200,000 | - | 226,000 | 200,000 | - | 200,000 | 26,000 | - | 226,000 |
| | | <u>200,000</u> | <u>-</u> | <u>226,000</u> | <u>200,000</u> | <u>-</u> | <u>200,000</u> | <u>26,000</u> | <u>-</u> | <u>226,000</u> |
| Totals: | | <u>111,623,380</u> | <u>79,100,248</u> | <u>152,331,071</u> | <u>32,623,528</u> | <u>43,409,000</u> | <u>9,681,325</u> | <u>54,675</u> | <u>20,085,823</u> | <u>152,331,071</u> |

Capital Project Funding Addition Descriptions

Revenue Vehicles

R100 Replacement New Low-Floor LRVs – Purchase eighteen (18) new replacement Low-Floor Light Rail Vehicles to replace vehicles that have exceeded their useful life.

Maintenance Building

B165 Electric Bus Charging Infrastructure – Construct 4000 AMP, 480V electrical service and 120/208 Volt distribution system, powering fifteen to thirty-five 150kw/480V chargers.

Passenger Stations

B150 Watt/I-80 On-Site Transit Center Improvements – Construct and improve bicycle, pedestrian, and bus access from the Watt Ave Station Plaza to the Watt/I-80 Light Rail Station.

M018 Bus Stop Improvement Plan – SacRT, in partnership with Walk Sacramento, will identify and prioritize bus stop improvement projects, and generate a capital improvement plan to address bus stop improvements throughout SacRT bus system.

R055 Dos Rios Light Rail Station Design – Construct a new light rail station in the conjunction with the new Mirasole Village housing Development located in the Rivers District just North of downtown Sacramento and east of the Rail Yard Project.

Other

M008 Transit Action (Long-Range) Plan Update – Hire consultants to update SacRT's 2009 Transit Action (Long Range) Plan.



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: FOURTH AMENDMENT TO FISCAL YEAR 2021 CAPITAL BUDGET

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of Amendment #4 would increase the FY 21 Capital Budget by \$3,192,428 for various capital projects as outlined below and allow staff to request federal, state and local funding to complete the projects.

FISCAL IMPACT

Approval of Amendment # 4 would increase the FY 21 Capital Budget by \$3,192,428 for various capital project as outlined below. This action does not imply funding is available for the projects; however, without approval, requesting funding for the projects is prohibited.

DISCUSSION

The original FY 21 Capital Budget was \$195,819,125. The first amendment approved by the Board in October increased the capital budget by \$6,626,733 to \$202,445,858. The second amendment approved by the Board in December increased the capital budget by \$872,154 to \$203,318,012. The third amendment approved by the Board in January increased the capital budget by \$7,623,000 to \$210,941,012. The fourth amendment presented today will increase the capital budget by \$3,192,428 to \$214,133,440.

SacRT's annual budgeting process includes Board adoption of a budget that reflects SacRT's expected funding at the time of preparation. Periodically, changes to funding sources, funding amounts, or SacRT's priorities require revisions to the budget. Staff has identified necessary revisions as described below.

-) **Cutaway and Non-Revenue Fuel Stations (F033) - \$513,038:** Purchase and install gasoline fuel stations at BMF1 (above ground or conversion of our current diesel tank) and BMF2 (above ground) for SacRT GO, SmART Ride and Non-Revenue vehicles. Currently, all gasoline vehicles are fueled off-site at ARCO or Pacific Pride fueling stations. This project will improve control of vehicle fueling,

reduce Service Worker travel time, reduce risk by eliminating driving outside of SacRT property to fuel and promote a safer environment for SacRT employees.

-) **Arcade Creek Bridge Environmental Clearance (M019) - \$110,000:** July 2020 Staff requested a project to fund repairs to the Arcade Creek Bridge to address deficiencies in Abutment 2 rock slope protection (monitor slope for scouring and replace). Staff determined environmental clearance is needed to proceed with repairs. This request covers environmental support to obtain a CEQA Categorical Exemption and environmental permitting requirements.
-) **Cutaway Vehicle Ride Improvement (P012) – \$925,000:** Purchase air bellow suspension upgrades to improve ride quality, safety, passenger comfort and reduce potential claims for 130 cutaways.
-) **Roadway Worker Protection System (R372) – \$805,000:** CPUC General Order 175, adopted 10/31/13, requires that all Rail Transit Operators in the State implement a system which provides advance warning and notification to Roadway Workers of the approach of a train. This request is to fund the more advanced version already used by the LR team. This version eliminates the "false positives" that our current system has. LR - Wayside had to stop using this system in the downtown areas due to the continuous false alarms received by both train operators and roadway workers.
-) **Material Storage System (R373) - \$655,000:** Purchase and install four Vertical Lift Modules in the Light Rail Materials stockroom for inventory control and storage.
-) **TPSS A1 Negative Return Cable Replacement (R374) - \$184,390:** SMUD's contractor hit and damaged SacRT's negative return cable for Substation TPSS A1. The cable location was unknown at the time and is located on SMUD's property. SacRT has discussed the issue with SMUD and SacRT has agreed to take responsibility for the repair as part of SacRT's obligation toward the required costs associated with the substation relocation.

RESOLUTION NO. 21-04-0025

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

April 12, 2021

FOURTH AMENDMENT TO FISCAL YEAR 2021 CAPITAL BUDGET

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

THAT, the Board hereby approves the Fourth Amendment to the Fiscal Year 2021 Capital Budget, as set out in Exhibit A.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit A: Summary of Amendment #4 changes to FY21 Capital Budget

| ID | Project Name | FY21 Budget | FY21 Budget - with Amend 1 | FY21 Capital Budget Change | | | | Fund Source | |
|------|---|-------------|-------------------------------|-------------------------------|---------|-------|-------|--------------|----------------|
| | | | | FY21 Capital Budget Change | Federal | State | Local | | TBD |
| R372 | Roadway Worker Protection System | 0 | 805,000 | 805,000 | 0 | 0 | 0 | 805,000 | TBD. |
| F033 | Cutaway and Non-Revenue Fuel Stations | 0 | 513,038 | 513,038 | | | | 513,038 | TBD. |
| P012 | Cutaway Vehicle Ride Improvement | 0 | 925,000 | 925,000 | | | | 925,000 | |
| M019 | Arcade Creek Bridge Environmental Clearance | | 110,000 | 110,000 | | | | 110,000 | |
| R373 | Material Storage System | | 655,000 | 655,000 | | | | 655,000 | |
| R374 | TPSS A1 Negative Return Cable Replacement | | 184,390 | 184,390 | | | | 184,390 | |
| | | \$ - | \$ 3,192,428 | \$ 3,192,428 | \$ - | \$ - | \$ - | \$ 3,192,428 | \$ 214,133,440 |



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: AUTHORIZING THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE FEDERAL TRANSIT ADMINISTRATION GRANTS FOR CRRSAA FUNDS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will allow the General Manager/CEO to submit and execute Federal Transit Administration (FTA) grants for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds for Fiscal Year (FY) 22 and later years' costs.

