



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) and as further permitted under Executive Order N-29-20 issued by the Governor of California, this meeting will be 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 and Executive Order N-29-20.

**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.saccounty.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

REVISED – 6/11/2021
Addition of Item 2.13, Modified Closed Session

BOARD MEETING
5:30 P.M., MONDAY, JUNE 14, 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 May 24, 2021
- 2.2 Resolution: Rescinding Resolution No. 21-05-0055 and Approving the Second Amendment to the Personal Services Contract with David Goldman (B. Bernegger)
- 2.3 Resolution: Delegating Authority to the General Manager/CEO to Authorize up to 10 Free Ride Days on Bus and Light Rail to Encourage Ridership (D. Selenis)
- 2.4 Resolution: Approving the Fourth Amendment to the Transit Operations and Maintenance Agreement with the City of Rancho Cordova (L. Ham)
- 2.5 Resolution: Approving the Visitor Access Policy (L. Hinz)
- 2.6 Resolution: Approving the Amended and Restated Agreement Incorporating all Previous Amendments to the Personal Service Contract for Temporary Employment with 1 Security Operations Center Manager, Robert Kerr. This Includes Amending Resolution No. 21-05-0063 to Update the Total Consideration for 1 Security Operations Center Manager Robert Kerr (L. Hinz)
- 2.7 Resolution: Approve Project List for Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair for Fiscal Year 2022 (B. Bernegger)
- 2.8 Resolution: Ratifying Contract for Electronic Payment Acceptance Services Under State Agreement No. 5-10-99-02 with Elavon, Inc. for Payment Processing of Contactless Credit/Debit Card on Board Light Rail Vehicles (B. Bernegger)

- 2.9 Updates to the SacRT Fare Policy (B. Bernegger)
 - A. Resolution: Temporarily Modifying the Fare Structure to include the City of Elk Grove Fares; and
 - B. Resolution: Temporarily Authorizing an On-Board Light Rail Discount Single Ride Fare Ticket
- 2.10 Resolution: Approving a Sole Source Procurement and Accepting Assignment from Elk Grove of the Amended and Restated Compressed Natural Gas Vehicle CNG Sales Agreement with Clean Energy (C. Alba)
- 2.11 Resolution: Approval of the Renewal of the Employment Practices Liability, Property, Boiler & Machinery, Crime/Employee Dishonesty, Privacy and Network Liability, Underground Storage Tank Pollution Liability and Flood for the Period of July 1, 2021 through June 30, 2022, Authorize the General Manager/CEO to Negotiate the General Liability Excess Insurance at a Not to Exceed Amount of \$8,870,792 for the Period of July 1, 2021 through June 30, 2022, and Authorize the General Manager/CEO to Negotiate the Renewal of the Property Insurance at a Not to Exceed Amount of \$2,750,000 for the Period of July 1, 2021 through June 30, 2022 (B. Bernegger)
- 2.12 Resolution: Delegating Authority to the General Manager/CEO to Approve a Charging Site License Agreement (Power Inn Station) with GiddyUp EV Charging, Inc. (B. Bernegger)
- 2.13 Resolution: Approve and Authorize the General Manager/CEO to Execute the Fourth Amendment to the Purchase and Sale Agreement with Catalyst Development Partners for Calvine Road and Auberry Drive (APN 115-0130-061, 115-0130-071) to Extend the Term of the Agreement (B. Bernegger)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

- 5.1 Public Hearing and Adoption of the Fiscal Year (FY) 2022 Operating and Capital Budgets (J. Johnson/B. Bernegger)
 - A. Accept Public Comments; and
 - B. Resolution: Adopt the FY 2022 Operating and Capital Budgets and Vote Allocations; and
 - C. Resolution: Authorizing the Filing of the FY 2022 Transportation Development Act Claim Based on the Adopted Budget

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

7. NEW BUSINESS

- 7.1 Information: Declaring Unimproved Property Adjacent to Power Inn Station as Surplus to Transit Operations (B. Bernegger)

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
- a. Major Project Updates
 - b. San Joaquin Joint Powers Authority – May 21, 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

- 13.1 Public Employee Performance Evaluation
Pursuant to Gov. Code Section 54957

- 1) Title: General Manager/CEO

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 June 18th @ 2:00 p.m. and replayed on June 19th @ 2:00 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: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MAY 24, 2021

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
May 24, 2021**

ROLL CALL: Roll Call was taken at 5:39 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

- 2.1 Motion: Approval of the Action Summary of May 10, 2021
- 2.2 Resolution: Approving the First Amendment to the Personal Services Contract with David Goldman (B. Bernegger)
- 2.3 Resolution: Awarding a Contract for Purchase and Installation of Crane, Flatbed and Hi-Rail Equipment on SacRT Truck 732 to Doc Bailey Construction Equipment, Inc. (E. Stanley)
- 2.4 Resolution: Approving the Third Amendment to the FY 20-21 Operating Budget (B. Bernegger)
- 2.5 Resolution: Ratifying Execution of the Right-of-Way Agreement with the State of California (Caltrans) for Construction Support for the Camellia City Viaduct and Brighton Overhead Project and Approving Supplement No. 1 (L. Ham)
- 2.6 Resolution: Authorizing the Execution of the Low Carbon Transit Operations Program Projects and Certifications and Assurances and Submittal of Project Nominations and Allocation Requests to Caltrans for Fiscal Year 2020-21 (B. Bernegger)
- 2.7 Resolution: Approving the Second Amendment to the Contract for Janitorial Services with Consolidated Facility Services LLC (L. Ham)
- 2.8 Resolution: Approving the Third Amendment to the Light Rail Stations Cleaning and Maintenance Agreement with the City of Rancho Cordova and Delegating Authority to the General Manager/CEO to Execute Future Amendments (L. Ham)

- 2.9 Resolution: Approve Sole Source Procurement and Awarding a Contract for Camera Equipment and Installation for Elk Grove Annexation to Seon Design USA Corp. (C. Alba)
- 2.10 Resolution: Approving the Amended and Restated Agreements Incorporating all Previous Amendments to the Personal Services Contract for Temporary Employment with 1 Security Operations Manager, Robert Kerr, 9 Security Operations Center Specialists, Maksim Kozlov, Antwan Pippins, Daniel Cuevas, Devin Leach, Andrea Schaller, Heather Schaller, Keegan Sullivan, Xavier Butler and Joel Troche, 2 Security and Safety Specialists, Tino Bamberger and Benjamin Louie, and 1 Security and Safety Administrator, Mark Sakauye (L. Hinz)

ACTION: APPROVED - 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

- 3.1 Information: Caltrans Comprehensive Multimodal Corridor Plan (CMCP) (D. Selenis)

Devra Selenis introduced Caltrans District 3 Staff (Dianira Soto and Sue Takhar) to provide an update on the development of several comprehensive multimodal corridor plans that are statutorily required for SacRT to apply for competitive grant programs. SacRT staff have been actively engaging Caltrans stakeholders to develop strategies and identify transportation projects that will reduce congestion, reduce greenhouse gas emissions and improve multimodal access in the busy highway system.

Sue Takhar provided an update on the partnership that Caltrans and SacRT staff have established which include SacRT's support for their projects on the I-5, I-80 and Cap City Managed Lane Projects. Ms. Takhar noted that with SacRT's support Caltrans has been awarded many grants for this region.

Dianira Soto provided a briefing on two of four CMCP projects currently being developed (I-5 and I-80 CMCPs, and the I-5 and I-80 Managed Lane Project). Ms. Soto provided a description of the purpose, requirements, benefits and overview of a CMCP. Ms. Soto indicated that the next steps for future transportation projects funding are to have a prioritized list of projects. Caltrans and their partners can then apply for funding and implement a corridor schedule for improvements.

Director Valenzuela wanted to know if the American River crossing for light rail would qualify for this project. Ms. Takhar indicated that the comprehensive list will include projects like infrastructure projects, bike and pedestrian, mobility, light rail and vehicle procurement.

ACTION: None – Oral Presentation by Devra Selenis

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

The Clerk read one public comment into the record from:

Jeffery Tardaguila – Mr. Tardaguila wants the Board to address public comments to encourage public support; wants more information in the budget, wants more time to read it, and wants to know what is different from previous years; wants to see more riders on buses and light rail, wants the bus stop back at the Target on 2nd Street; thanked staff for getting the 67th Street signal working, and wants the Board to understand how low floor light rail vehicle acquisition means redesigning light rail stations.

7. NEW BUSINESS

7.1 Information: Public Private Partnership: Electric Vehicle Charging Infrastructure at the Power Inn Light Rail Station (B. Bernegger)

Jofil Borja noted that California State Treasurer Fiona Ma invited SacRT and the Sacramento Municipal Utility District (SMUD) to participate in a newly formed workgroup of state leaders from GoBiz, state financing authorities, CalEPA, CEC as well as private capital investors to look at how the Sacramento region could deliver projects that support the Governor's goals of zero-emission vehicle adoption. The goal was to look at pilot projects that could be delivered quickly with a potential public private partnership. SacRT and Sacramento Municipal Utility District (SMUD) staff identified potential recommendations, and the group like the idea of installing high speed chargers in SacRT's light rail stations. The Power Inn site was looked at as the most viable site for this pilot project. The challenge of the project was to combine fast chargers, solar canopies, battery storage, fiber optic cables and future Wi-Fi, financial touchpoints, fleet charging and first and last mile solutions.

California State Treasurer Fiona Ma provided a history of what her office does for the State of California. This public private partnership project started back in February when the American Growth and Infrastructure (AGI) Corporation approached her office with a project of a high speed electric vehicle charging station given the Governor's Executive Order setting goals for zero emission vehicles. AGI did not ask the State for money but offered money that they had to invest. Treasurer Ma approached SMUD with the idea of creating a pilot project in this region. Through a combination of additional contacts, the project started to evolve with meetings that began in February 2021 among the partners. This project is moving quickly, and a press conference is being

held on June 22.

ACTION: None – Oral Presentation by Jofil Borja.

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - 1. Return to Ridership
 - b. SacRT Meeting Calendar

Mr. Li thanked the staff from Caltrans for their presentation on the Comprehensive Multimodal Corridor Plan. SacRT has been awarded funding to improve headways on the Gold Line and to speed up our light rail modernization project. Additionally, SacRT will be providing free rides on our light rail system as Caltrans closes portions of State Route 99 for critical road work.

Mr. Li mentioned that SacRT has won another national award – First Place in APTA's AdWheel competition for best Marketing and Communications to support ridership for SacRT's "Drive the Vote" campaign. Additionally, the Finance Department, for the 19th consecutive year, has received the Distinguished Budget Presentation Award from the Government Finance Officers Association.

Mr. Li indicated that the Governor's revised May budget includes transportation investments that will position the state to take advantage and leverage federal infrastructure funding. Key transportation investments include: 1) \$1 billion for transit and rail projects; 2) \$1.4 billion for zero emission buses and trucks; 3) \$407 million for zero emission rail and transit equipment purchases; 4) \$500 million for active transportation; and 5) \$500 million for high priority grade separations and grade crossing improvements.

Mr. Li noted that SacRT is working with the City of Elk Grove to bring the city's transit services into the district as a member entity effective July 1. SacRT has been operating e-tran and e-van services under contract since July 2019. SacRT and Elk Grove staff are working to develop an integration plan to ensure a seamless transition.

Mr. Li shared a video produced by the Federal Transit Administration (FTA) for the American Public Transportation Association, and thanked the FTA and SacRT's federal delegation for their support of transit.

Devra Selenis provided an update on SacRT's proactive marketing outreach campaigns to attract riders including the Causeway Connection service connecting the cities of Davis and Sacramento; the SacRT GO paratransit services, the Wi-Fi super-hotspots, the RydeFreeRT fare-free youth program, and expanded SmarT Ride service to nine zones. Ms. Selenis shared the results of the SmarT Ride campaign. This campaign resulted in a ridership increase of over 50% in two of the three expanded service zones.

Staff plans to use similar tactics for all of their upcoming marketing campaigns, including the use of other languages. As the region reopens, SacRT has more ridership campaigns ready to roll out, such as welcoming the City of Elk Grove's transit services back into the SacRT District, adding a new SmaRT Ride zone, welcoming Elk Grove's youth in grades TK-12, a Los Rios campaign, Airport Express bus services, and new commuter Route 124. Staff will continue to work with our partners to continue to offer free rides for vaccines, free rides every Wednesday through June 16 to help job seekers within the Central City, free rides through May 30 so people can ride to their favorite restaurant throughout the system, free rides to alleviate traffic congestion during Caltrans Fix-Sac-99 project in June, and potentially free rides systemwide on the 4th of July to anyone wanting to travel to an independence day celebrations across the region.

Additionally, Ms. Selenis will be returning to ask the Board to approve a delegate authority to the General Manager/CEO to approve up to 10 system-wide "Free Ride" days for calendar year 2021.

SacRT is ready for the region to return back to a new normal and have launched the "SacRT is Ready -Get On Board" campaign to remind the public that our system is a clean, safe and convenient way to travel.

Staff is also working on a campaign to improve the customer service experience including contactless fare payment options, first mile/last mile partnerships, new apps, and our light rail modernization project.

Vice Chair Kennedy stated that the staff is doing a fantastic job. It is among the best of any public agency that he had ever seen.

Director Jennings is impressed with the marketing, ideas and innovations, and having the customer share in the experience is something that he had not seen in the past. He asked that Ms. Selenis thank the staff for a great job.

Director Hume noted that one thing that stood out knowing that the pandemic has presented a challenge and an opportunity trying to get people to rethink their patterns and get back on transit, was the tag line, "SacRT is Ready -Get On Board". The tag line shows compassion and enthusiasm.

Director Valenzuela thinks that the strategic use of free ride days is great, and she encouraged her colleagues to use their platforms to encourage people to ride.

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**

As there was no further business to be conducted, the meeting was adjourned at 6:38 p.m.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: RESCINDING RESOLUTION NO. 21-05-0055 AND APPROVING THE SECOND AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH DAVID GOLDMAN

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Rescinding Resolution No. 21-05-0055 will result in rescinding a Resolution that incorrectly identified the contract amendment number that staff asked the Board to approve to Mr. Goldman's Personal Services Contract. Approving the Resolution will amend the Personal Services contract for David Goldman, extending the contract through December 31, 2021, and will increase the total consideration to \$150,000.