FISCAL IMPACT

Authorizes the General Manager/CEO to apply for CRRSAA funding for FY22 and later years without requiring additional SacRT Board approvals. This approval will provide SacRT with access to \$37,854,695 in CRRSAA funding to address ongoing revenue impacts related to COVID-19.

DISCUSSION

On December 27, 2020, CRRSAA was signed into law. The Act provides \$900 billion in supplemental appropriations for COVID-19 relief. The FTA is allocating \$13 billion formula funds nationwide to transportation agencies to fund operating, capital, and other expenses eligible under the formula programs, to continue to support public transportation systems during the COVID-19 public health emergency. SacRT's share of the CRRSAA funding is \$37,854,695. In addition, SacRT will be applying for CRRSAA funding for El Dorado County Transit Authority (\$367,018).

Since March 2020 when the state began imposing restrictions in response to the COVID-19 pandemic, ridership and fare revenues have declined, but costs overall have not. SacRT ridership currently stands at approximately 35% of pre-COVID levels. As state mandates in response to COVID are lifted, it is unknown how quickly and to what extent ridership will return to pre-COVID levels.

CRRSAA funding will be needed to offset continuing shortfalls in fare revenue. CRRSAA funding is available until expended. SacRT intends to apply CRRSAA funding to FY22

costs, and, if available, to costs in subsequent fiscal years.

SacRT cannot request CRRSAA funding for FY22 and subsequent years without Board approval. The Board will consider approval of the FY22 SacRT budget in mid-June 2021. Authorizing the General Manager/CEO to submit and execute the CRRSAA grant now allows quicker access to CRRSSA funds.

Staff recommends authorizing the General Manager/CEO to submit/execute FTA grants for CRRSAA funds to expedite the receipt of these funds.

RESOLUTION NO. 21-04-0026

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

April 12, 2021

**AUTHORIZING THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE
FEDERAL TRANSIT ADMINISTRATION GRANTS FOR CRRSAA FUNDS**

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

THAT, the General Manager/CEO is hereby authorized to submit and execute Federal Transit Administration (FTA) grants for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds until all CRRSSAA funds to which SacRT is entitled have been expended.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING WORK ORDER NO. 2 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES - 2020 WITH MARK THOMAS & COMPANY, INC. TO COMPLETE FINAL DESIGN FOR THE DOS RIOS STATION PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The Work Order will allow for Mark Thomas & Company, Inc. to complete the final design of the Dos Rios Station Project.

FISCAL IMPACT

The cost of Work Order No. 2 is \$154,747.15 and has been fully funded.

DISCUSSION

The City of Sacramento (City), in partnership with the Sacramento Housing and Redevelopment Agency (SHRA) and the Sacramento Regional Transit District (SacRT), proposes implementation of the Twin Rivers Transit-Oriented Development and Light Rail Station Project (Project). The Project would develop a mixed-income, mixed-use community comprising of 218 replacement public housing units, 281 new market-rate rental and Low-Income Housing Tax Credit (LIHTC) units, a realigned internal street network, green open space, and other community amenities on two noncontiguous properties in close proximity to one another, totaling approximately 24.2 acres that currently includes public housing and undeveloped land. The Project would also include construction and operation of the proposed SacRT Dos Rios Light Rail Station on the existing SacRT light rail Blue Line and adjacent to North 12th Street. The new Dos Rios Station requires track realignment, signaling modifications, systems upgrades, along with the station architectural design.

On June 10, 2019, the Board approved Work Order No. 11 and conditionally approved Work Order No. 12 for the Dos Rios Station design by Mark Thomas Company, Inc. under the Contract for General Engineering Support Services – 2016, which expired in February 2020. Work Order No. 11 for \$149,662.99 included preparing the 30% Design Development Plans and Estimates to include the concepts for the CPID study and

preliminary engineering activities to support SacRT for Right of Way acquisitions and utility relocations. Work Order No. 12 for \$924,914.99 included the Final Design Plans, Specifications & Estimate (PS&E) for the light rail station roadway, platform, track, station architecture, structures, landscape, and systems design elements.

The 85% design submittal was completed on October 16, 2020. Due to updated City Design Standards, City of Sacramento comments, continued coordination with City of Sacramento projects and other stakeholders, and detailed construction staging development, a portion of the funds that were allocated under Work Order No. 12 for final design work had to be reallocated to earlier phases of the work. At this juncture, additional funds are needed for Mark Thomas to complete the final PS&E that will allow SacRT to proceed with construction bidding.

Because the underlying contract expired, it is not possible to amend Work Order No. 12 to provide additional funds for the needed work. Staff is instead proposing to issue a new Work Order No. 2 under the current Contract for General Engineering Support Services to complete the final PS&E. Issuing the Work Order to Mark Thomas will provide for continuity of design services. The not-to-exceed amount for the Work Order will be \$154,747.15.

RESOLUTION NO. 21-04-0027

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

April 12, 2021

APPROVING WORK ORDER NO. 2 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES - 2020 WITH MARK THOMAS & COMPANY, INC. TO COMPLETE FINAL DESIGN FOR THE DOS RIOS STATION PROJECT

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

THAT, Work Order No. 2 to the Contract for General Engineering Support Services - 2020 between the Sacramento Regional Transit District, therein referred to as "SacRT," and Mark Thomas & Company, Inc., therein referred to as "Consultant," whereby Consultant agrees to provide Final Design for the Dos Rios Station Project, for a total amount not to exceed \$154,747.15, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Work Order No. 2.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: APPROVE AMENDED PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR PROGRAM FOR FISCAL YEARS 2020 AND 2021

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amending the final project list for funding under the Roadway Repair and Accountability Act (SB1), State of Good Repair (SGR) for Fiscal Year (FY) 2020 and (FY) 2021 will allow SacRT to invoice Caltrans for costs associated with listed projects.

FISCAL IMPACT

Funding in the amount of \$2,577,561 was provided in FY20, and the amount of \$2,845,659 was provided in FY 21 from the SB1-SGR program. This funding has been included in the FY 21 Capital Budget.

DISCUSSION

The Roadway Repair and Accountability Act of 2017 (SB1) was signed by Governor Brown on April 28, 2017. This bill included an estimated \$5.2 Billion per year for State-wide transportation improvements raised via a variety of transportation related taxes and fees. One of the revenue sources is named the Transportation Improvement Fee (TIF) which is assessed when vehicles are renewed as of January 1, 2018. The TIF is anticipated to raise an average of \$1.6 Billion per year. Of this amount, approximately \$105 Million per year is slated to bolster State Transit Assistance (STA) funding provided it is used for state of good repair projects.

FY 20 List of SGR Projects:

| ID # | Project | Funding |
|--------------|---------------------------------|--------------------|
| B144 | BMF1 CNG Equipment Replacement | \$461,640 |
| B170 | CNG Tank Replacement | \$285,921 |
| F029 | 1225 R Street Server AC Upgrade | \$440,000 |
| R347 | Watt I-80 Elevator | \$890,000 |
| R364 | Bidwell Instrument House | \$500,000 |
| Total | | \$2,577,561 |

FY 21 List of SGR Projects

| ID # | Project | Funding |
|-------------|---|--------------------|
| B175 | Intelligent Vehicle Network Upgrade | \$652,630 |
| B177 | Trapeze Ops Update | \$251,000 |
| R354 | Fare Vending Machine Update | \$1,119,317 |
| B176 | Drive Cams | \$454,590 |
| B180 | Bus Maintenance Facilities Improvements | \$172,420 |
| F031 | Operations Control Center | \$195,702 |
| | Total | \$2,845,659 |

These items are being brought back to the Board at this time to revise the action taken by the Board on December 14, 2020 when it approved the Resolution titled APPROVE THE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR PROGRAM FOR FISCAL YEAR 2020 which included both FY 20 and FY 21 projects in the same funding year. This action will result in the clarification of which projects will be funded in which fiscal year, and amends the list approved on December 14, 2020.

RESOLUTION NO. 21-04-0028

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

April 12, 2021

APPROVE AMENDED PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR PROGRAM FOR FISCAL YEARS 2020 AND 2021

WHEREAS, the Board approved a Project List ("List") for Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair Program on December 14, 2020 under Resolution No. 20-12-0139; and

WHEREAS the List did not specify project funding by year and Staff recommends that the List be modified to specify the funding year for each project, thereby ensuring compliance with the applicable guidelines.

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

THAT, the Statutes related to state-funded projects require a local or regional implementing agency to abide by various regulations.

THAT, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the State of Good Repair (SGR).

THAT, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies).

THAT, the Board authorizes the list of SacRT projects, attached hereto as Exhibit A, for which SGR funding is hereby committed.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

FY 2019-20 State of Good Repair Projects**Exhibit A**

| # | Recipient | Sub-Recipient | Project Title | 20-21 SGR Allocation |
|---|--|--------------------------------------|---------------------------------|----------------------|
| 1 | Sacramento Area Council of Governments | Sacramento Regional Transit District | BMF 1 CNG Equipment Replacement | \$461,640 |
| 2 | Sacramento Area Council of Governments | Sacramento Regional Transit District | CNG Tank Replacement | \$285,921 |
| 3 | Sacramento Area Council of Governments | Sacramento Regional Transit District | 1225 R Street Server AC Upgrade | \$440,000 |
| 4 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Watt I-80 Elevator | \$890,000 |
| 5 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Bidwell Instrument House | \$500,000 |
| | | | | \$2,577,561 |

FY 2020-21 State of Good Repair Projects

Exhibit A

| # | Recipient | Sub-Recipient | Project Title | 20-21 SGR Allocation |
|----------|--|--------------------------------------|---|-----------------------------|
| 1 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Intelligent Vehicle Network Upgrade | \$652,630 |
| 2 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Trapeze Ops Update | \$251,000 |
| 3 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Fare Vending Maching Update | \$1,119,317 |
| 4 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Drive Cams | \$454,590 |
| 5 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Bus Maintenance Facilities Improvements | \$172,420 |
| 6 | Sacramento Area Council of Governments | Sacramento Regional Transit District | Operations Control Center | \$195,702 |
| | | | | \$2,845,659 |



STAFF REPORT

DATE: April 12, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Shelly Valenton, VP, Integrated Services and Strategic Initiatives/Chief of Staff

SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGE/CEO TO EXECUTE SOLE BRAND PROCUREMENT OF MICROSOFT PRODUCT LICENSES FROM SHI INTERNATIONAL CORP. UNDER THE EXISTING MICROSOFT ENTERPRISE ENROLLMENT AGREEMENT AND VOLUME LICENSING AGREEMENT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the recommended action will allow SacRT to acquire further Microsoft product licenses needed for SacRT operations.

FISCAL IMPACT

The licenses may be purchased for a period extending until March 31, 2023, which is the remaining term of the existing Enterprise Enrollment Agreement.

The fiscal impact is dependent on the product licenses and quantities purchased, although some level of savings is expected due to government discounts provided under the existing Agreement for product licenses. The annualized cost for additional Microsoft product licenses for SacRT is estimated to be \$225,000 per fiscal year, which is included in the approved FY 2020-2021 budget and the preliminary budget for FY 2021-2022.

DISCUSSION

By Resolution No. 20-03-0022, the Board delegated authority to the General Manager/CEO to approve and execute procurement contracts over \$150,000 to the extent necessary to address the pandemic. As explained in greater detail in the January 25, 2021 Staff Report, acting pursuant to that authority, staff swiftly identified a purchasing cooperative agreement executed by the County of Riverside after a competitive solicitation through which SacRT could quickly obtain the necessary productivity software to continue SacRT's operations during remote working. Staff determined that only the Microsoft product suite would meet SacRT's needs.

SacRT selected SHI International Corp. as its Microsoft Licensing Solution Provider (LSP) and executed an Enterprise Enrollment Agreement and Volume Licensing Agreement that incorporates the terms of the County of Riverside contract.

Once an LSP is selected, all other Microsoft products purchased under the Enterprise Enrollment Agreement must be acquired through that LSP for the term of the Enterprise Enrollment Agreement with Microsoft unless all products are transferred to a new LSP.

The Enterprise Enrollment Agreement sets a baseline requirement for SacRT to purchase a minimum of 500 Office 365 licenses for the three-year term extending until March 31, 2023. In January, the Board approved the acquisition of an additional 1000 Exchange Only licenses.

There are a number of other critical Microsoft products and services needed for SacRT to maintain business operations, including supporting transit operations for both bus and light rail, customer service, safety, security and administrative staff with tools such as electronic mail, Windows applications, collaboration tools, and servers that enable applications to run on the network.

Because the needed licenses fluctuate over time in both number and type, it is impractical to seek Board approval for each individual acquisition.

Therefore, Staff recommends authorizing the General Manager/CEO to execute the documents necessary to procure additional product licenses for servers, applications, and other software products from Microsoft through SHI International Corp. until expiration of the Enterprise Enrollment Agreement.

RESOLUTION NO. 21-04-0029

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

April 12, 2021

DELEGATING AUTHORITY TO THE GENERAL MANAGE/CEO TO EXECUTE SOLE BRAND PROCUREMENT OF MICROSOFT PRODUCT LICENSES FROM SHI INTERNATIONAL CORP. UNDER THE EXISTING MICROSOFT ENTERPRISE ENROLLMENT AGREEMENT AND VOLUME LICENSING AGREEMENT

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

THAT, the General Manager/CEO is hereby authorized to acquire additional Microsoft products and services from SHI, International Corp. pursuant to SacRT's existing Microsoft Enterprise Enrollment Agreement, Volume Licensing Agreement, and Licensing Solution Provider Agreement No. PSA-001528, for a term from January 1, 2021 to March 31, 2023 as needed to support SacRT's business operations.

THAT, the General Manager/CEO or his designee is hereby authorized to execute any and all documents necessary to complete the acquisitions pursuant to the foregoing delegation of authority.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: APPROVING THE SECOND AMENDMENT TO THE AGREEMENT WITH COUNTY OF SACRAMENTO FOR DISCOUNT PURCHASE AND SALE OF PREPAID FARE MEDIA

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the Second Amendment to the DHA Discount Fare Agreement will extend the terms of the agreement to June 30, 2022.