FISCAL IMPACT

There is a cost of \$50,000 associated with this amendment for Fiscal Year (FY) 2021-2022. This amount is included in the proposed FY 2021-2022 Operating and Capital Budget.

DISCUSSION

Throughout FY 2020-2021 Mr. Goldman has assisted the Grants team within the Office of Management and Budget with identification of, and application for, grants and other funding opportunities for SacRT-wide projects. Mr. Goldman has years of experience with transit and local agency funding. As a result, Mr. Goldman's assistance played a key role in SacRT applying for over \$289.7M in funding, with over \$100M being awarded thus far in FY 2020-2021. While these funds have allowed several important capital projects to proceed, many more projects still lack the funding needed. Mr. Goldman's continued assistance through December 31, 2021 will ensure that SacRT applies for all funding opportunities available.

On May 24, 2021, the Board approved an amendment to Mr. Goldman's contract. Unfortunately, the Resolution identified the incorrect amendment number. The Resolution should have identified the amendment as the "Second Amendment" rather than the "First Amendment". This Resolution corrects that error on SacRT Board Resolution No. 21-05-0055 which incorrectly referenced this as the First Amendment to Mr. Goldman's contract instead of correctly as the Second Amendment.

RESOLUTION NO. 21-06-0064

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

June 14, 2021

RESCINDING RESOLUTION NO. 21-05-0055 AND APPROVING THE SECOND AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH DAVID GOLDMAN

WHEREAS, on May 24, 2021, the Board was asked to approve the “First Amendment” to David Goldman’s Personal Services Contract with SacRT, extending the contract term and increasing the contract consideration; and

WHEREAS, the contract amendment should have been identified as the “Second Amendment” rather than the “First Amendment”; and

WHEREAS, because of the significant capital funding needs identified through the capital budget process, and insufficient staffing to meet those needs in the short term, Mr. Goldman will fill a vital temporary role in helping SacRT achieve its funding goals.

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

THAT, the Board hereby rescinds Resolution No. 21-05-0055; and

THAT, the Board hereby approves the Second Amendment to the Personal Services Contract between Sacramento Regional Transit District, therein referred to as “SacRT” and David Goldman, therein referred to as “Temporary Employee”, wherein the contract term is extended to December 31, 2021 and the total consideration is increased by \$50,000 to \$150,000; and

THAT, the Board hereby authorizes and directs the Chair and the General Manager/CEO to execute said Second Amendment to the Personal Services Contract with David Goldman.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Devra Selenis, VP, Communications and Partnerships

SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AUTHORIZE UP TO 10 FREE RIDE DAYS ON BUS AND LIGHT RAIL TO ENCOURAGE RIDERSHIP

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this action will grant the General Manager/CEO authority to approve up to 10 system-wide “Free Ride” days during calendar year 2021, which will build awareness and encourage ridership of SacRT’s fixed-route, paratransit and microtransit mobility services in the Sacramento region.

FISCAL IMPACT

Staff analysis of the fiscal impact for 10 Free Ride days is estimated to cost approximately \$161,834. The breakdown is shown below:

Days of the Week	Daily Fare Revenue Impact	Maximum Number of Days	Total
<u>SacRT Fixed-Route Bus/ Light Rail/SmaRT Ride</u>			
Weekday (Mon-Fri)	\$18,000	6	\$108,000
Saturday	\$10,000	2	\$ 20,000
Sunday	\$10,000	2	\$ 20,000
<u>SacRT GO Paratransit Service</u>			
Weekday (Mon-Fri)	\$ 1,778	6	\$ 10,668
Saturday	\$ 790	2	\$ 1,580
Sunday	\$ 793	2	\$ 1,586
TOTAL:		10	\$161,834

The estimated reduction in fare revenue is not included in the FY 2020-2021 budget or in the FY 2021-2022 Budget presented for approval tonight. Office of Management and Budget staff will submit budget amendments to the Board for approval at a later date if modifications to the budget are necessary to fund the free ride days. The actual impact on each fiscal year will depend upon how the free ride days are distributed.

DISCUSSION

In an effort to generate public awareness and ridership for SacRT, staff is requesting that the Board authorize the General Manager/CEO to declare up to 10 Free Ride days in calendar year 2021 that will include a mix of weekdays and weekend days. The Free Ride days will be selected in advance and tied with a major occurrence, such as a holiday, rider appreciation, action that benefits the Sacramento region (e.g., Clean Air Day or Election Day), allowing time for promotional opportunity and leveraging partnerships to generate the most impact. The Free Ride days will be valid system-wide on all SacRT fixed-route buses, complementary paratransit service, Smart Ride microtransit and light rail services.

RESOLUTION NO. 21-06-0065

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

June 14, 2021

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AUTHORIZE
UP TO 10 FREE RIDE DAYS ON BUS AND LIGHT RAIL TO ENCOURAGE
RIDERSHIP**

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

THAT, to encourage ridership, the General Manager/CEO is hereby authorized to approve up to 10 free ride days in calendar year 2021 on SacRT's bus system, SacRT GO paratransit service, SmaRT Ride service and light rail service.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING THE FOURTH AMENDMENT TO THE TRANSIT OPERATIONS AND MAINTENANCE AGREEMENT WITH THE CITY OF RANCHO CORDOVA

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolution will authorize and direct staff to implement service improvements to Route 177 – Rancho CordoVan – Villages, for implementation on August 29, 2021, pending approval of the contract amendment by the City of Rancho Cordova (City). The new service would operate through June 30, 2022 as an approximate ten-month pilot project, unless made permanent by action of the SacRT Board, following a 30-day public review and Title VI analysis. The City would retain its existing option, under the agreement, to decline to continue the agreement at the end of each fiscal year.

FISCAL IMPACT

SacRT would bill the City for the new service, at the hourly rate already specified in the existing agreement, with new service amounting to the hour and dollar figures in the table below. These revenues are not included in the FY 2021-2022 Operating and Capital Budget. A budget amendment will be brought to the Board during the next fiscal year to include these revenues and any related additional expenditures if required. Although this is a temporary pilot program, the future year costs are included in the table below for informational purposes and will apply if the Board authorizes and City desires continuation of the service beyond the pilot period.

Fiscal Year	Begin	End	Operating Days	Revenue Hours	Bill Rate	Total Bill
2022	8/29/2021	6/30/2022	218	1,253.5	\$91.81	\$115,083.84
2023	7/1/2022	6/30/2023	254	1,460.5	\$94.20	\$137,579.10
2024	7/1/2023	6/30/2024	254	1,460.5	\$96.64	\$141,142.72
2025	7/1/2024	6/30/2025	254	1,460.5	\$99.16	\$144,823.18
2026	7/1/2025	6/30/2026	254	1,460.5	\$101.74	\$148,591.27
2027	7/1/2026	6/30/2027	254	1,460.5	\$104.38	\$152,446.99
2028	7/1/2027	6/30/2028	254	1,460.5	\$107.09	\$156,404.95
2029	7/1/2028	6/30/2029	254	1,460.5	\$109.88	\$160,479.74
Total						\$1,156,551.79

DISCUSSION

Under the existing agreement, which was approved by the Board in 2009 and last amended in 2019, the City pays SacRT to support the operation of the Rancho CordoVan shuttle buses, numbered Routes 175, 176, and 177. The last amendment extended the agreement through June 30, 2022, with seven additional option years (through June 30, 2029) which automatically take effect, unless the City provides timely notice to SacRT to discontinue the agreement.

City funds for the CordoVan originate from an annual property tax-based funding district, controlled by the City. City staff has indicated that the current revenue stream is sufficient to add weekday midday service on Route 177 (increasing service hours from existing morning and afternoon peak hours only). No new vehicles would be required. One of the existing shuttle buses that is already in service for the morning peak would remain in the field to provide the midday service. The total dollar amount of the service (all three routes, existing and proposed) is presented in Attachment 1.

The addition of midday service would fill an important gap in the network in the Zinfandel area near Rancho Cordova City Hall. Smart Ride currently provides weekday service to the Rancho Cordova City Hall, but not to points south of City Hall. Smart Ride service, being on-demand, is also more designed for local travel at irregular times, whereas CordoVan service is on a fixed headway, providing a more consistent connection to light rail, for travel outside the City. Under the proposal, the route and bus stops would not change, but the new midday trips would be added, as shown in Attachment 2.

This change will also complement several other improvements to Rancho Cordova service also planned for August 30, 2021, including a new peak-hour commuter bus from Fair Oaks/Orangevale to Rancho Cordova via Sunrise Boulevard (see Attachment 3), a minor extension of Route 75 to serve two existing bus stops on Zinfandel Drive (see Attachment 4), and a minor extension of Route 175 to serve new areas in the Anatolia area (see Attachment 5).

None of the other changes to Rancho Cordova service meet the definition of a major service change; however, because revenue miles on Route 177 would increase by approximately 80 percent, this change is considered a major service change, and requires

a 30-day public review and Title VI analysis to be approved permanently. The attached Resolution would direct staff to implement the new all-day service for an approximate 10-month period, ending June 30, 2022, unless subsequently made permanent by the SacRT Board, following a full 30-day public review and Title VI equity analysis, which staff plans on presenting in early 2022.

The Fourth Amendment would also clarify language regarding future changes in the scope of work to ensure that SacRT can comply with Title VI and the Service Change Policy.

Attachment 1
Updated Costs

EXISTING

EXHIBIT C1 - COST PROPOSAL
Third Amendment Service & Option Years

City of Rancho Cordova Transit Commuter Service for Final Route (revised (04/24/19))										
Column	K	L	M	N	O	P	Q	R	S	T
Year ELEVEN	Year TWELVE	Year THIRTEEN	Year FOURTEEN Optional	Year FIFTEEN Optional	Year SIXTEEN Optional	Year SEVENTEEN Optional	Year EIGHTEEN Optional	Year NINETEEN Optional	Year TWENTY Optional	
7/1/19-6/30/20	7/1/20-6/30/21	7/1/21-6/30/22	7/1/22-6/30/23	7/1/23-6/30/24	7/1/24-6/30/25	7/1/25-6/30/26	7/1/26-6/30/27	7/1/27-6/30/28	7/1/28-6/30/29	
PRICING SUMMARY										
Rate Per RVH	\$87.21	\$89.48	\$91.81	\$94.20	\$96.64	\$99.16	\$101.74	\$104.38	\$107.09	\$109.88
Projected Annual Revenue Vehicle Hours	5,214	5,214	5,214	5,214	5,214	5,214	5,214	5,214	5,214	5,214
Annual Fixed Costs	\$25,333.58	\$25,561.58	\$25,791.53	\$26,023.75	\$26,257.97	\$26,494.30	\$26,732.74	\$26,973.34	\$27,216.10	\$27,461.04
Total Annual Costs	\$480,046.52	\$492,110.30	\$504,488.87	\$517,182.55	\$530,138.93	\$543,514.54	\$557,205.10	\$571,210.66	\$585,583.36	\$600,375.36

PROPOSED

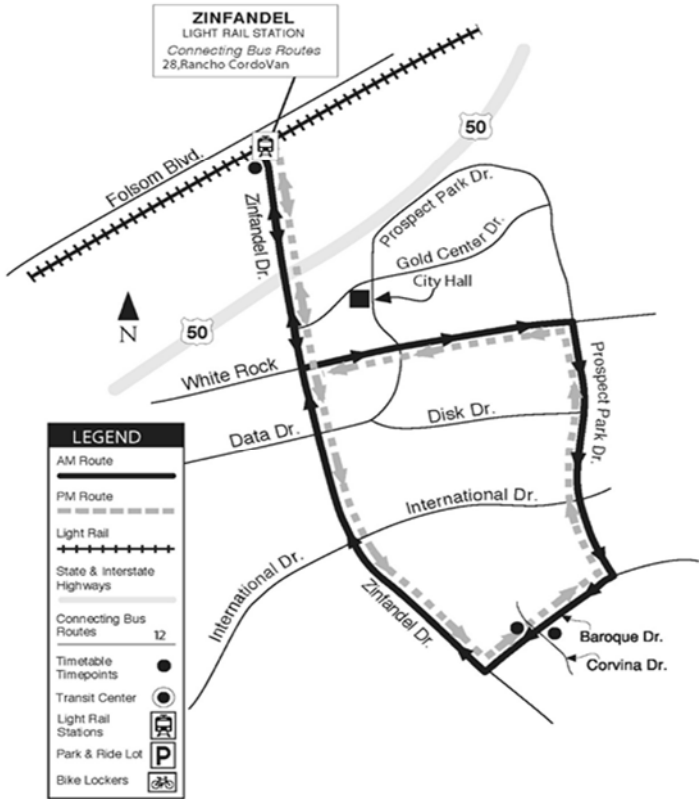
EXHIBIT C2 - COST PROPOSAL
Fourth Amendment - Additional Service on Route 177

City of Rancho Cordova Transit Commuter Service (Revised 5/24/21)										
Column	K	L	M	N	O	P	Q	R	S	T
Year THIRTEEN	Year FOURTEEN Optional	Year FIFTEEN Optional	Year SIXTEEN Optional	Year SEVENTEEN Optional	Year EIGHTEEN Optional	Year NINETEEN Optional	Year TWENTY Optional			
7/1/21-6/30/22	7/1/22-6/30/23	7/1/23-6/30/24	7/1/24-6/30/25	7/1/25-6/30/26	7/1/26-6/30/27	7/1/27-6/30/28	7/1/28-6/30/29			
PRICING SUMMARY										
Rate Per RVH	\$91.81	\$94.20	\$96.64	\$99.16	\$101.74	\$104.38	\$107.09	\$109.88		
Projected Annual Revenue Vehicle Hours	6,468	6,675	6,675	6,675	6,675	6,675	6,675	6,675		
Annual Fixed Costs	\$25,791.53	\$26,023.75	\$26,257.97	\$26,494.30	\$26,732.74	\$26,973.34	\$27,216.10	\$27,461.04		
Total Annual Costs	\$619,572.71	\$654,761.65	\$671,281.65	\$688,337.72	\$705,796.37	\$723,657.65	\$741,988.31	\$760,855.10		

EXHIBIT F

Route 177
Rancho CordoVan - Villages

Updated 5/24/21



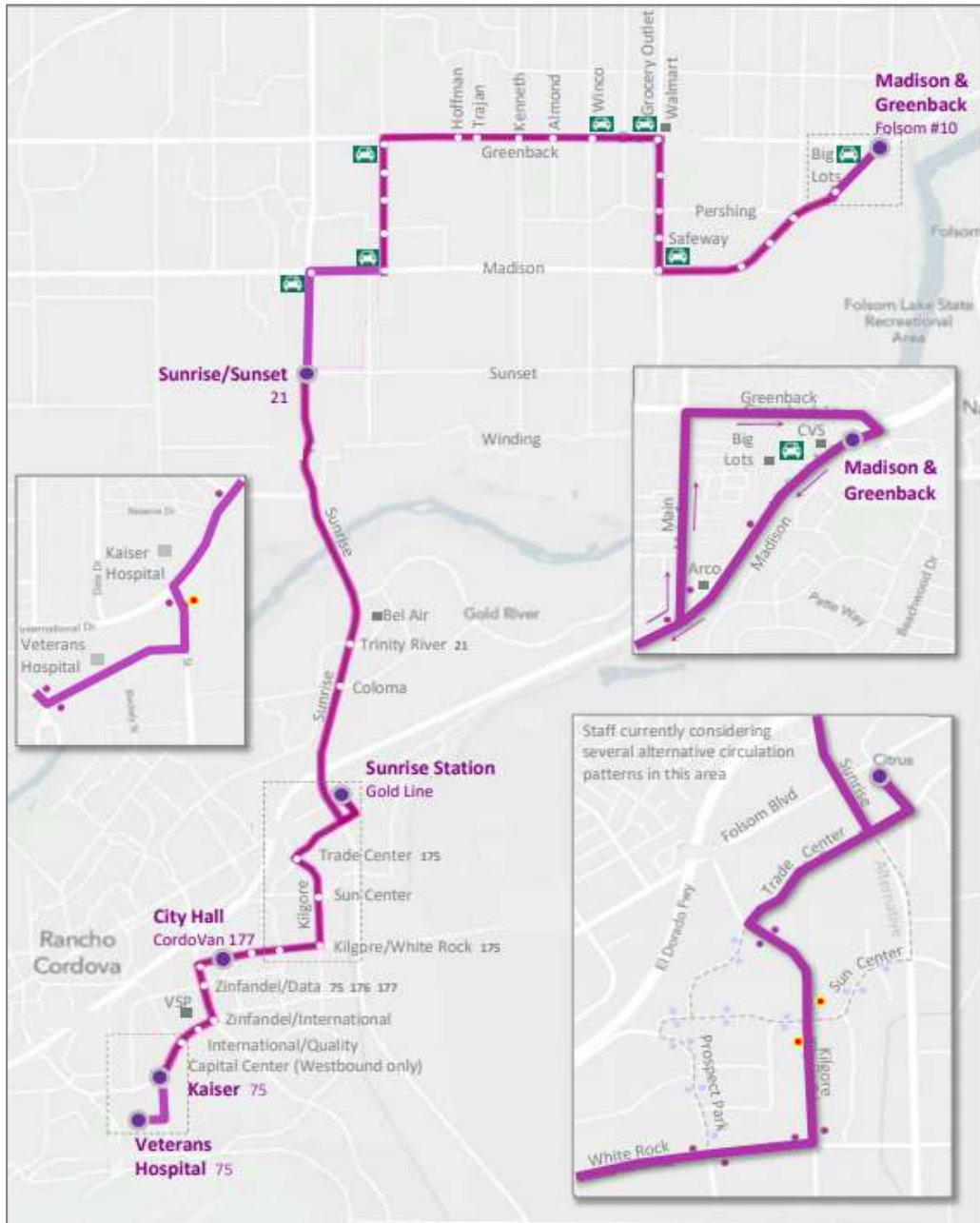
(no changes)

Service Days:
Monday to Friday
(no changes)

Zinfandel Plaza	Baroque Corvina WB	Baroque Corvina EB	Zinfandel Plaza
5:54a	6:01a	-	6:06a
6:09a	6:16a	-	6:21a
6:24a	6:31a	-	6:36a
6:39a	6:46a	-	6:51a
6:54a	7:01a	-	7:06a
7:09a	7:16a	-	7:21a
7:24a	7:31a	-	7:36a
7:39a	7:46a	-	7:51a
7:54a	8:01a	-	8:06a
8:09a	8:16a	-	8:21a
8:24a	8:31a	-	8:36a
8:39a	8:46a	-	8:51a
8:54a	9:01a	-	9:06a
9:09a	9:16a	-	9:21
9:24a	9:31a	-	9:36a
9:54a	10:01a	-	10:06a
10:09a	10:16a	-	10:21a
10:24a	10:31a	-	10:36a
10:54a	11:01a	-	11:06a
11:09a	11:16a	-	11:21a
11:24a	11:31a	-	11:36a
11:54a	12:01p	-	12:06p
12:09p	12:16p	-	12:21p
12:24p	12:31p	-	12:36p
12:54p	-	1:01p	1:06p
1:09p	-	1:16p	1:21p
1:24p	-	1:31p	1:36p
1:54p	-	2:01p	2:06p
2:09p	-	2:16p	2:21p
2:24p	-	2:31p	2:36p
2:54p	-	3:01p	3:06p
3:09p	-	3:16p	3:21p
3:24p	-	3:29p	3:36p
3:39p	-	3:44p	3:51p
3:54p	-	3:59p	4:06p
4:09p	-	4:14p	4:21p
4:24p	-	4:29p	4:36p
4:39p	-	4:44p	4:51p
4:54p	-	4:59p	5:06p
5:09p	-	5:14p	5:21p
5:24p	-	5:29p	5:36p
5:39p	-	5:44p	5:51p
5:54p	-	5:59p	6:06p
6:09p	-	6:14p	6:21p
6:24p	-	6:29p	6:36p
6:39p	-	6:44p	6:51p
6:54p	-	6:59p	7:06p

New Service - Effective 8/29/21

#124 Sunrise Commuter New Bus Route for August 30, 2021



Stops and time points subject to minor changes

	Fair Oaks		Rancho Cordova			
Morning	Madison Greenback	Sunrise Sunset	Sunrise Station	City Hall	Kaiser Hospital	Veterans Hospital
	5:42a	6:05a	6:16a	6:24a	6:28a	6:30a
	6:12a	6:35a	6:46a	6:54a	6:58a	7:00a
	6:42a	7:05a	7:16a	7:24a	7:28a	7:30a
	7:12a	7:35a	7:46a	7:54a	7:58a	8:00a
	7:42a	8:05a	8:16a	8:24a	8:28a	8:30a

	Rancho Cordova				Fair Oaks	
Afternoon	Veterans Hospital	Kaiser Hospital	City Hall	Sunrise Station	Sunrise Sunset	Madison Greenback
	4:13p	4:15p	4:20p	4:28p	4:40p	5:03p
	4:43p	4:45p	4:50p	4:58p	5:11p	5:34p
	5:13p	5:15p	5:20p	5:28p	5:41p	6:04p
	5:43p	5:45p	5:50p	5:58p	6:10p	6:33p
	6:13p	6:15p	6:20p	6:28p	6:39p	7:02p

#75 Mather Route Adjustment

Effective August 30, 2021
Minor changes to schedule not shown



New Stops

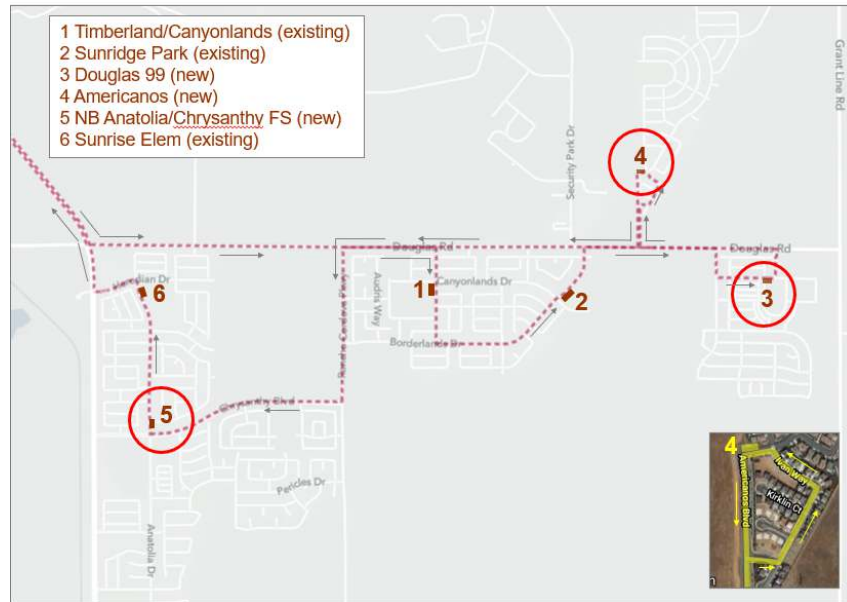
Stop No.	Direction	Location
832	SB	Zinfandel Dr & Data Dr
3846	WB	International Dr & Zinfandel Dr

#175 CordoVan – Anatolia Route Extension

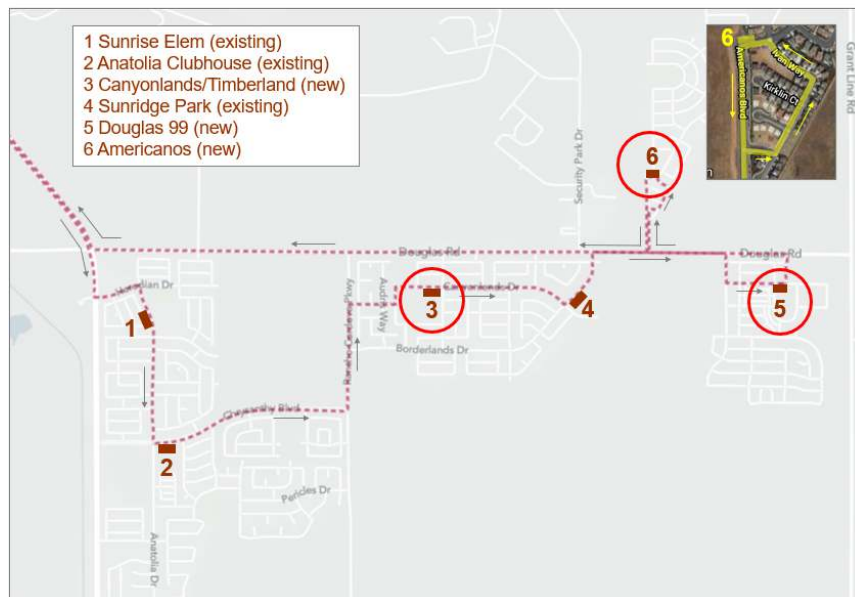
Effective August 30, 2021

Subject to minor changes
Schedule adjustments not shown

Morning Inbound Pick-up



Afternoon Outbound Drop-Off



RESOLUTION NO. 21-06-0066

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

June 14, 2021

APPROVING THE FOURTH AMENDMENT TO THE TRANSIT OPERATIONS AND MAINTENANCE AGREEMENT WITH THE CITY OF RANCHO CORDOVA

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

THAT, the Fourth Amendment to the Transit Operations and Maintenance Agreement Between the City of Rancho Cordova (therein "City") and Sacramento Regional Transit District (therein "RT"), whereby RT agrees to temporarily provide weekday midday service on Route 177 – Rancho CordoVan – Villages and conditionally agrees to operate the additional service through the remaining term, the maximum annual contribution is revised to reflect the additional services, and the service change provisions are modified, is hereby approved; and

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute the foregoing Fourth Amendment; and

THAT, pending approval of the Fourth Amendment by both parties, the General Manager/CEO is hereby authorized and directed to implement the proposed service changes on August 29, 2021, as a temporary pilot service, to end on June 30, 2022, unless subsequently made permanent by an act of the SacRT Board, in accordance with the Board's Service Change Policy.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Safety, Security and Customer Satisfaction
SUBJ: APPROVING THE VISITOR ACCESS POLICY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Visitor Access Policy to be implemented for SacRT

FISCAL IMPACT

There is no fiscal impact associated with this action.

DISCUSSION

SacRT is committed to maintaining a safe work environment for all employees and visitors. The Visitor Access Policy not only protects the visitors, it also protects the safety and security of the workforce and workplace.

The Visitor Access Policy outlines SacRT's rules for receiving visitors at all of SacRT's facilities, whether owned or leased. This policy creates protocols and procedures intended to provide guidance to employees and visitors, so they are properly informed of roles and responsibilities while on SacRT property. The policy will be posted at every main door and emailed to employees ensuring that employees understand and can also share this information with visitors.

Staff hereby recommends that the Board approve the Visitor Access Policy as described in Exhibit A.

RESOLUTION NO. 21-06-0067

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

June 14, 2021

APPROVING THE VISITOR ACCESS POLICY

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

THAT, the Board of Directors hereby approves the "Visitor Access Policy" attached hereto as Exhibit A.

THAT, the Board hereby directs the General Manager/CEO or their designee to implement and enforce said policy.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

VISITOR ACCESS POLICY

1. POLICY STATEMENT

Sacramento Regional Transit (SacRT) is committed to maintaining a safe work environment for all employees and visitors. This policy not only protects the visitors, it also protects the safety and security of the workforce and workplace. Visitors may not be aware of rules and regulations that have been established to create a safe work environment. As a result, visitors can injure themselves, injure others or cause damage to property.

The cooperation of all individuals who access SacRT property is needed to implement this policy successfully and to create and maintain a work environment where all employees are able to work effectively and feel safe from harm.

2. POLICY OBJECTIVES

To establish uniform procedures for all visitors accessing a SacRT workplace. The protocols and procedures created by this policy are intended to provide guidance to employees and visitors, so they are properly informed of roles and responsibilities while on SacRT property. The policy will be posted at every main door and emailed to employees ensuring that employees understand and can share this information with visitors.

SacRT's Visitors Access Policy outlines our rules for receiving visitors at our workplace. We want to ensure that visitors will not:

- Pose a threat to our employees, property or business operations
- Accidentally or intentionally violate established safety and security rules or procedures
- Expose themselves or our employees to danger
- Engage in unprofessional or abusive conduct as outlined in the SacRT Workplace Conduct Policy
- Distract employees from their work

3. POLICY SCOPE

This policy is applicable to all individuals who are granted access to our workplace and requires each individual to follow all governing regulations, laws, policies, and procedures.