FISCAL IMPACT

The contract with Sacramento County DHA generates \$2,215,136 in revenue for SacRT. This revenue is included in the preliminary operating budget for FY 2022 submitted to the Board this evening for your review.

DISCUSSION

SacRT has been working with Sacramento County DHA since 1991 to provide discounted transit passes for individuals receiving General Assistance from the County. SacRT and Sacramento County DHA would like to extend the agreement, most recently approved by the Board on May 11, 2020, through June 30, 2022. There will be no changes to any of the other contract provisions other than the term. The Agreement allows DHA to purchase monthly stickers at \$34 each, with a minimum purchase of 5,000 stickers per month, and purchase Basic Single Ride tickets, and Basic Daily Passes at a 50% discount as needed. However, if DHA needs additional stickers, they will be able receive up to 1,784 additional stickers per month at no additional charge, so long as 45 days' advance notice is provided to SacRT of the requested quantity increase. If the need is over 6,784 stickers per month, DHA will be charged \$40 per sticker. The cost of \$40 per sticker is consistent with contract language dating to 2013.

RESOLUTION NO. 21-04-0030

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

April 12, 2021

APPROVING THE SECOND AMENDMENT TO THE AGREEMENT WITH COUNTY OF SACRAMENTO FOR DISCOUNT PURCHASE AND SALE OF PREPAID FARE MEDIA

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

THAT, the Second Amendment to the Agreement with the County of Sacramento (therein "County") for the purchase and sale of discounted prepaid fare media at a discount exceeding the percentage established in SacRT's Policy for Discount Sale of Prepaid Fare Media, whereby the term is extended one year to terminate June 30, 2022, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized to execute the Second Amendment with the County of Sacramento.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

STAFF REPORT

DATE: April 12, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Shelly Valenton, VP, Integrated Services and Strategic Initiatives/Chief of Staff

SUBJ: APPROVING A COLLECTIVE BARGAINING AGREEMENT FOR INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 1245 (IBEW) FOR THE TERM APRIL 1, 2021 THROUGH MARCH 31, 2024

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If approved by the Board of Directors, Sacramento Regional Transit (SacRT) and the International Brotherhood of Electrical Workers (IBEW) would enter into a three-year Collective Bargaining Agreement (CBA) covering all wages, hours, and working conditions for bargaining unit employees.

FISCAL IMPACT

The costs associated with the Agreement have been incorporated into the FY 2021 and FY 2022 budgets. The total amount budgeted for this unit in FY 2021 is \$26,993,856, and in FY 2022 is \$28,762,650. There is a total of 236 funded positions.

The sick leave maximum accumulation will be reduced from 2200 hours to 480 hours by March 31, 2024. This will reduce the costs associated with employee cash outs at retirement, and the costs of those cash outs towards SacRT pension obligations for classic pension members. The majority of savings generated from this change will occur beyond the term of this contract in subsequent years.

DISCUSSION

Representatives of SacRT and IBEW have negotiated a CBA for employees in various classifications in the IBEW unit. The negotiating teams reached tentative agreement on March 22, 2021, for a full and complete settlement of issues opened for negotiation, subject to approval the SacRT Board of Directors. The IBEW membership ratified the Collective Bargaining Agreement on Monday, April 5.

The CBA provides an equitable total compensation package for employees while maintaining fiscal responsibility based upon mutual considerations of each party, including:

1. Term of Agreement: April 1, 2021 through March 31, 2024 (three-year term).

2. Wage/Salary Package:

-) Provides for 3% increases to the salary ranges on April 1, 2021, April 1, 2022, and April 1, 2023.
-) Adds between 1 and 4.5% shift differential for swing shift, intermediate shift, and midnight shift employees, increasing gradually over the three-year term. This is consistent with SacRT's comparable California transit agencies.
-) Provides one-time inflation adjustments for tool allowances (\$100 increase per person) and shoe allowances (\$25 increase per person) afforded to unit employees.
-) Increases weekend shift premium from 5% to 6% effective April 1, 2021.
-) Adds 5% premium for staff assigned to critical Yardmaster duties effective April 1, 2021.

2. Sick Leave Accrual Cap

-) Phased reduction in sick leave accrual cap (480 maximum in 2024)

3. Promotion and Transfer, Certification Training Language Improvements

-) Increases promotional probation for staff from 90 days to 120 days.
-) Adds language clearly denoting SacRT's authority to hire externally if no IBEW members are eligible to bid into the position.
-) Adds language requiring those completing certified training programs remain in their position for 1 year after completion, before being eligible to transfer to any other positions.

4. Job Description Modernization

-) Adjust commercial driver's license requirements for Assistant Light Rail Mechanic job description to improve recruitment and meet current staffing needs.
-) Adjust minimum qualifications for Lineworker job description to improve recruitment and meet current staffing needs.

The IBEW membership voted to ratify the contract on April 5, 2021. The Board must also approve the CBA to effectuate its terms. Staff recommends approval of the Collective Bargaining Agreement and adoption of the attached Resolution.

RESOLUTION NO. 21-04-0031

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

April 12, 2021

APPROVING A COLLECTIVE BARGAINING AGREEMENT FOR INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 1245 FOR THE TERM APRIL 1, 2021 THROUGH MARCH 31, 2024

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

THAT, the labor contract settlement terms between the Sacramento Regional Transit District (SacRT) and International Brotherhood of Electrical Workers, Local 1245 (IBEW), establishing compensation, benefits, retirement, and other terms and conditions of employment for members of the IBEW bargaining unit, for the period of April 1, 2021 through March 31, 2024, are hereby approved.

THAT, the General Manager/CEO is hereby authorized to bind SacRT to a Collective Bargaining Agreement (CBA) with IBEW, establishing compensation, benefits, and other terms and conditions for employees.

THAT, the General Manager/CEO is hereby authorized to execute the CBA on behalf of SacRT to implement the terms.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: TEMPORARILY AUTHORIZING AN ON-BOARD LIGHT RAIL SINGLE RIDE FARE TICKET

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

The recommended action will result in a temporary fare offering on board light rail vehicles allowing passengers to pay for fare after boarding using the tap to pay credit/debit card and other forms of contactless payment (Apple Pay, Google Pay, etc.).

FISCAL IMPACT

There is no fiscal impact to the proposed Resolutions. There may be long-term savings as it relates to the cost of fare collection but given the limited scope of the demonstration program the potential savings are minimal and were not considered at this time.

DISCUSSION

SacRT and the California Integrated Travel Program (Cal-ITP) are partnering to temporarily offer passengers a new and simple way to pay for their transit fare. The Cal-ITP team is a research group focused on providing California transit agencies and their passengers with easy and cost-effective fare payment solutions. SacRT was one of 2 agencies statewide invited by Cal-ITP, to participate in a demonstration program that aims to offer a new way for customers to pay transit fare at SacRT and across the state.

The demonstration program will be used primarily to test the feasibility of the new technology and receive feedback from customers. SacRT was selected by Cal-ITP to test this specifically on our Light Rail Vehicles (LRV). Cal-ITP provided SacRT with enough validators to equip each LRV with a single terminal at no cost. SacRT staff will be working over the next few weeks to install validators on select vehicles and begin testing the system. Staff anticipates that customers may begin to use the new system in Mid-April. At this time, the new technology will only be available on light rail. The system may be expanded to buses in the future, but that is not part of the demonstration program.