4. DEFINITIONS

Public Area – Refers to SacRT locations that are typically open to the general public during the normal course of business. It includes areas like public lobbies, service centers, public parking lots, and areas open to the general public for special events such as meetings of the SacRT Board of Directors.

Visitor – May refer to employees' friends and family, contractors, employee organization representatives, external vendors or solicitors, stakeholders, media, and the public.

Workplace – For the purposes of this policy, "workplace" includes but is not limited to:

- Buildings, light rail stations, bus stops, storage areas, parking lots and all outdoor areas controlled by SacRT.
- Revenue, and non-revenue vehicles
- Light-Rail vehicles
- The nature of the occupancy or possession of the workplace whether owned, rented, leased, or otherwise controlled or operated by SacRT does not affect the applicability of this policy.

5. GENERAL PROCEDURES

All SacRT employees and visitors are responsible for maintaining a safe and respectful work environment and are expected to abide by SacRT's Workplace Conduct Policy, other related policies listed in Section 13, and all safety regulations while on SacRT's premises.

As a general rule, employees may not allow unauthorized personal visitors access to the restricted areas of the workplace. Visitors may enter public areas and non-restricted areas when they are open for business. When a visitor is allowed access to a non-restricted area or to a public area outside of normal business hours, it should be for a specific reason, of limited duration, and in compliance with this policy.

6. PROCESSING VISITORS

All visitors are required to notify a SacRT designated employee upon arrival. The highest ranking employee in each SacRT building is responsible for monitoring visitor access processes in that building. When the visitor arrives at a SacRT facility and presents at the reception desk/visitor processing station, the visitor is asked to provide a credential to verify their identity. The credential may be as simple as a business card or more rigorous, such as a government-issued driver's license. SacRT reserves the right to request additional identification documents as needed. A pre-approval letter or e-mail does not verify the identity of the visitor. SacRT may, at its discretion, waive this procedure for visitors who come to SacRT on a regular basis. Regular employee organization representatives with SacRT badges are excluded from the requirements in #6.

7. VISITORS MUST BE ACCOMPANIED BY A SPONSORING EMPLOYEE AT ALL TIMES

All visitors must be accompanied by the employee(s) they are visiting for the duration of their visit. All employees are responsible for the health and safety of all visitors they bring on site, and to ensure that they are aware of and follow all agency safety rules and procedures at a minimum. Regular employee organization representatives with SacRT badges are excluded from the requirements of #7. Long-term contractors that have been cleared by the VP of Safety, Security, and Customer Satisfaction (VPSSCS) or their designee and have a SacRT badge such as janitorial staff are also excluded from the requirements of #7.

8. CONTRACTORS, SUPPLIERS, VENDORS

Contractors, suppliers and service vendors may enter SacRT premises only to complete the business that necessitated their visit. Deliveries will be managed and supervised by a SacRT employee. Special arrangements may be made to accommodate contractors hired for long-term assignments, but these arrangements must be cleared with the VPSSCS or their designee.

Some of these arrangements include long-term contractors such as our contracted janitorial staff.

9. VISITOR BADGES

Depending on the duration of the visit, visitors may be issued badges in accordance with Human Resource's Building Access Control Program.

10. DANGEROUS OR RESTRICTED AREAS

Employees may not bring or accept visitors in areas where there are dangerous machines or chemicals, confidential records, or sensitive equipment without prior approval of the senior manager of that area and only with the proper Personal Protective Equipment (PPE).

Employees may not bring or accept visitors in areas where there is Security Sensitive Information (SSI) without prior approval of the VPSSCS or their designee.

Representatives of regulatory bodies may be exempted if they have received official authorization from the VPSSCS or their designee. In these cases, employees should provide visitors with the necessary badges and PPE to enter premises when needed.

11. UNAUTHORIZED VISITORS

Employees who observe unauthorized visitors should notify the Security Operations Center (SOC) (916-556-0150) and may ask the unauthorized visitor to leave SacRT non-public areas. Employees should not approach any unauthorized visitor they feel may present a danger to themselves or others.

12. POLICY VIOLATION

In accordance with this policy, any visitors who violate this policy may be escorted out or refused access. Employees who violate this policy may be subject to disciplinary action.

13. CROSS REFERENCE

- Workplace Violence Policy 2019
- Building Access Control Program 2002
- DOT-FTA Drug and Alcohol Regulations
- Harassment, Discrimination and Retaliation Prevention Policy 2016 Workplace Conduct Policy dated 11/14/2016
- SS-SOP-011-2020 – Injury Illness Prevention Program (IIPP)
- IS-SOP-019-2021 - SacRT Zero Tolerance Governing the Use of Personal Electronic Devices



STAFF REPORT

DATE: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Safety, Security and Customer Satisfaction
SUBJ: APPROVING THE AMENDED AND RESTATED AGREEMENT WITH PERSONAL SERVICE CONTRACTOR ROBERT KERR

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Amended and Restated Agreement incorporating all previous amendments to the Personal Service Contract for Temporary Employment with 1 Security Operations Manager, Robert Kerr. This Includes Amending the Total Consideration in Resolution No. 21-05-0063 for Robert Kerr.

FISCAL IMPACT

The total cost of 1 Security Operations Center (SOC) Manager is set at \$75,000 and encompasses sufficient budget to cover additional hours that may be required due to emergencies, special events and/or crime series. Staff anticipates Robert Kerr will only earn approximately \$60,580 which includes a \$1,000 retention bonus and a 3% increase on Kerr's anniversary date. The total excludes FICA. Funding is provided through the operation budget.

DISCUSSION

On May 24, 2021, the Board approved (Resolution No. 21-05-0063), the amendments for all personal services contracts for temporary employment for the SOC staff increasing all their hourly rates by 3% on their anniversary date and extending the term of their Personal Service Contracts (PSCs) to the end of June 30, 2022. The total consideration for Robert Kerr was listed incorrectly on the Resolution and is in need of correction. Robert Kerr's total consideration was incorrectly listed as \$216,667 to \$291,667 and is being updated to \$256,667 to \$331,667.

The SOC is responsible for the monitoring more than 1,500 cameras on SacRT buses, light rail trains and stations and recovering footage from any incident that occurs in the system. Other responsibilities include running identity checks on individuals without photo identification and generating calls for service. The SOC receives calls from members of the public on the Crime Tip Hotline and the SacRT mobile reporting app. This provides patrons with a way of reporting incidents on SacRT's system. The SOC staff is also responsible for monitoring the fare vending machine burglar and service

alarms. SOC staff are not sworn law enforcement officers but must pass a Sacramento Police Department (SPD) background check and be accepted and maintain an active status in the SPD Volunteer Program.

Under the direction of SacRT's VP of Security, Safety and Customer Satisfaction, Robert Kerr's job duties are described as below:

SOC Manager: Robert Kerr

Kerr's job duties include but are not limited to:

- Oversee all assigned SOC Supervisors and SOC Specialists.
- Recruit and interview potential new staff.
- Train new SOC staff.
- Discuss and address staff issues and concerns.
- Ensure SOC staff are on-site, on time and performing their roll in a professional manner.
- Act as a liaison between SOC staff and various SacRT departments.
- Handle complaints from SacRT staff and patrons regarding SOC staff conduct and job performance.
- Create and update SOC staff schedules.
- Complete payroll paperwork.
- Provide SacRT with a roster detailing the SOC staff assignments, shifts, and weekly hours.
- Assign equipment to SOC staff and ensuring proper maintenance and inventory of equipment and vehicles, including incidentals, such as changing radio batteries.
- Provide proper written reports to SacRT when requested.
- Attend meetings with SacRT staff.
- Perform independent and complex administrative work.
- Create SOC Bulletins informing staff of upcoming events, outages, BOLOs.
- Operate standard office equipment and computer software (including but not limited to Microsoft Word, Excel, and PowerPoint).
- Dispatch calls on incidents and violations of SacRT policies.
- Research video requests and download footage on platforms, trains and buses.
- Answer phone calls from the Crime Tip Line.
- Respond to crime tip and send out alerts via Elerts.
- Create SacRT Facility Maintenance work orders to get stations, trains and buses cleaned.
- Response and research records and warrant information (Code 12 Requests).
- Provide records, warrants and other related information using local and state law enforcement agency databases.
- Contact Law Enforcement Agencies and Fire to respond to SacRT incidents.
- Use SacRT Tracker to track and dispatch officers to incidents on buses.
- Use SacRT LRV tracker to track and dispatch to incidents on trains.
- Monitor and broadcast on SacPD Channels.
- Monitor and broadcast on Bus Channels.
- Monitor Sacramento Sheriff's Department (SSD) Channels.
- Monitor and organize SOC bus bridge response.
- Monitor light rail station cameras.

- Provide coverage for staff as needed, including overtime coverage.
- Request and pick-up supplies.
- Monitor and ensure SacRT Video Requests are completed promptly.
- Create SacRT-IT work order for breakdown of equipment.
- Track stats.
- Maintain SOC storage.
- Operate the Public Address (PA) system to make announcements related to public safety and security and for Bus bridges as well as System delays.
- Respond to miscellaneous customer requests.
- Update and maintain SOC's operations binders and SOPs.
- Create tools for SOC use such as bus bridge forms, daily report forms, cheat sheets, SOC Rosters, infraction/misdemeanor court dates.
- Monitor fare vending machine burglar alarms.
- Other duties as assigned.

Staff recommends entering into a new amended and restated agreement incorporating 5 amendments to the Personal Services Contract for Temporary Employment with Robert Kerr as the SOC Manager, wherein the total consideration is increased by \$75,000 from \$256,667 to \$331,667, the hourly rate is increased by \$0.83 from \$27.81 to \$28.64 an hour effective March 16, 2022 and the term is extended to June 30, 2022.

Staff recommends that the Board approve Robert Kerr's Amended and Restated Agreement incorporating all previous amendments described herein above, including amending the total consideration of Robert Kerr in Resolution No. 21-05-0063 and authorize the Chair and General Manager/CEO to execute each amended and restated agreement incorporating all previous amendments.

RESOLUTION NO. 21-06-0068

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

June 14, 2021

APPROVING THE AMENDED AND RESTATED AGREEMENT INCORPORATING ALL PREVIOUS AMENDMENTS TO THE PERSONAL SERVICE CONTRACT FOR TEMPORARY EMPLOYMENT WITH 1 SECURITY OPERATIONS CENTER MANAGER, ROBERT KERR. THIS INCLUDES AMENDING RESOLUTION NO. 21-05-0063 TO UPDATE THE TOTAL CONSIDERATION FOR 1 SECURITY OPERATIONS CENTER MANAGER ROBERT KERR

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

THAT, Resolution No. 21-05-0063 is hereby modified to revise the financial terms of approval of SacRT's Personal Services Contract with Robert Kerr as set forth hereinbelow and that the clause describing the terms upon which Mr. Kerr's Contract is approved is hereby replaced in its entirety by the clause set forth hereinbelow.

THAT, the Board hereby approves the restated Agreement between Sacramento Regional Transit District, therein referred to as "SacRT", and Robert Kerr, therein referred to as "Temporary Employee," whereby the total consideration is increased by \$75,000 from \$256,667 to \$331,667, and the term is extended to June 30, 2022, is hereby approved.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: APPROVE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR FOR FISCAL YEAR 2022

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the project list for funding under the Roadway Repair and Accountability Act (SB1), State of Good Repair (SGR) for Fiscal Year 2022 will allow SacRT to request funding from Caltrans for the cost associated with the listed projects.

FISCAL IMPACT

Funding in the amount of \$3,122,180 was allocated to SacRT in FY22. This amount includes \$282,075 of funding provided to SacRT due to the annexation of City of Elk Grove Transit service. The SGR funding is included in the FY 22 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 22 List of SGR Projects:

ID #	Project	Funding
B173	Replacement CNG Buses	\$2,622,180
R010	Light Rail Crossing Enhancements	\$500,000
	Total	\$3,122,180

RESOLUTION NO. 21-06-0069

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

June 14, 2021

APPROVE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR FOR FISCAL YEAR 2022

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: _____
Tabetha Smith, Assistant Secretary

FY 2021-22 State of Good Repair Projects

Exhibit A

#	Recipient	Sub-Recipient	Project Title	21-22 SGR Allocation
1	Sacramento Area Council of Governments	Sacramento Regional Transit District	Replacement 40' CNG Buses	\$2,622,180
2	Sacramento Area Council of Governments	Sacramento Regional Transit District	Light Rail Crossing Enhancements	\$500,000
3				
4				
5				
6				
				\$3,122,180

55000000 \$11,400,000
 32397142 \$9,120,000
 31570000 \$2,280,000
 9120000
 2280000
 71100



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: RATIFYING CONTRACT FOR ELECTRONIC PAYMENT
ACCEPTANCE SERVICES UNDER STATE AGREEMENT NO.5-10-99-
02 WITH ELAVON, INC. FOR PAYMENT PROCESSING OF
CONTACTLESS CREDIT/DEBIT CARD ON BOARD LIGHT RAIL
VEHICLES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will ratify the General Manager/CEO's execution of a contract with Elavon, Inc. (Elavon) for the payment processing of contactless credit/debit cards on board light rail vehicles.

FISCAL IMPACT

There is no significant fiscal impact to the proposed Resolution. Any fees associated with the agreement are accounted for in the Fiscal Year (FY) 21 budget and the proposed FY22 budget.

DISCUSSION

As previously discussed with the Board, SacRT is partnering with the California Integrated Travel Program (Cal-ITP), among others, to introduce the first fare payment system in the State of California to accept contactless credit/debit cards onboard light rail vehicles.

Recently Staff was asked by the Cal-ITP team to move up the implementation date from mid-July to June 15, 2021. Staff was able to accommodate the request from an operations perspective by implementing a phased approach to the go-live process. However, Staff was also in the process of reviewing the banking agreement required to process passenger credit/debit card payments. To meet the June 15, 2021 timeline, the General Manager/CEO executed a Contract with Elavon Inc. (Elavon) so that the account set up could be completed and tested before passengers begin using the system. While no transactions have been processed yet and no payments are due, yet, Elavon has proceeded in good faith to set up SacRT's account. The Contract term will extend until May 31, 2023, unless earlier terminated.