Participating passengers will be able to tap a contactless credit/debit card or appropriately-equipped smart phone to readers that are being installed on board LRVs and pay transit fare at the time of boarding. Once the validator has approved the

transaction (green check mark appears on the screen) the passenger may continue boarding the train. Fare inspection of the contactless system will occur in very much the same manner as Connect Card. Transit Ambassadors will scan the item that the passenger used for fare payment (credit/debit card or phone) and the database that manages the fare payment system will alert the Transit Ambassador as to whether a valid ticket exists.

Tickets for the contactless payment system will be valid for 90 minutes on light rail only from the time that the payment was made. Initially, only the full fare single ride light rail ticket will be available for purchase. Staff will return to the Board later in the demonstration program to approve the discount fare type and approach. All other discount fare purchase options (FVM, ZipPass, Connect Card) will remain available to discount-eligible customers.

Changes to the SacRT fare structure must be made prior to the beginning of the demonstration program to allow for the new fare. In addition to the new fare, a modification to the fare structure must be made allowing for passengers to pay the applicable fare for a rail ticket after boarding the train. Before this demonstration program, passengers were required to purchase and validate a ticket prior to boarding the train.

Staff recommends that the Board adopt the proposed Resolutions temporarily approving a demonstration program that allows passengers to pay for their fare using their contactless credit/debit card or smart phone after boarding the light rail vehicle.

RESOLUTION NO. 21-04-0032

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

April 12, 2021

AMENDING THE FARE STRUCTURE (RESOLUTION NO. 09-10-0174) TO REDEFINE PAY OR PAYMENT

WHEREAS, by Resolution No. 09-10-0174, the Board of Directors amended and restated the Fare Structure for fixed-route service; and

WHEREAS, the Fare Structure has been subsequently modified by multiple Resolutions, including temporary adoption of new fare types.

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

THAT, the section entitled "Pay or Payment" in Article II, Fare Structure Definitions, of the Fare Structure is amended to read in its entirety as follows:

Pay or Payment means the following:

1. Depositing in the fare box upon boarding a Bus an amount equal to or greater than the Applicable Fare in U.S. currency or Fare Equivalents; or
2. Paying the Applicable Fare upon boarding a Bus or Light Rail Vehicle using a RT-authorized credit card or contactless payment method to the extent those options are made available by SacRT; or
3. Displaying upon boarding a Bus a Prepaid Fare or Fare Equivalent for an amount equal to or greater than the Applicable Fare, and the Prepaid Fare or Fare Equivalent must be valid at the time of boarding; or
4. Possessing while riding RT light rail service a Prepaid Fare or Fare Equivalent for an amount equal to or greater than the amount of the Applicable Fare, and the Prepaid Fare or Fare Equivalent in the passenger's possession must be valid throughout the duration of the Ride.

THAT, in the event of a conflict between this Resolution and Resolution No. 09-10-0174, as amended, this Resolution will govern as to terms defined herein.

THAT, in all other respects, Resolution No. 09-10-0174, as amended, remains in full force and effect.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 21-04-0033

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

April 12, 2021

TEMPORARILY AUTHORIZING AN ON-BOARD LIGHT RAIL SINGLE RIDE FARE TICKET

WHEREAS, by Resolution No. 09-10-0174, the Board of Directors amended and restated the Fare Structure for fixed-route service; and

WHEREAS, RT desires to implement on a temporary basis, a new fare type available only after boarding a light rail vehicle.

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

THAT, in addition to the other Fare types identified in Resolution No. 09-10-0174, a new Fare entitled "On-Board Light Rail Single Ride Fare" is hereby established on a temporary basis for a six-month period from the date of public launch of a contactless payment demonstration program.

THAT, a passenger may Pay for the On-Board Light Rail Single Ride Ticket using a SacRT-approved contactless payment device on board a Light Rail Vehicle.

THAT, the On-Board Light Rail Single Ride Ticket will consist of the card or phone used to purchase the Ticket combined with records verifying the purchase, which much remain in the passenger's possession for the duration of their Ride.

THAT, the Fare for an On-Board Light Rail Single Ride Ticket will be the Single Ride Fare set forth in Resolution No. 19-03-0038.

THAT, the On-Board Light Rail Single Ride ticket will be deemed validated at the time of purchase, as documented by credit/debit card, or purchasing records, will be valid for a duration of 90 minutes, and may be used for multiple rides on light rail only until the expiration of the validity period.

THAT, in order to establish Proof of Fare Payment as required by the Prohibited Acts Ordinance, a passenger purchasing an On-Board Light Rail Single Ride Ticket must, upon request, provide the purchasing credit or debit card or other requested contactless payment information to fare enforcement personnel to verify the validity of the On-Board Light Rail Single Ride Ticket.

THAT, if fare enforcement personnel are unable to determine (a) that an On-Board Light Rail Single Ride Ticket has been purchased; or (b) that the On-Board Light Rail Single Ride Ticket is still valid, a passenger may be cited for failure to possess valid fare.

THAT, in the event of a conflict between this Resolution and Resolution No. 09-10-0174, as previously amended, this Resolution will govern as to the terms of use of the On-Board Light Rail Single Ride Fare.

THAT, in all other respects, Resolution No. 09-10-0174, as previously amended, remains in full force and effect.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Introducing Cal-ITP

SacRT, April 2021



Primary Goals

- Improve the transit experience in California
- Promote equity
- Increase public agency buying power for technology and services
- Meet California climate change law

What are the challenges?

1

Real time data: Lack of reliable travel information

2

Payment: Unnecessary hurdles in payment

3

Eligibility Verification: Barriers to accessing benefits

Cal-ITP Initiatives

2019 Baseline research & Market Sounding
2020 Feasibility Study



**Standardized
real-time data**



**Introducing
open loop
payment**



**Streamline
eligibility
verification**



Cal-ITP Initiatives

Real Time Data & Trip Planning

- **Support statewide compliance with the General Transit Feed Specification (GTFS)**
- **Work towards statewide compliance with Real Time GTFS**



Cal-ITP Initiatives

Payments

- **Support contactless EMV payment**
- **Reduce the cost of digital payment**
- **Investigate Payment Issuance**



Cal-ITP Initiatives

Eligibility Verification

- **Demonstrate and support automated benefit verification**
- **Simplify contactless payment for everyone**
- **Allow for fare-capping policies**



Mobile Demonstration

(please show movie here)



Thank you

calitp.org

calitp@dot.ca.gov





STAFF REPORT

DATE: April 12, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: CONDITIONALLY APPROVING THE ANNEXATION OF THE CITY OF ELK GROVE TRANSIT SERVICES INTO THE SACRAMENTO REGIONAL TRANSIT DISTRICT AND THE ASSOCIATED ANNEXATION, ADMINISTRATIVE FEE AND LEASE/LICENSE AGREEMENTS

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

The City of Elk Grove Transit Services (City) will be annexed into the Sacramento Regional Transit District (SacRT) service area and the City will become a member entity of SacRT.