The Contract with Elavon is based on a Master State Agreement (purchasing schedule) between the State of California and Elavon that was designed to be used by local agencies. The original contract was competitively solicited and entered into in 2010 for a maximum seven-year term; however, it has since been extended beyond the original contract term and additional services specific to Mass Transit were added through a recent Seventh Amendment without any additional competition. Staff anticipates that the total expenditure will be less than \$2,000; however, Elavon will not set a not-to-exceed amount to its agreement with SacRT. For that reason, (1) the Contract qualifies as a sole source procurement because no competition was solicited; and (2) execution of the contract required Board approval because the expenditures could exceed \$150,000.

Prior to signing the Contract, the General Manager/CEO approved a sole source justification for the Contract on the basis that the transaction fees that Elavon is proposing to charge are lower than the fees that SacRT is currently paying under other similar banking agreements.

At this time Staff is requesting that the Board ratify the General Manager/CEO's execution of the Contract based on the criteria set out in the Procurement Ordinance and on the basis that exigent circumstances required the execution of the Contract before Board approval could be obtained. This action will validate the Contract.

Staff plans to first launch the contactless payments program on the Green Line in order to ensure that SacRT can provide excellent customer service to those who choose to use the new fare payment option. Currently, Staff is planning a full rollout of the program on all lines by late July or early August.

RESOLUTION NO. 21-06-0070

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

June 14, 2021

**RATIFYING CONTRACT FOR ELECTRONIC PAYMENT
ACCEPTANCE SERVICES UNDER STATE AGREEMENT NO.5-10-99-02 WITH
ELAVON, INC. FOR PAYMENT PROCESSING OF CONTACTLESS CREDIT/DEBIT
CARD ON BOARD LIGHT RAIL VEHICLES**

WHEREAS, Section 1.105 of the SacRT Procurement Ordinance (18-08-01) permits the ratification of unauthorized procurements under specified conditions; and

WHEREAS, in order to meet the accelerated timeline for the implementation of the contactless credit/debit card fare payment system, the General Manager/CEO executed a sole source Contract for Electronic Payment Acceptance Services with Elavon, Inc. under a State of California master agreement available for use by local agencies; and

WHEREAS, SacRT will obtain a benefit from the Contract with low-cost electronic payment acceptance services from Elavon, leveraging the economies of scale that have been negotiated by the State.

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

THAT, the criteria set forth in Section 1.05 for ratification of an unauthorized procurement have been satisfied; and

THAT, the General Manager/CEO's action in executing the Contract for Electronic Payment Acceptance Services Under State Agreement No. 5-10-99-02 between SacRT and Elavon, Inc. is hereby ratified.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: TEMPORARILY MODIFYING THE FARE STRUCTURE TO INCLUDE CITY OF ELK GROVE FARES AND APPROVING AN ON-BOARD LIGHT RAIL DISCOUNT SINGLE RIDE FARE

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTIONS

Approval of the recommended actions will: (1) temporarily add new fares for certain services operated within the city of Elk Grove; and (2) establish the criteria for purchasing an On-Board Light Rail Discount Single Ride Fare, which will only be accessible to individuals 65 and older who possess a California driver's license or California ID card as part of the contactless credit card payment demonstration onboard light rail vehicles.

FISCAL IMPACT

The fare changes proposed are included in the proposed FY 2021-2022 Operating Budget to be approved this evening.

DISCUSSION ON FARES RELATED TO THE ANNEXATION OF ELK GROVE

As part of the annexation agreement with the City of Elk Grove, SacRT agreed to incorporate fares charged by Elk Grove into the SacRT fare structure for a minimum of 6 months after annexation. Staff is recommending that the Elk Grove fares be adopted on a temporary basis and be valid only on routes that were operated by the City of Elk Grove prior to annexation, with the exception of the Elk Grove Transfer fare, which can only be purchased on service within the City of Elk Grove but will be valid system-wide. The proposed Resolution temporarily defines these routes as "Elk Grove Service". Elk Grove Service routes will be designated with an "E" prefix to the route number. For example, former route 10 in the City of Elk Grove will become route E10 in the SacRT schedule. The temporary approval will provide Staff the time necessary to analyze the impact of potential fare changes, garner customer feedback on the new fares and perform a Title VI analysis on any proposed permanent changes to SacRT's fare structure.

The fare structure instituted by the City of Elk Grove is similar to SacRT in that the City charged flat fares for single rides, daily passes and monthly passes, but the baseline fare amount and validity is different for each category. A summary of the fares and references to the routes that the fares will be valid on can be found in Table 1 below.

Table 1

<u>Fixed Route</u>	<u>Basic</u>	<u>Discount</u>	<u>Valid on Routes:</u>
Elk Grove Single Ride Fare	\$2.25	\$1.10	E10-E19 & E110-E116
Elk Grove Transfer Fare	\$0.50	NA	All SacRT services for 120 minutes
Elk Grove Daily Pass	\$6.00	\$3.00	E10-E19 & E110-E116
Elk Grove 10-Ride Pass	\$22.50	\$11.00	E10-E19 & E110-E116
Elk Grove 31-Day Local Pass	\$80.00	\$40.00	E110-E116 only
Elk Grove 31-Day Unlimited Pass	\$100.00	\$50.00	E10-E19 & E110-E116

<u>Paratransit (SacRT e-van)</u>	<u>Amount</u>	<u>Valid on Services:</u>
SacRT e-van Single Ride Fare	\$3.50	e-van Only
SacRT e-van 10-Ride Pass	\$35.00	e-van Only
SacRT e-van 44-Ride Pass	\$150.00	e-van Only

Discount fares will apply to seniors, persons with disabilities, military personnel, and students, when applicable, only on the routes listed above. SacRT is proposing to expand the definition of student (K-12) to match the current SacRT fare structure rather than maintaining the existing Elk Grove definitions for these services age 5-18 for students). This will provide discounts to additional students who previously would have been subject to paying the full fare. Additionally, the RydeFreeRT program will be automatically extended to students who attend school or live within the city limits of Elk Grove beginning on July 1, 2021.

Currently SacRT does not offer a military discount. The City of Elk Grove required passengers to present an Armed Services identification to qualify for the reduced fare. SacRT will continue to honor this practice and accept reduced fare payment for military personnel who board routes previously operated by the City of Elk Grove (designated with an “E” prefix to the route number). The military discount will apply to the Elk Grove Single Ride, Elk Grove Daily Pass, Elk Grove 10-Ride Pass, Elk Grove 31-Day Local Pass and Elk Grove 31-Day Unlimited Pass only.

Elk Grove Transfer tickets can be purchased on Elk Grove fixed route services when a passenger purchases an Elk Grove single ride fare or uses a ride from their Elk Grove 10-Ride pass. The transfer ticket is valid for 120 minutes, while SacRT paper transfers are valid for only 90 minutes. Staff is recommending that the Board allow the 120-minute transfer window to stay in place temporarily as well as introducing a new benefit to Elk Grove transfer ticket holders that allows them to use the transfer ticket on all SacRT services during the validity period.

SacRT (SacRT GO) and the City of Elk Grove (e-van) currently each operate their own paratransit service. For a period of time following the annexation, SacRT will operate these services separately and will continue to honor e-van fares on e-van services. However, SacRT will be able to offer customers regional paratransit trips. Previously, paratransit passengers wishing to travel between the City of Elk Grove and the SacRT service area would have to book and pay for two trips, one on e-van and one on SacRT GO. Beginning on July 1 with the expansion of the service area, SacRT will be able to offer regional trips spanning further distances than before with a single booking and single fare (SacRT GO fares will apply).

Staff is preparing an analysis to determine the best way to streamline the fare structure long-term and make it simpler to understand and use. Staff is planning to return to the Board prior to December 31, 2021, with recommendations to accomplish this, including a Title VI analysis of any fare changes proposed.

DISCUSSION ON CONTACTLESS PAYMENTS DEMONSTRATION (SENIOR AGE)

Staff has proposed a second Resolution that will allow for individuals 65 and older to obtain a discount fare when they use the contactless payment program soon to be available onboard light rail vehicles. Staff has partnered with the California Integrated Travel Program (Cal-ITP) to make this new technology possible. Cal-ITP is able to use Department of Motor Vehicles (DMV) data to verify passenger age and therefore determine eligibility for age-based fares (senior fares) at the time of payment. However, the senior age that Cal-ITP is using differs from the Board-adopted definition of "Senior" in SacRT's fare structure, which is 62 or older. To qualify for the senior discount through the Cal-ITP system, passengers must be age 65 or older; therefore Staff is proposing that the Board establish a minimum age of 65 for the contactless credit card payment system only. Individuals wishing to obtain the discount must also pre-register with Cal-ITP and pay with a pre-registered credit card. The senior age will remain 62 for the remainder of SacRT's fare types. Staff is working with Cal-ITP to finalize the senior eligibility portal and will publicize the information when it is available.

RESOLUTION NO. 21-06-0073

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

June 14, 2021

TEMPORARILY MODIFYING THE FARE STRUCTURE TO INCLUDE CITY OF ELK GROVE FARES

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

THAT, effective as of July 1, 2021, the following definitions are hereby temporarily added, to Section II, "Fare Structure Definitions" set out in Resolution No. 09-10-0174, as previously amended, continuing until December 31, 2021:

"Elk Grove Service means fixed route bus service that was formerly operated by the City of Elk Grove and is designated by the following fixed route numbers: E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E110, E111, E112, E113, E114, E115, E116, E117, E118, and E119."

"SacRT e-van Service means demand-response and paratransit service, complementary to the Elk Grove Service, provided to registered individuals (ADA certified), their companions, and personal attendants on a Transit Vehicle in revenue service within the city limits of Elk Grove and without a fixed origin and destination point that is booked by a customer in advance over the phone or through a ride booking application."

THAT, effective as of July 1, 2021, in addition to the Discount Fare classifications set out in Section IV of the Fare Structure, the following Discount classification is added for Elk Grove Service:

"Military Discount – the bearer of a current and valid Armed Services Identification whose picture is on the ID Card will be entitled to purchase Discount fares eligible for use on Fixed-route Elk Grove Service only as set out in Exhibit B-6.

THAT, effective as of July 1, 2021, in addition to the other Fares and Prepaid Fare types identified in Section IV and Section V of the Fare Structure, the following Fares and Prepaid Fares are temporarily added to the Fare Structure, continuing until December 31, 2021:

"Elk Grove Single Ride Fare -- the Applicable Fare for a single Ride on Elk Grove Service."

“Elk Grove Transfer – An Elk Grove Transfer that is purchased on Elk Grove Service is valid for 120 minutes beginning on the date and at the local time that the Transfer is purchased. Only a person that pays the Basic Fare or Discount Fare (as applicable) with either U.S. currency, a Fare Equivalent, or a Fare Ticket that has not been validated will be issued a Transfer upon payment of the price therefor. Individuals presenting a Prepaid Fare on electronic fare media are not eligible to purchase a Transfer.” for a period of 120 minutes after.”

“Elk Grove Daily Pass is valid for unlimited Rides on Elk Grove Service only during the validity period printed on the pass.”

“Elk Grove 10-Ride Pass is declining value Prepaid Fare that entitles the passenger to the equivalent of 10 Elk Grove Single Ride Fare tickets that is Validated for each use at the time of boarding.”

“Elk Grove 31-Day Local Pass holders are entitled to unlimited Rides for 31 days from the date the pass is first Validated on the following routes within Elk Grove Service: E110, E111, E112, E113, E114, E115, E116. ”

“Elk Grove 31-Day Unlimited Pass Holders are entitled to unlimited Rides for 31 days the date the pass is first Validated on all Elk Grove Service.”

“SacRT E-Van Single Ride Fare is the Applicable Fare for a single Ride on SacRT E-Van Service.”

“SacRT E-Van 10-Ride Pass - a declining value Prepaid Fare that entitles the passenger to the equivalent of 10 SacRT E-Van Single Ride Fare tickets that is Validated at the time of boarding.”

“SacRT E-Van 44 Ride Pass – a declining value Prepaid Fare that entitles the pass holder to the equivalent of 44 SacRT E-Van Single Ride Fare tickets that is Validated at the time of boarding.”

“Validated” – for purposes of Elk Grove Service, Validated means either: (1) the insertion of a Pass into a Bus fare box to fix the date of first use of the Pass; or (2) the insertion of a Pass into a Bus fare box to confirm its continued validity and, as applicable, to deduct a Ride from a declining value Pass type.

THAT, effective as of July 1, 2021, in addition to the fares set out in Exhibit B-5 to the Fare Structure (as adopted by Resolution 19-03-0038) the fares set out in the attached Exhibit B-6 will be in effect for a six-month period, ending December 31, 2021.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Exhibit B-6
Effective beginning 7/1/2021 until 12/31/2021

Elk Grove Only Fares	
Elk Grove Service Fares¹	
Elk Grove Single Ride	\$2.25
Elk Grove Single Ride - Electronic Fare Media (valid for 120 minutes on Elk Grove Service) ⁸	\$2.25
Elk Grove Discount Single Ride	\$1.10
Elk Grove Discount Single Ride - Electronic Fare Media (valid for 120 minutes on Elk Grove Service)	\$1.10
Elk Grove Transfer ²	\$0.50
Elk Grove 10 Ride Pass ³	\$22.50
Elk Grove Discount 10-Ride Pass ³	\$11.00
Elk Grove 31 Day Local Pass ⁴	\$80.00
Elk Grove 31 Day Discount Local Pass ⁴	\$40.00
Elk Grove 31 Day Unlimited Pass ⁵	\$100.00
Elk Grove 31 Day Unlimited Discount Pass ⁵	\$50.00
SacRT E-Van Fares⁶	
SacRT E-Van Single Ride	\$3.50
SacRT E-Van 10 Ride Pass	\$35.00
SacRT E-Van 44 Ride Pass	\$150.00

¹ Elk Grove service fares are limited to Elk Grove service only (routes E10-E19 & E110-E116)

² Noted Elk Grove fares include a 120 minute transfer window rather than the 90 minutes available on other SacRT services.