FISCAL IMPACT

To determine the fiscal impact of the annexation, SacRT staff completed a 5-year financial forecast of the revenues and expenses associated with the annexation. Based on the assumptions used, the calculated financial impact resulted in an approximate net zero balance by the end of the fifth year after accounting for all the costs including startup and expanded paratransit services into Elk Grove.

For budgetary purposes, this amount was not included in the preliminary FY 2022 Operating Budget; however, if approved, staff will update the FY 2022 Operating Budget to reflect the additional revenues and expenses.

Note: As mentioned above, the forecast covers a 5-year period. Within this period, SacRT will enter into new labor contracts or potentially amend existing labor contracts. Staff recognizes that future events may impact our forecast and this analysis is based upon best available information using current salary and benefit rates and future year over year increases for the first five years after annexation.

DISCUSSION

In January of 2005, the City assumed responsibility from SacRT for the administration and operation of all transit services to, from, and within the City. The service was branded by the City as “e-tran” and included commuter and local routes. In July 2006, the City also

began operation of demand-response services and Americans with Disabilities Act (ADA) complementary paratransit services, branded as “e-van.”

After contracting for a number of years with private operators for its public transit service, the City and SacRT commenced discussion in 2017 regarding SacRT operation of the City’s transit services and a service contract was approved in March 2019, through which SacRT began operating e-tran and e-van service in July 2019 on the City’s behalf.

As a part of that agreement, SacRT and the City agreed that if SacRT’s performance in the first year of the agreement exceeded that of the City’s previous contractor, then the City would consider and negotiate in good faith, annexation of the City’s transit services into SacRT’s jurisdiction.

Since contracting with SacRT for its transit services, the City has received outstanding service and value-added benefits such as high customer satisfaction, enhanced employee benefits, full and immediate access to management and support staff, additional support during the COVID-19 pandemic, better service reliability, efficiency, and on-time service performance. Through annexation, this high-quality, cost-effective transit service will continue to be available to the City.

SacRT and the City began annexation discussions in early 2020, including over a dozen meetings between SacRT and City staff. A 2x2 Committee of the SacRT Board and the City Council met in the Fall of 2020 to review some of the significant deal points, and staff presented an overview of major terms at the March 8, 2021 SacRT Board of Directors meeting.

Mutual goals for annexation include: safeguarding equivalent or better public transit service levels in the City in the future; enhanced competitiveness for regional, state, and federal funding to achieve regionally beneficial projects such as zero emission vehicle replacement; increased transit service frequency and coverage, including express bus and microtransit service, and progression of the Blue Line from Cosumnes River College into Elk Grove. The annexation will also fulfill the long-standing community request to eliminate transfers between e-van and SacRT GO Paratransit Services for regional paratransit trips. SacRT would also continue to offer competitive wages and benefits for our Elk Grove employees.

This staff report proposes approval of three agreements pertaining to the annexation of the City of Elk Grove into the SacRT service area.

1. Annexation Agreement:

The discussion below summarizes the significant business points in the Annexation agreement, which will serve as guidance for staff in short- and long-term planning and implementation efforts:

Effective Date of Annexation and Termination of Existing Service Contract:

If annexation is approved by the SacRT Board of Directors and the City Council, the annexation will be effective July 1, 2021 and the 2019 service agreement will terminate. The City of Elk Grove will be included in the SacRT service area and the City will become a member agency of SacRT with Board representation in accordance with SacRT’s

enabling legislation.

Operation of Transit Service and Fare Structure:

- J SacRT and City agree to develop a transition plan to enable SacRT to assume full operation of the City's transit services and administrative functions as soon as possible on or after the Effective Date of Annexation. SacRT will be operationally ready to fully transition the service on the Effective Date of Annexation.
- J SacRT will operate existing City fixed-route transit services and paratransit services specifically as they are described in the annexation agreement "Service Commitment." SacRT will make no modifications, except those defined as "Emergency Changes," City requested changes, temporary detours due to unforeseen events and/or schedule adjustments to improve on-time performance during the first year of the agreement.
- J SacRT and City will, to the extent financially feasible and economically practicable, begin actively planning within six months of annexation for the operation of a bus rapid transit (BRT) and/or express bus (ExBus) transit service along the Big Horn Boulevard corridor, with a target of operation by July 1, 2024. If new revenues are not available to support the service, such as a sales tax measure, then SacRT will present the item to the Elk Grove City Council with an option to use available revenues from other City transit services to be redirected to support the capital and operating cost of the service.
- J SacRT agrees to continue providing the City with transit service levels that are commensurate with the local, state, and federal funding that the City received as of the Effective Date of Annexation to directly provide these services. SacRT will endeavor to ensure an equitable distribution of funding, amenities and assets within the City as compared to the overall SacRT service area.
- J SacRT will be obligated to retain the Service Commitment for the first four years after the effective date of annexation. SacRT commits to maintain service levels consistent with existing service during the first four years of annexation and commits to no changes that affect overall service levels unless there is a significant economic downturn or other significant change beyond SacRT's ability to control. In that event, SacRT and the City will meet and confer to discuss potential adjustments to the service levels necessary to address the change in economic circumstances. In such instance, the parties will work towards a reasonable adjustment in service levels, that may include the reduction in service levels. If the parties are unable to come to agreement within 30 days of discussion, the parties will submit the issue to mediation and will work with a third-party neutral to attempt to come to agreement on service changes.
- J The City's fixed-route commuter services have been reduced temporarily as a result of the COVID-19 pandemic's impacts. Upon the Effective Date of Annexation, SacRT may continue to operate these fixed-route commuter services at their reduced levels. However, when pandemic conditions signify a potential for return to pre-pandemic ridership, including, but not limited to, the State of California determining the risk of transmission is minimal (i.e., "Yellow" color tier) SacRT must return to pre-pandemic service levels.

- J SacRT and the City will form a group of current riders and transit stakeholders to assist with providing input on transit service performance matters, addressing customer service complaints, and conducting public outreach during the transition of the City's transit services to SacRT.
- J SacRT will not modify the fare structure within the first six months following the Effective Date of Annexation, and after the first six months SacRT will provide the City with at least 30 days' notice prior to the beginning of any public input process required by SacRT's fare change policy.

Major Financial Terms:

- J The City will transfer all current and future transit-related revenues and assets and liabilities to SacRT and SacRT will operate transit services in the City of Elk Grove and will be responsible for all the costs of transitioning service upon Annexation.
- J SacRT commits a reasonably proportionate Future Sales Tax Measure allocation, including commitment for light rail extension, zero emission vehicle replacement and other service improvements.
- J SacRT will lease Transit Facility at the City's Corporation Yard – City will use these funds to address Negative Transit Fund Balance of \$3.58 million. The time-period for use will be no more than eight years.
- J SacRT will provide the City approx. \$98,000 per year for Transit Administration / Transit Improvements, +/- with annual TDA fluctuations.
- J SacRT anticipates breaking even by the end of the first five years of Annexation.

2. Administrative Fee (Transit Liaison) Reimbursement Agreement:

The purpose of this Agreement is for SacRT to provide the City with an annual administrative fee that City must use to pay for transit related expenses including, but not limited to, partially funding a Transit Liaison staff position to be employed by the City. The Transit Liaison will serve as the liaison between SacRT and the City on transit related matters following annexation of the City into the SacRT District. The Transit Liaison will perform transit-related duties for the City, including, without limitation, assisting with the gathering and analysis of data, generating transit reports, evaluating ridership and transit needs, and assisting with transit related projects within City's jurisdiction. SacRT will be provided access to the Transit Liaison's reports and work product and the Transit Liaison will provide assistance to SacRT with transit related projects within CITY. This position will provide support to SacRT's transit planning and public outreach efforts for promoting transit in the City. While SacRT will have access to the Transit Liaison's work product and will work with the Transit Liaison, the Transit Liaison is a City employee and SacRT will not control the Transit Liaison's wages, hours or working conditions.

An initial annual payment of \$98,180 will be the base fee amount, which will be adjusted annually after the first year to match the percentage increase or decrease of the budgeted TDA apportionment for the CITY for that fiscal year. Consequently, in FY 2022/2023, the

base amount will be \$98,180 adjusted up or down based on the TDA apportionment percentage for CITY for FY 2022/2023 and revised in accordance with any revised apportionments. If the Effective Date of this Agreement commences after July 1st of the current year, CITY shall invoice SacRT on a pro-rata basis for the remaining term of the fiscal year (July 1 – June 30).

The funds paid by SacRT to CITY under this Agreement must be used by CITY annually to fund transit related costs including the CITY's Transit Liaison, transit improvement planning, development, services, amenities, implementation and/or other transit related activities, including capital improvements.

3. License Agreement for Leasing City's Corporation Yard to SacRT for Transit Service Operations and Maintenance:

With approval of this agreement, upon the effective date of Annexation, SacRT will also enter into a License Agreement for leasing space in the City's Corporation Yard for transit service operations and maintenance. SacRT will have use of 17,782 usable square feet of space on the first floor of the facility, with shared use of conference rooms on the second floor of the facility, and approximately 127,500 square feet of fenced and paved area outside of the maintenance shop, including up to 57 large bus parking spaces and 21 paratransit and/or other support vehicle reserved parking spaces, and 65 employee parking spaces. SacRT will use the space for the purpose of operating bus transportation services, including administrative operations, dispatch, maintenance, potential fueling, cleaning, and parking.

SacRT would pay a monthly base rent to the City of \$38,031 per month. The total base rent amount for the Agreement for the eight-year term will be \$3,650,976.00. This amount is exclusive of any utility, building/property maintenance, and/or a proportionate share of damage repair expenses, which SacRT will be responsible for paying separately per the provisions of the Agreement. SacRT will be responsible for an annual payment of up to 40% of maintenance/repair expenses of all shared facilities, structures, and property contained within the non-exclusive use portions of the Corporation Yard facility used by SacRT. SacRT would be responsible for paying for capital replacement costs associated with the replacement of two HVAC units in Fiscal Year 2023 in the Exclusive Use Portion of the Property, estimated at an annual payment amount of \$2,884.00 for the 8-year term of the License Agreement. In addition, SacRT will provide its own premises liability insurance and workers' compensation insurance. Beginning in Year 6 of the License Agreement, the City may terminate the agreement, with or without cause, provided that SacRT is given no less than 12 months written notice. However, in the first five years of the agreement, the City may not terminate the agreement except in the event of a material breach on the part of SacRT of the terms and conditions of the Agreement. Over the next few years, SacRT will be looking for a new bus maintenance location that will service the Elk Grove area and remove the need to use the City's yard.

Recommended Actions:

Understanding that this Annexation Agreement requires concurrence by Elk Grove City Council, staff requests that the Board conditionally approve the annexation of the City of Elk Grove transit services contingent upon the Elk Grove City Council approving the

same, and authorize the General Manager/CEO to execute the Annexation Agreement, upon approval of the Annexation Agreement by the City of Elk Grove.

Staff requests that the Board conditionally approve the Administrative Fee Agreement contingent upon the City approving said agreement, the Annexation Agreement, and the License Agreement and authorize the General Manager/CEO to execute the Administrative Fee Agreement, upon occurrence of the stated contingency. Staff also requests that the Board approve the License Agreement contingent upon the City approving said agreement, the Annexation Agreement and the Administrative Fee Agreement and authorize the General Manager/CEO to execute the License Agreement upon occurrence of the stated contingency.

Similar items are expected to be presented to the Elk Grove City Council for approval on April 14, 2021.

RESOLUTION NO. 21-04-0034

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

April 12, 2021

CONDITIONALLY APPROVING THE ANNEXATION OF THE CITY OF ELK GROVE TRANSIT SERVICES INTO THE SACRAMENTO REGIONAL TRANSIT DISTRICT AND THE ASSOCIATED ANNEXATION AGREEMENT

WHEREAS, pursuant to California Public Utilities Code (PUC) Section 102001, Sacramento Regional Transit District (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; 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, the City of Elk Grove is incorporated as a general law city and provides transit service within its jurisdictional boundary as part of its municipal authority; and

WHEREAS, effective July 1, 2019, the City of Elk Grove contracted with SacRT to provide fixed-route local, commuter and paratransit services and maintenance operations to the City of Elk Grove; and

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

WHEREAS, the parties desire to enter into an Agreement setting out the terms and conditions for City of Elk Grove's annexation to SacRT.

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

THAT, the Board of Directors of the Sacramento Regional Transit District hereby conditionally approves the annexation of the City of Elk Grove transit services, effective July 1, 2021, pending the approval of the City Council of the City of Elk Grove, subject to the terms and conditions of the Annexation Agreement.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Annexation Agreement following approval by the Elk Grove City Council and take all actions necessary to effectuate the annexation.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 21-04-0035

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

April 12, 2021

CONDITIONALLY APPROVING THE ADMINISTRATIVE FEE AGREEMENT AND LEASE/LICENSE AGREEMENT WITH THE CITY OF ELK GROVE FOR TRANSIT SERVICES

WHEREAS, pursuant to PUC Section 102055, the City of Elk Grove may annex to the Sacramento Regional Transit District (SacRT) based on an agreement entered into between the legislative body of the City of Elk Grove and the SacRT Board of Directors setting forth the terms and conditions of the annexation; and

WHEREAS, contingent upon the approval of the Annexation Agreement, the parties desire to enter into a License Agreement setting forth the terms of use of Elk Grove's Corporation Yard to Sacramento Regional Transit District to support the operation of transit services in the City of Elk Grove; and

WHEREAS, contingent upon the approval of the Annexation Agreement, the parties desire to enter into an Administrative Fee Agreement setting out the terms and conditions to fund the City of Elk Grove's transit-related costs, including partially funding the City of Elk Grove's Transit Liaison, transit improvement planning, development, services, amenities, implementation and/or other transit related activities, including capital improvements.