³ Elk Grove 10 ride and discount 10 ride passes are valid for the equivalent of 10 Elk Grove Single Ride fares

⁴ Elk Grove 31 day local passes are valid for 31 days from the date of activation and only valid on routes E110-E116.

⁵ Elk Grove 31 day unlimited passes are valid for 31 days from the date of activation and are valid on all Elk Grove Service routes only.

⁶ SacRT E-Van fares are valid on paratransit services offered strictly within the city limits of Elk Grove.

RESOLUTION NO. 21-06-0074

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

June 14, 2021

TEMPORARILY AUTHORIZING AN ON-BOARD LIGHT RAIL DISCOUNT 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, SacRT desires to implement on a temporary basis, a new discount 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 Discount 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 Discount Single Ride Ticket using a SacRT-approved contactless payment device on board a Light Rail Vehicle.

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

THAT, a passenger is only eligible for the On-Board Light Rail Discount Single Ride Ticket if they are age 65 or older and have completed the online discount application process for the contactless payment program.

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

THAT, the On-Board Light Rail Discount 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 Discount Single Ride Ticket must, upon request, provide (a) the purchasing credit or debit card or other requested contactless payment information; and (b) identification documenting compliance with the Discount eligibility requirements to fare enforcement personnel to verify the validity of the On-Board Light Rail Discount Single Ride Ticket.

THAT, if fare enforcement personnel are unable to determine (a) that an On-Board Light Rail Discount Single Ride Ticket has been purchased; (b) that the On-Board Light Rail Discount Single Ride Ticket is still valid; or (c) that the passenger is eligible for a Discount Single Ride Ticket purchase, 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 Discount 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: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Carmen Alba, VP, Bus Operations

SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND ACCEPTING ASSIGNMENT FROM ELK GROVE OF THE AMENDED AND RESTATED COMPRESSED NATURAL GAS VEHICLE CNG SALES AGREEMENT WITH CLEAN ENERGY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the recommended action would allow SacRT to obtain conveniently located, favorably-priced compressed natural gas (CNG) for the buses to be used to provide transit service within the City of Elk Grove subsequent to the City's annexation to SacRT, which will continued to be stored and maintained in the City of Elk Grove corporation yard.

FISCAL IMPACT

The FY22 Operating Budget includes an allocation for approximately \$947,000 for CNG fuel to operate the Elk Grove service, both fixed route and demand response. It is likely that SacRT will realize savings in the fueling cost because a portion of the budget was based on the existing contract with Clean Energy to fuel the e-van cutaway vehicles, as required by the Fixed Route, ADA Paratransit/Dial-A-Ride, and Maintenance Operations agreement between SacRT and the City. Staff estimates the total value of this agreement to be \$5M spread across the 5 years through FY26 with minor escalations in each year. These amounts will be included in each year's operating budget.

DISCUSSION

The City of Elk Grove currently has a sales agreement ("Agreement") in place to purchase compressed natural gas (CNG) at Clean Energy's fuel station located at 9050 Elkmont Way, Elk Grove, CA 95624. The Agreement was originally entered into in 2010 on a sole-source basis and was amended and restated as of December 2, 2016. The pricing under the Agreement includes a "Monthly Station Availability Fee" of \$29,500, as well as a minimum amount of natural gas converted to gasoline gallon equivalent (GGE) of 20,000 gallons. Under the service agreement with the City of Elk Grove, the City assumed responsibility for the cost of fuel for the full-size CNG buses. Responsibility for fueling those vehicles will shift to SacRT after annexation.

This Clean Energy fuel station is located 0.4 mile from the City Corporation yard. In December 2019 (Resolution No. 19-12-0131), the Board ratified a contract with Clean Energy to fuel the cutaway vehicles at the Elk Grove location with a small discounted price for fuel. That was done on a sole source basis because the service agreement with the City required that fueling be done in the City of Elk Grove. With the annexation of the City of Elk Grove to SacRT, SacRT is no longer contractually required to fuel within the City.

However, after examining the other alternatives, it would be difficult if not impossible to use an alternative fueling location, which would entail substantial additional costs to SacRT in terms of vehicle wear and tear and staff time, even if the fuel costs were nominally lower.

SacRT's Bus Maintenance Facility 1 (BMF1) is 16 miles from the City Corporation yard. There are two other CNG fueling stations, one located at the current Paratransit Inc. site 13 miles away and the other at the PG&E site 12 miles away, at 5555 Florin Perkins Road, Sacramento. Neither site is open to the public, so they would require an agreement to use for fueling and may not be able to accommodate full-size buses. The Paratransit Inc. site is also a Clean Energy fuel station.

The current time to fuel a bus using the Clean Energy station is approximately 30 minutes, including travel time. Under ideal conditions, driving round trip to BMF1 is approximately 42 minutes, to Paratransit is approximately 42 minutes, and to PG&E is approximately 54 minutes. These travel times do not take into consideration traffic congestion and the time it takes to fuel the bus.

For these reasons, Staff believes a sole source procurement with Clean Energy is the only available option to procure the required CNG fuel. Use of the existing agreement between SacRT and Clean Energy would not provide favorable pricing.

By contrast, the cost of fuel under the Agreement between the City and Clean Energy, even after accounting for the fixed Monthly Station Availability amount, is significantly less per Gasoline Gallon Equivalent (GGE) than the discounted price SacRT receives through the 2019 contract with Clean Energy. The City price, including the Monthly Station Availability payment for the first 20,000 GGE is \$2.6693 (March 2021). All CNG over this volume is priced at \$2.52406 per GGE. SacRT currently pays \$3.20130 per GGE to fuel the cutaways. The current retail price for CNG at the fuel station is \$3.699 per GGE. The assignment would allow SacRT to terminate the existing Clean Energy agreement and obtain more favorable pricing for the cutaway fuel as well.

The City has indicated a willingness to assign the Agreement to SacRT and Clean Energy has agreed to accept SacRT as an assignee. The base term of the Agreement is for 10 years, until December 1, 2026. The Agreement will automatically extend, with no further Board action, thereafter for up to 5 additional 5-year periods unless SacRT gives notice at least six months in advance of the end of the then-current term. There is no right to terminate the Agreement for convenience in the middle of a term. Therefore, SacRT may be obligated to continue making the Monthly Station Availability Fee even if CNG fueling is not needed or the minimum quantity is not met. Because of the favorable pricing, the near-term plan to continue CNG buses for the Elk Grove service, the near-

term plan to continue use of the corporation yard for storage and maintenance of the buses, and the lack of plans for any new CNG facilities in the Elk Grove area, continuing the Agreement until the expiration of the base term should not be problematic. In the future, Staff will need to assess the alignment of the extended terms with fleet storage and replacement plans and evaluate other fueling options to determine an appropriate time to give notice of intent to terminate.

RESOLUTION NO. 21-06-0075

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

June 14, 2021

APPROVING A SOLE SOURCE PROCUREMENT AND ACCEPTING ASSIGNMENT FROM ELK GROVE OF THE AMENDED AND RESTATED COMPRESSED NATURAL GAS VEHICLE CNG SALES AGREEMENT WITH CLEAN ENERGY

WHEREAS, pursuant to Public Utilities Code Section 102222 and the SacRT Procurement Ordinance (18-08-01), procurements of supplies over \$100,000 must be awarded after competitive bidding, unless it is determined that seeking competition would be futile and not further the purpose of competitive bidding (protecting the public from misuse of public funds, providing all qualified bidders with a fair opportunity to enter the bidding process, and eliminating favoritism, fraud, and corruption in the awarding of public contracts);

WHEREAS, the City of Elk Grove has a sales agreement in place with Clean Energy for purchase of CNG fuel from Clean Energy's fueling station located at 9050 Elkmont Way, Elk Grove, CA 95624 located .4 miles from the City of Elk Grove corporation yard, where SacRT maintains a license to store and maintain buses used in transit service in the City of Elk Grove;

WHEREAS, fueling buses stored, maintained, and used in the City of Elk Grove at any other CNG fueling location would be extremely costly and time-consuming; and

WHEREAS, the City of Elk Grove sales agreement provides favorable pricing for use of the Clean Energy fueling station; and

WHEREAS, the City of Elk Grove has agreed to assign its interest in the CNG sales agreement to SacRT and Clean Energy has consented to the assignment.

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

THAT, a sole source procurement of CNG fuel from Clean Energy at its facility in the City of Elk Grove is hereby approved; and

THAT, the Assignment and Release Agreement assigning the rights and obligations of the City of Elk Grove under the Amended and Restated Compressed Natural Gas Vehicle CNG Sales Agreement with Clean Energy to SacRT is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Assignment and Release Agreement.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ:

APPROVAL OF THE RENEWAL OF THE EMPLOYMENT PRACTICES LIABILITY, PROPERTY, BOILER AND MACHINERY, CRIME/EMPLOYEE DISHONESTY, PRIVACY AND NETWORK LIABILITY, UNDERGROUND STORAGE TANK POLLUTION LIABILITY AND FLOOD FOR THE PERIOD OF JULY 1, 2021 THROUGH JUNE 30, 2022.

AUTHORIZE THE GENERAL MANAGER/CEO TO NEGOTIATE THE RENEWAL OF THE EXCESS LIABILITY INSURANCE AT A NOT TO EXCEED AMOUNT OF \$8,870,792.00, FOR THE PERIOD OF JULY 1, 2021, THROUGH JUNE 30, 2022.

AUTHORIZE THE GENERAL MANAGER/CEO TO NEGOTIATE THE RENEWAL OF THE PROPERTY INSURANCE AT A NOT TO EXCEED AMOUNT OF \$2,750,000.00, FOR THE PERIOD OF JULY 1, 2021, THROUGH JUNE 30, 2022.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the renewal of the Employment Practices Liability, Property, Boiler & Machinery, Crime, Privacy & Network Liability, Underground Storage Tank Pollution Liability and Flood for the period of July 1, 2021, through June 30, 2022.

Authorize the General Manager/CEO to negotiate the renewal of the Excess Liability insurance at a not to exceed amount of \$8,870,792.00 for the period of July 1, 2021, through June 30, 2022.

Authorize the General Manager/CEO to negotiate the renewal of the property insurance at a not to exceed amount of \$2,750,000.00 for the period of July 1, 2021, through June 30, 2022.

FISCAL IMPACT

Total Operating Cost for Employment Practices Liability, Boiler & Machinery, Workers' Compensation, Crime, Privacy & Network Liability, Underground Storage Tank Pollution Liability and Flood: \$436,496.

Total amount not to exceed for the procurement of Property Insurance: \$2,750,000.00

Total amount not to exceed for the procurement of Excess Liability Insurance: \$8,870,792.00.

TOTAL: \$12,057,288.00

The amounts presented here are not to exceed amounts and do not equal the amounts included in the FY 2021-2022 Operating Budget presented for approval this evening. Once finalized, if the actual amounts are greater than the amounts included in the approved budget, a budget amendment will be submitted to the Board for approval during FY 2021-2022 if required.

DISCUSSION

Alliant Insurance Services, Inc. has been Sacramento Regional Transit District's ("SacRT") insurance broker since 2017. Alliant continues to thoroughly examine SacRT's insurance and risk exposures and conducts extensive marketing of SacRT's insurance placements to current and prospective insurers. This results in more competitive options both from a coverage and pricing standpoint.

This year's goal to continue maintaining the liability and property coverage placements as close to expiring as possible has proved to be impossible due to an insurance market that has gone from bad to worse with the recent COVID-19 impact to the industry and economy in general. The markets for liability and physical damage for any type of fleet (trucking, transit, service, etc.) have dried up, with transit agencies, particularly in California, among the least desirable of those risks. The result has been a restriction of capacity such that insurers are no longer offering the deductibles and/or limits SacRT has traditionally purchased while still increasing rates by 100% or more in some cases.

The following is a summary of the significant changes, coverage and premiums for SacRT's FY 21-22 insurance placements.

General, Auto, and Professional Liability:

SacRT is required to provide a per occurrence limit up to the FAST Act rail passenger transportation liability cap (inclusive of the \$2,000,000 Self-Insured Retention) with no less than a double aggregate limit to comply with Union Pacific (UP) contract requirements. *The limit was raised to \$322,864,228 from \$294,278,983 on February 25, 2021.* This limit is the federal cap, or maximum, amount a railroad is liable for passenger injuries incurred in a single occurrence. There is no cap, or maximum amount, set on a federal or state level for liabilities incurred by pedestrians, or bus passengers. No one insurer can provide a policy meeting this limit, so multiple carriers are engaged to secure the amount required. UP's requirement represents a significant cost even under less extreme market conditions.

At SacRT's request, Alliant successfully bifurcated the limits over \$100,000,000 in 2017 to cover only the portion of track subject to the UP requirement up to the federal cap for passenger liability. This proved to be a very valuable and cost-effective strategy in the past that has resulted in significant savings to SacRT.

The severe market conditions cannot be overstated and continue to be the worst they have been since 1985, largely driven by significantly increased settlement amounts (known as "social inflation") on auto liability cases, particularly in California. One person claims that would have previously settled for \$5,000,000.00 - \$10,000,000.00 are now regularly settling for \$30,000,000.00(CA), \$42,000,000.00 (CA), \$45,000,000.00 (CA), and \$75,000,000.00 (NY). The lack of predictability in outcomes of jury verdicts has driven many carriers out of the California market, and in some cases out of the United States.

Alliant encouraged SacRT to re-evaluate purchasing above \$100,000,000.00, as UP's requirement to buy up to the federal cap on the 8 miles of track subject to the agreement. SacRT has reached out to UP and is currently participating in UP's insurance deviation process. This process consists of UP asking counsel of their choosing in California to opine as to whether there are other avenues of recovery for UP should a catastrophic event occur causing exposure to UP at or near the federal rail cap and SacRT does not have insurance to the cap. This process does not evaluate the risk (or lack of risk) posed by SacRT's light rail service along the subject areas of track. Staff will continue to work with UP during this process. It is possible that the market will not allow for coverage up to \$322,864,228.00 which could make it impossible for SacRT to comply with UP's requirements and place SacRT in breach of its agreement with UP.

Few new carriers have entered the class given the overall adverse loss experience. The entire global market of carriers was accessed for replacement quotes, and 37 carriers were contacted in the United States, London, and Bermuda markets. As of June 2, 2021, the first \$100,000,000.00 of the \$324,000,000.00 SacRT is electing to purchase again is formally quoted. (Exhibit 1).