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

THAT, the Board of Directors of the Sacramento Regional Transit District hereby conditionally approves the License Agreement contingent upon the approval by the City Council of the City of Elk Grove of the Annexation Agreement, License Agreement and the Administrative Fee Agreement; and,

THAT, the Board of Directors of the Sacramento Regional Transit District hereby conditionally approves the Administrative Fee Agreement with the City of Elk Grove, effective July 1, 2021, contingent upon approval by the City Council of the City of Elk Grove of the Annexation Agreement, License Agreement and the Administrative Fee Agreement; and,

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Agreements following approval by the Elk Grove City Council and take all actions necessary to effectuate the annexation.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships and
Olga Sanchez-Ochoa, General Counsel
SUBJ: SUPPORTING ASSEMBLY BILL 1196 - (COOLEY) - BOARD OF
DIRECTORS VOTING PROCEDURE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approve a Resolution in support of Assembly Bill 1196.

FISCAL IMPACT

None

DISCUSSION

The Sacramento Regional Transit District (SacRT) was formed through special enabling legislation added to the California Public Utilities Code creating a special district to perform transportation planning, programming, construction, and operations. The section has been amended and updated throughout the years,

On February 18, 2021, Assembly member Ken Cooley introduced Assembly Bill 1196 (AB1196) that would amend the section that defines SacRT's Board Voting structure from the current weighted voting structure to a one-member-one vote structure. Making this change to SacRT's enabling legislation will result in a simplified voting structure that will be consistent with the voting structure of SacRT's transit industry peers. The weighted voting structure was implemented at a time when SacRT's Board was a mix of member entities and participating entities. Participating entities were those entities that had chosen to not annex into SacRT. The weighted voting structure was implemented to give member entities' votes greater weight, consistent with their commitment to SacRT. However, all but one Board member is now appointed by a member entity and the remaining participating entity is in the process of negotiating an annexation with SacRT. Thus, returning to a one-member-one-vote system will result in a simplified, streamlined voting structure consistent with the voting structure of most other transit agencies in California. SacRT staff recommends that the Board authorize the General Manager/CEO to support AB 1196 (Cooley).

RESOLUTION NO. 21-04-0036

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

April 12, 2021

**SUPPORTING ASSEMBLY BILL 1196 - (COOLEY) - BOARD OF DIRECTORS
VOTING PROCEDURE**

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

THAT, the Board hereby adopts a support position on Assembly Bill 1196 (Cooley), which would change the voting structure of the Sacramento Regional Transit District Board from a weighted voting structure, to a one-member-one-vote structure.

THAT, the General Manager/CEO or his designee is hereby authorized to testify before the California State Legislature and/or submit written correspondence to the California State Legislature and the Governor's Office, informing California's legislative and executive branches of Sacramento Regional Transit District's support for AB 1196 (Cooley).

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation — For Information Only.

Major Project Updates

Oral Presentation

San Joaquin Joint Powers Authority – Meeting Summary of March 26, 2021

Written report attached.

SacRT Meeting Calendar

Regional Transit Board Meeting

April 26, 2021
SacRT Auditorium / Webconference
5:30 P.M

Quarterly Retirement Board Meeting

June 9, 2021
SacRT Auditorium / Webconference
9:00 A.M.

Mobility Advisory Council Meeting

May 6, 2021
SacRT Auditorium / Webconference
2:30 P.M.



STAFF REPORT

DATE: April 12, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: James Drake, Principal Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING SUMMARY OF MARCH 26, 2021

RECOMMENDATION

No Recommendation — For Information Only.

The Board of Directors of the San Joaquin Joint Powers Authority met on Friday, March 26, 2021 at 9:00 a.m. via Zoom. The meeting was led by new Board Chair Pat Hume, representing both City of Elk Grove and SacRT.

Mike Barnbaum made a public comment mentioning that Southwest Airlines will be offering new service in April to Las Vegas from Fresno and Santa Barbara, which may compete with San Joaquin thruway service.

Outgoing Board Chair Vito Chiesa was recognized for his service on the Board and as the past chair.

The Board approved Item 5, an amendment to the Interagency Transfer Agreement (ITA) between Caltrans and SJJPA. The amendment would transfer to SJJPA duty to maintain new Siemens Venture cars. SJJPA intends to contract said maintenance to San Joaquin Regional Rail Commission (SJRRC). The ITA dates back to 2005 and is the legal framework for the original transfer of management and administration of the San Joaquin service from Caltrans to the JPA, and has been amended once. It is currently in force through 2022.

The Board approved Item 6, authorizing the Chair to approve a short-term extension of the JPA's service agreement with Amtrak. Uncertainty stemming primarily from COVID has made a short-term extension on substantially the same terms the most desirable path forward for the time being.

Staff reviewed comments and approved the JPA's Draft 2021 Business Plan, including a reversal of prior plans for a new direct train from Bakersfield to Sacramento. The service will instead require a transfer at Stockton:

As part of SJJPA's 2018 Transit and Intercity Rail Capital Program (TIRCP) award, the San Joaquin Intercity Rail Service was approved and funded for an 8th and 9th Round Trips. Staff will be recommending as part of the Business Plan approval a change in the

service recommendation which previously called for one of the five Bakersfield-Oakland daily roundtrips to be redirected to Sacramento with a connecting train in Stockton that would have gone to Oakland. Based on experiences over the last several years and the potential for ridership and revenue impacts of re-routing one of the direct Oakland trains, SJJPA staff is recommending maintaining the five Bakersfield-Oakland roundtrips and having a connecting train provide service to Sacramento instead. This change would require additional storage tracks at Stockton's San Joaquin St. Station to allow this operationally, funding of which will be requested in future grant funding applications.

Mike Barnbaum made a public comment recommending additional train service to Sacramento.

Staff presented results of an inspection of thruway bus stop signage, and briefed the Board on a solicitation to upgrade 140 bus stop signs that are outdated or worn. The Board approved a contract for \$113,888 to Group Manufacturing Services, Inc. for new display cases.

Staff provided an update on legislation and ridership. The Federal relief bill of March will include \$11-14 million for SJJPA, out of \$47 million total for the three California state-sponsored intercity rail programs. This is out of \$175 million nation-wide for all state-sponsored intercity rail service. The JPA and similar carriers have been working to restore cash payment at staffed stations and from conductors, which accounts for 15 percent of fare revenue, and is a preferred option for un-banked customers. Ridership the past three months has been around 23,000 per month, down about 68 percent year-over-year, and also down from pre-holiday levels which were more around 28,000, but which appear to have declined following the holiday surge in COVID-19 cases. San Joaquin ridership is 85 percent leisure, as noted by staff, which makes it less vulnerable to the Work-From-Home trends that have severely reduced commuter use of transit.

Staff presented its "Station Love" program, under which the staff of the JPA are all assigned to 1-4 stations, and are responsible for visiting and inspecting the stations at least quarterly.

Doug Kerr of RailPAC spoke to complement the agency on 90% on-time performance in January.

Executive Director Stacey Mortensen provided a report. Maintenance needs for San Joaquin and ACE have led to many additions to plant and facilities and introduced new staff members Tamika Smith and Ty Kiunke. Amtrak is looking to increase its passenger capacity limits to 100 percent in May. Currently, they are at 50 percent.

Next meeting is May 21 at 9:00 am. Meeting adjourned at 10:31 am.