Please note also that Errors & Omissions, Employment Practices Liability, Employee Benefits Liability and Sexual Molestation coverage are not supported by the market excess \$40,000,000 this year.

Exacerbating pricing was a general liability loss settlement of \$5,000,000 that resolved in fiscal year 20, as well as additional exposures assumed. In this last policy year SacRT absorbed the liability of paratransit service previously sub-contracted.

Underwriters are aware of the service decreases due to the COVID pandemic; however, they are evaluating their capacity deployment much more on a price per million basis and the market is effectively not reflecting the exposure decreases on any transit accounts.

Employment Practices Liability (EPL):

Arch Insurance Company continues to be a stable partner, providing a \$2 million limit and \$250,000 deductible with a 10% increase in the rate as expiring for FY 21/22. The premium is increasing due to the overall hard market conditions. This placement reflects a rate increase at or below those for good risks in this market.

Property:

Travelers, the current carrier on the property program, increased its rate substantially on all SacRT property for FY 21/22, with an increase of 107% for the Light Rail Vehicles (LRVs) in addition to doubling the deductible. This was driven by general market conditions and because Travelers paid for two large claims, one involving a crash between two LRVs and one a totaled bus. They also paid for a total fire loss to a vacant building that occurred on June 10, 2020, after the renewal for FY 20/21 had been priced.

At the beginning of June 2021, Travelers pulled their initial renewal quote. This was in response to a recent collision that occurred on May 26, 2021, where a passenger van struck a train causing it to derail. Although fault lies with the driver of the van, the collision may result in the total loss of one light rail car, and it is unlikely that the driver carries sufficient insurance to cover the replacement value of the light rail car. Travelers submitted a new quote increasing the premium from \$1,612,899 to \$2,378,956.41. In addition to the increased premium, the new quote changes coverage in significant ways which results in decreased coverage. The following changes to coverage are noted below:

- The deductible has increased from \$100,000 to \$250,000.
- Inland marine deductible has increased from \$250,000 to \$500,000.
- Inland marine total limit has reduced from \$100,000,000 to \$10,000,000.
- Light rail basic deductible has increased from \$500,000 to \$1,000,000.
- Light rail train v. light rail train (two trains colliding with each other) deductible has increased from \$1,000,000 to \$2,000,000.
- Light rail now has a \$2,500,000 limit for loss or damage to any one item (previously no limit).
- Light rail total limit has reduced from \$100,000,000 to \$10,000,000.
- Valued business interruption insurance has an increased wait time of 30 days (previously 15 days). Additionally, the minimum loss has increased from \$250,000 to \$500,000.
- Any newly added property covered under inland marine will be covered if reported; however, the maximum payout will be \$1,200,000.

Given the loss history and the extremely limited market for property insurance for public transit in California, an increase in rates was expected, and the few interested markets approached for FY 20/21 have not shown interest. Alliant continues to market SacRT to additional property insurers to cover some of the reductions of coverage contained in the most recent Travelers' quote. Staff is asking the Board to approve a not to exceed amount of \$2,750,000.00 to negotiate property insurance.

Boiler & Machinery:

Travelers has been the insurer for Boiler & Machinery coverage for several years and consistently offers competitive terms and pricing. This year the premium is increasing 11% inclusive of a 3% increase in the insured values. All other terms and conditions are the same time.

Excess Workers' Compensation:

The current Workers' Compensation insurer offered a flat rate for renewal terms at the current \$25M limit. SacRT is required to provide Statutory limits for this coverage to meet contract requirements and based on comparing the rates for Statutory Coverage decided to accept a proposal from PRISM, the largest JPA risk pool in the country. In addition to the increased limits, membership in PRISM comes with risk management resources including extensive online training, crisis incident management, actuarial analyses subsidies, and discounts on goods and services. The Board approved binding this coverage during its May 10, 2021, Board Meeting.

Crime/Employee Dishonesty:

SacRT maintains a \$3M limit for Crime coverage, and the premium to remain at that limit decreased 5%. This is a very good renewal considering the increased exposures and general market conditions and staff recommends continuing this option. A \$5m coverage limit was explored and quoted at \$20,018 but required an increased deductible from \$2,500 to \$25,000.

Privacy & Network Liability (Cyber):

This coverage line has seen the most dramatic increases over the last year, exceeding 700% in some cases, as losses have grown well beyond expectations. Given these pressures the insurer quoted a 240% increase this year with an increase in deductible from \$50,000 to \$250,000. Alliant extensively marketed this coverage, and the best alternative would have saved \$20,000 (≈20%) but would come with a 50% co-insurance requirement for Ransomware/Malware. Given the increased significant co-insurance retention and the prevalence of ransomware the savings is not work the risk.

Underground Storage Tanks Pollution Liability:

Coverage will renew with Liberty with a 10% increase in the rate due to the age of the tanks. The insurer attempted to raise the deductible on some of the older tanks, but Alliant was able to negotiate a reduction to the current \$25,000. The oldest tank's deductible remains at \$100,000, while the one above ground tank will keep a \$5,000 deductible.

Pollution Liability – Elk Grove:

The contract with Elk Grove requires SacRT to provide a specialized pollution policy to cover potential on or migrating off-site pollutants arising from SacRT's use of Elk Grove's bus maintenance facility. The carrier has offered a flat renewal and also discounted premiums for a two- or three-year extension.

Policy Type	07/01/21-07/01/22 Renewal Program	07/01/20-07/01/21 Renewal Program	07/01/19-07/01/20 Expiring Program	07/01/18-07/01/19 Expired Program	07/01/17-07/01/18 Expired Program	07/01/16-07/01/17 Expired Program
Excess Liability (GL/AL/PL/EPL)	\$8,870,792	\$5,650,899	\$2,480,000	\$2,095,799	\$2,095,799	\$2,376,515
Employment Practices Liability	\$75,524	\$73,321	\$73,154	\$70,163	\$70,163	\$90,050
Property & Inland Marine	\$ 2,750,000	\$1,500,000	\$716,777	\$564,711	\$537,883	\$572,788
Boiler & Machinery	\$11,999	\$10,817	\$11,205	\$10,632	\$10,158	\$11,749
Excess Workers' Compensation	\$217,692	\$184,632	\$159,087	\$150,139	\$150,902	\$139,508
Crime	\$16,266	\$17,123	\$18,024	\$8,664	\$8,664	\$10,875
Privacy & Network Liability	\$93,529	\$25,080	\$23,690	\$23,690	\$15,996	\$14,835
Underground Storage Tanks Pollution Liability	\$5,527	\$5,025	\$4,876	\$4,798	\$5,329	\$5,776
Pollution Liability – Elk Grove	\$3,614	\$3,606	\$3,612	n/a	n/a	n/a
Flood	\$12,345	\$12,346	\$12,500	\$12,338	\$14,735	\$17,232
Total	\$12,057,288	\$7,482,849	\$3,502,925	\$2,940,934	\$2,909,629	\$3,239,328

Flood: The current insurer has offered a flat renewal.

Renewal Program Pricing History

LIABILITY - COVERAGE TOWERS AND PRICING COMPARISON (EXHIBIT 1)

EMPLOYMENT PRACTICES LIABILITY – ARCH INSURANCE COMPANY

- Exposure Basis: Number of Full-Time Employees Equivalent
- Claims-Made Coverage

CARRIER: Admitted
LIMITS: \$2,000,000 Each Insured Event/Aggregate
SELF-INSURED RETENTION: \$250,000
PREMIUM: \$75,524

PROPERTY/INLAND MARINE – TRAVELERS INSURANCE COMPANY

DELUXE PROPERTY COVERAGE FORM

COVERAGES AND LIMITS OF INSURANCE - DESCRIBED PREMISES

Insurance applies on a BLANKET basis only to a coverage or type of property for which a Limit of Insurance is shown below.

Blanket Description of Coverage or	Property Limits of Insurance
Buildings	\$86,027,199
Your Business Personal Property	\$58,850,020
Personal Property of Others	\$100,000

Coverage	Limits of Insurance & Deductibles
Scheduled property: non-revenue vehicles, revenue vehicles, short term leased or rented vehicles that are not included on the vehicle schedule, light rail specialty vehicles and miscellaneous scheduled property.	
No coverage is provided for light rail trains.	\$10,000,000
Flood Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Flood Annual Aggregate Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Earth Movement Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Earth Movement Annual Aggregate Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Basic Deductible	
- Basic Deductible, except as noted	\$500,000
- Specialty Vehicles	\$250,000
- Police Vehicles	\$250,000
Flood Deductible	\$500,000
Earth Movement Deductible	\$500,000
Windstorm Deductible	\$500,000
Coinsurance	N/A
Valuation	Replacement Cost/Stated Value

DELUXE EXTRA EXPENSE COVERAGE FORM

Premises Location No.	Building No.	Limits of Insurance
1-16	1-28	\$8,818,461

Restoration Period and Monthly Percentage Limits: 40-80-100%

DEDUCTIBLES:

BY "FLOOD":

At the premises location(s) of the following Building(s) numbered: 001-028 in any one occurrence: \$500,000

As respects to Business Income Coverage a 15-day deductible applies at all locations

TO UTILITY SERVICES:

Direct Damage, in any one occurrence: \$100,000

Time Element, in any one occurrence: \$100,000

ANY OTHER COVERED LOSS:

in any one occurrence: \$100,000

IM PAK SCHEDULED PROPERTY COVERAGE - VEHICLES

RAILROAD ROLLING STOCK

Coverage	Limits of Insurance & Deductibles
Covered Property: light rail trains.	\$10,000,000
Flood Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Flood Annual Aggregate Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Earth Movement Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Earth Movement Annual Aggregate Limit of Insurance (Included in inland marine coverage part limit)	\$10,000,000
Basic Deductible	
- Basic Deductible, except as noted	\$1,000,000
- Collision (LRV v. LRV)	\$2,000,000
- Aggregate	\$2,500,000
Flood Deductible	\$500,000
Earth Movement Deductible	\$500,000
Windstorm Deductible	\$500,000
Coinsurance	N/A
Valuation	Replacement Cost/Stated Value

Premium: \$2,304,074

Boiler & Machinery – Travelers

- Exposure Basis: Statement of Values
- Comprehensive
- Admitted Carrier
- Deductible: \$25,000

Limits:

\$ 10,000,000 Total breakdown limit
\$ 250,000 Utility interruption
\$ 250,000 Hazardous substance
\$ 500,000 Ordinance or Law
\$ 250,000 Water Damage

Premium: \$11,999

EXCESS WORKERS' COMPENSATION – Public Risk Innovation, Solutions, and Management (PRISM)

- Exposure Basis: Payroll (per \$100)
- Coverage as Required by Law
- JPA Risk Pool
- Self-Insured Retention: \$2,000,000

Limit: **Statutory** Each Occurrence/Employee for Disease;
\$5M Employers' Liability
Estimated Payroll \$82,960,932
Rate: \$0.2624
Premium: \$217,692

CRIME/EMPLOYEE DISHONESTY – NATIONAL UNION (AIG):

Government Crime Policy on Discovery form including the following coverages:

- Employee Theft – Per Loss Coverage
- Forgery or Alteration
- Inside the Premises – Theft of Money and Securities
- Inside the Premises – Robbery & Safe Burglary of Other Property
- Outside the Premises (Money, Securities and Other Property)
- Computer Fraud
- Funds Transfer Fraud
- Money Orders & Counterfeit Money

CARRIER: Admitted
LIMITS: \$3,000,000
DEDUCTIBLE: \$2,500
PREMIUM: **\$16,266**

PRIVACY & NETWORK LIABILITY (CYBER) – ASCENT/LOYDS:

- Exposure Basis: Revenues
- Non-Admitted Carrier
- Deductible: \$250,000 Each Claim & 8 hours for business interruption
- **\$5,000,000 Aggregate Limit**

Limits	Insuring Module
\$5,000,000	Security & Privacy Liability
\$5,000,000	Network Interruption & Recovery
\$5,000,000	Multimedia & Intellectual Property Liability
\$5,000,000	Network Extortion
\$5,000,000	Privacy Regulatory Defense and Penalties
\$5,000,000	Notification Expenses
\$5,000,000	PCI Fines

Coverage Enhancements for FY 21/22:

- Carve back for PCI fine or assessment
- Forensic Accounting Costs

Premium: \$93,529 including surplus lines taxes and fees

Underground Storage Tank Pollution Liability – Liberty Surplus Ins. Corp.:

- Exposure Basis: Number of tanks (9), capacity, contents and monitoring system
 - Non-Admitted Carrier
 - Deductible Each Claim: AST \$5,000
- USTs Varies by Tank Age – \$25,000 & \$100,000 Each Claim

Limit: \$1,000,000 Each Claim/Aggregate

Premium: \$5,527 including surplus lines taxes and fees

Pollution Liability, Elk Grove – Beazley Syndicates:

- Exposure Basis: Statement of values for buildings and business personal property.
- Non-admitted Carrier
- Deductible: \$5,000

Limit: \$1,000,000 Each Claim/Aggregate

Premium: \$3,614 including surplus lines taxes and fees

Primary Flood – Tokio Marine Specialty Ins. Co.:

- Exposure Basis: Statement of values for buildings and business personal property.
 - Non-Admitted Carrier
 - Deductible: \$50,000

Limit: Varies –

Buildings \$0 - \$500,000

Business Personal Property \$100,000 - \$500,000

Premium: \$12,346 including surplus lines taxes and fees

RESOLUTION NO. 21-06-0076

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

June 14, 2021

APPROVAL OF THE RENEWAL OF THE EMPLOYMENT PRACTICES LIABILITY, PROPERTY, BOILER AND MACHINERY, CRIME/EMPLOYEE DISHONESTY, PRIVACY AND NETWORK LIABILITY, UNDERGROUND STORAGE TANK POLLUTION LIABILITY AND FLOOD FOR THE PERIOD OF JULY 1, 2021 THROUGH JUNE 30, 2022

AUTHORIZE THE GENERAL MANAGER/CEO TO NEGOTIATE THE RENEWAL OF THE GENERAL LIABILITY EXCESS INSURANCE AT A NOT TO EXCEED AMOUNT OF \$8,870,792.00 FOR THE PERIOD OF JULY 1, 2021, THROUGH JUNE 30, 2022.

AUTHORIZE THE GENERAL MANAGER/CEO TO NEGOTIATE THE RENEWAL OF THE PROPERTY INSURANCE AT A NOT TO EXCEED AMOUNT OF \$2,750,000.00, FOR THE PERIOD OF JULY 1, 2021, THROUGH JUNE 30, 2022.

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 renewal of the employment practices liability, boiler & machinery, crime/employee dishonesty, privacy & network liability, underground storage tank pollution liability and flood for the period of July 1, 2021, through June 30, 2022.

THAT, the Board hereby authorizes the General Manager/CEO to negotiate and bind the renewal of the excess liability insurance at a not to exceed amount of \$8,870,792.00 for the period of July 1, 2021, through June 30, 2022.

THAT the Board hereby authorizes the General Manager/CEO to negotiate and bind the renewal of the Property insurance at a not to exceed amount of \$2,750,000.00.

STEVE MILLER , Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

LIABILITY Layer	Coverage	21/22 Premium and TRIA	21/22 TOTAL PREMIUM with SL T&F and applicable Bermuda fees LESS Rebate
1	Excess Liab- 5M xs 2M SIR	\$1,231,200.00	\$1,271,214.00
2	Excess Liab- 3M xs 5M	\$673,003.00	\$707,444.24
3	Excess Liab- 10M xs 8M	\$1,184,211.00	\$1,222,697.86
4	Excess Liab- 10M xs 18M	\$800,000.00	\$822,250.00
5	Excess Liab- 20M xs 28M	\$1,100,000.00	\$1,040,187.50
6	Excess Liab- 20M xs 48M	\$780,000.00	
7	Excess Liab- 32M xs 68M	\$800,000.00	
		\$6,568,414.00	\$5,063,793.60
8	Excess Liab- 100M xs 100M		
9	Excess Liab- 123M xs 200M		

Estimate Target

20/21 TOTAL LIABILITY (\$324M LIMIT) \$5,650,899.50

OTHER LINES	20/21 TOTAL PREMIUM with SL T&F LESS Rebate	21/22 Premium	21/22 TOTAL PREMIUM with SL T&F LESS Rebate	% Increases
Crime	\$17,123.00	\$20,333.00	\$16,266	-5%
Cyber	\$27,531.61	\$90,585.00	\$93,529	240%
EPL	\$68,321.00	\$75,524.00	\$75,524	11%
Equipment Breakdown	\$10,828.00	\$11,999.00	\$11,999	11%
Excess WC *	\$184,632.00	\$217,692.00	\$217,692	18%
Flood	\$12,345.20	\$13,980.40	\$12,345	0%
Pollution- Storage Tanks	\$5,024.22	\$6,123.70	\$5,527	10%
Pollution- Elk Grove loc	\$3,613.75	\$3,500.00	\$3,614	0%
Property	\$1,401,135.54	\$2,378,956.41	\$2,378,956	70%
TOTAL	\$1,730,554.32	\$2,818,693.51	\$2,815,452.41	63%

*Increase due to Statutory Limit/moving to PRISM



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE A CHARGING STATION SITE LICENSE AGREEMENT (POWER INN STATION) WITH GIDDYUP EV CHARGING INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will delegate authority to the General Manager/CEO to approve and execute a Charging Station Site License Agreement (Power Inn Station) with GiddyUp EV Charging, Inc. (Licensee).

FISCAL IMPACT

Under the terms of the agreement, the Licensee will pay Sacramento Regional Transit District (SacRT) a License Fee each month with the following three components: (a) a Property Fee based on a fair market value appraisal; (b) an Administrative Fee for administrative and facilities costs associated with the License Agreement; and (c) a share of all net revenues generated from the Charging Station during the preceding month. The Licensee will also pay SacRT's \$7,000 costs for the appraisal and all plan review and oversight costs related to the construction or reconstruction of the charging station.

The License Fee will be fixed for the first 5-year term. At the expiration of the first five year term, the Licensee will be entitled to renew for an additional 5-year term, with the General Manager/CEO executing the amendment to extend, so long as the Licensee commits to pay the escalated License Fee. The Property Fee component will be escalated based on either (a) a CPI adjustment; or (b) new appraisal, whichever is higher; and the Administrative Fee will be escalated based on the CPI.

Subsequent renewals after the first 10 years will be subject to a more substantial review and renegotiation process and will be subject to future Board action.

DISCUSSION

On May 24, 2021, SacRT staff presented to the Board a proposed public-private partnership with the State of California, Sacramento Municipal Utility District (SMUD), and GiddyUp EV, Inc., at the Power Inn Light Rail station. This public-private

partnership would deliver a state-of-the-art charging solution for Sacramento's emerging electric vehicle market, meet the region and state's sustainable goals, and provide a revenue sharing model for SacRT.

The proposed new charging station would use 55 underutilized parking spots out of 299 in the light rail station parking lot at the Power Inn Road Light Rail Station. Please note there is another agenda item this evening providing information regarding the possible disposition of the unimproved portion of the parcel that is adjacent to the Power Inn station. This proposed license agreement would occupy approximately 0.25 acres of the 12.65 acre property.

The Licensee would purchase, install, own, maintain, and operate infrastructure for the fastest DCFC/Level 3 chargers in the industry, which will have the ability to recharge light and medium vehicles simultaneously in minutes compared to hours-longer than a typical plug-in charger. The license would include up to 20 charging stations that would accommodate up to 40 vehicles, installation of solar canopies, Wi-Fi, 2MWh battery storage, signage, electrical backbone, and an automated teller machine for public/private use. The Licensee would be obligated to remove this equipment at SacRT's request at the conclusion of the License term. The Licensee will be solely responsible for the safety and security of the installed equipment. SacRT will provide the same level of maintenance to this area (trash collection, parking lot sweeping, pavement maintenance) that it provides to the remainder of the lot.

The proposed license agreement with the Licensee is currently under negotiation and will require concurrence from the Federal Transit Administration. The License Agreement will be for an initial 5-year term, with a unilateral right for Licensee to obtain a 5-year renewal subject to payment of an increased License Fee. The License Agreement will provide for up to 8 further 5-year extensions (for a total possible term of 50-years), but extensions beyond the first 10 years will be the subject of future negotiations and require subsequent Board approval.

RESOLUTION NO. 21-06-0077

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

June 14, 2021

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE A CHARGING STATION SITE LICENSE AGREEMENT (POWER INN STATION) WITH GIDDYUP EV CHARGING INC.

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

THAT, conditioned upon concurrence by the Federal Transit Administration, the General Manager/CEO is hereby authorized to negotiate and execute a Charging Station Site License Agreement with GiddyUp EV Charging, Inc., (“Licensee”) authorizing Licensee to install, maintain, operate an EV Charging Station at the Power Inn Light Rail Station with up to 20 DC fast chargers, an automated teller machine, signage, solar canopies, battery storage, and infrastructure to support this equipment, in consideration for payment of License Fees to SacRT, for an initial 5-year term, with a 5-year extension to be approved by the General Manager/CEO upon agreement by Licensee to pay the escalated Total License Fee, with options for up to 8 additional 5-year terms upon future agreement by the parties for the terms of the extension and with concurrence by the FTA for any extended term.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: **APPROVE AND AUTHORIZE THE GENERAL MANAGER/CEO TO EXECUTE THE FOURTH AMENDMENT TO THE PURCHASE AND SALE AGREEMENT WITH CATALYST DEVELOPMENT PARTNERS FOR CALVINE ROAD AND AUBERRY DRIVE (APN 115-0130-061, 115-0130-071)**

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Re-defines the Closing Date with a sunset of March 31, 2022.

FISCAL IMPACT

There is no change in the purchase and sale price.

DISCUSSION

SacRT and Catalyst Development Partners entered into a Purchase and Sale Agreement (“PSA”) on May 14, 2019 for the sale of two parcels on Calvine and Auberry in Sacramento County. The Buyer has been diligently working on securing their entitlements but have not fully secured the entitlements they need to proceed with their development. They have requested additional time to secure those entitlements and approvals before closing on the transaction. SacRT and the Buyer, Catalyst Development Partners, would like to amend the expiration date of the PSA to March 31, 2022 to allow the developer additional time to seek the proper entitlements and approvals necessary for development of the parcels.

Staff recommends the Board approve and authorize the General Manager/CEO to execute the amendment.

RESOLUTION NO. 21-06-0078

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

June 14, 2021

APPROVE AND AUTHORIZE THE GENERAL MANAGER/CEO TO EXECUTE THE FOURTH AMENDMENT TO THE PURCHASE AND SALE AGREEMENT WITH CATALYST DEVELOPMENT PARTNERS FOR CALVINE ROAD AND AUBERRY DRIVE (APN 115-0130-061, 115-0130-071)

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

THAT, the Fourth Amendment to the Purchase and Sale Agreement (“PSA”) between Catalyst Development Partners, therein referred to as “Buyer” and Sacramento Regional Transit District, therein referred to as “SacRT” whereby the parties agree to re-define the Closing Date for the close of escrow with a sunset of March 31, 2022, is hereby approved.

THAT, the Board hereby directs and authorizes the General Manager/CEO to execute said Fourth Amendment to the Purchase and Sale Agreement.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: ADOPT THE FY 2022 OPERATING AND CAPITAL BUDGETS, VOTE ALLOCATIONS, AND AUTHORIZE THE FILING OF THE TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED FY 2022 BUDGET

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approval of this action will adopt the Fiscal Year (FY) 2022 Operating, Capital Budgets, vote allocations, and authorize the filing of the Transportation Development Act (TDA) Claim based on the adopted FY 2022 Budget. The District's TDA claim includes the annual allocation to the Sacramento Area Council of Governments (SACOG) for transportation planning purposes in the amount of \$1,937,883. These funds are not included in the SacRT FY 2022 Operating Budget, as they are paid directly to SACOG.

FISCAL IMPACT

~~The operating and capital budget for FY 2022 is \$214.3 million and \$58.3 million, respectively.~~ **The FY 2022 Operating Budget is set at \$214.3 million. The FY 2022 Capital Budget adds \$58.3 million of capital funding additions to the carryforward amount of \$1.18B which was previously approved by the Board, for a new authorized capital project total of \$1.24B. The new authorized capital project total includes \$367M in funded projects for FY 2022.**

DISCUSSION

The Preliminary FY 2022 Operating and Capital Budget was released for public review on April 12, 2021. As required by government code, the public hearing notice was published in the Sacramento Bee. In an effort to do more expansive outreach, SacRT advertised the FY 2022 budget on its website and through various social media outlets, and staff held a meeting with the public via Zoom on May 3, 2021 to receive comments and respond to questions regarding the Preliminary Abridged FY 2022 Budget. A revised Preliminary FY 2022 Operating and Capital Budget was presented at the May 10, 2021 Board meeting which incorporated the revenues and expenditures associated with the annexation of Elk Grove transit services.

Staff has received various comments on the budget from both the public and the Board of Directors. The public comments are attached to this Staff Report as Attachment 1, and the feedback has been incorporated into the final budget for the June 14, 2021 Board meeting as appropriate. Since the FY 2022 Preliminary Budget was presented to the Board, staff has continued to refine the projections, and presents the final, balanced FY 2022 Budget for your approval this evening.

Assumptions Built into the FY 2022 Budget

The Operating Budgeting process is a tedious project that requires input from various operational staff members, economic conditions, goals and objectives by the Board, all balanced by the need to keep costs within estimated revenue projections. As requested by the Board, the assumptions used in this budget were derived from a variety of sources.

These assumptions are as follows:

- Service levels have been budgeted without reductions, allowing for some minor service expansions such as SmartRide.
- 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 strategic revenue reductions.
- All merit increases will be received by employees per CBA's.
- There will be no Fare rate adjustments other than those required due to the annexation of Elk Grove transit services.

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 budget amounts. No significant revenue and expenditure adjustments were made since the revised preliminary budget was presented on May 10, 2021.

Table 1A - Revenues (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	600	(5,780)	-90.6%
State & Local	104,031	114,880	109,728	124,095	14,367	13.1%
Federal	35,750	35,080	71,247	72,205	958	1.3%
Other	8,551	16,417	4,876	5,540	664	13.6%
Total	\$ 177,492	\$ 194,501	\$ 204,408	\$ 214,287	\$ 9,879	4.8%
Operating Surplus/(Deficit)	3,297	12,793	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

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	\$	152,505	\$	8,930	6.2%
Professional Services		22,776		22,137		19,628		18,621		(1,007)	-5.1%
Materials & Supplies		10,844		11,490		13,818		13,304		(514)	-3.7%
Utilities		6,761		6,821		7,828		8,018		190	2.4%
Insurance & Liability		14,011		9,931		14,917		17,036		2,119	14.2%
Other		3,262		3,038		4,642		4,803		161	3.5%
Operating Expenses	\$	174,195	\$	181,708	\$	204,408	\$	214,287	\$	9,879	4.8%

Capital Budget

Table 2 below highlights the Capital Budget additions requested for FY 2022. There are a few changes from the preliminary budget presented in May. ~~Project R100— Replacement of Light Rail Vehicles was removed from the list after it was submitted to the Board and approved on May 10, 2021. It is included in the full project listing in Exhibit A as a carry forward amount. Project R327— Sacramento Valley Station Loop Design/Construction was added with a requested budget increase of \$46,820,000 and project M004— Operating Revenue Bond, Series 2012 Payment was added with a requested budget increase of \$2,424,475. The remaining Capital Budget addition amounts were adjusted to reflect only the increases over what has previously been approved by the Board.~~ In addition to the budget request for FY 2022, there is \$1,177,616,557 in estimated carry forward budget authorized from previous fiscal years as detailed in Exhibit A. **With the FY 2022 capital additions, the new Board authorized total Capital Budget is \$1,235,908,723. Exhibit A also provides a table summarizing the funded amounts for all projects on page 33.**

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 expended on the project. These carry forward figures were not included in the FY 2021 Preliminary Capital Budget due to the uncertainty of carry forward amounts at that point in the fiscal year. The actual amounts to be carried over from FY 2021 will be reported to the Board as part of the five-year Capital Improvement Plan update in the fall when the books are closed on FY 2021.

Table 2 - Summary of FY 2022 Capital Budget Additions

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Request	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Maintenance Building									
B165	Electric Bus Charging Infrastructure	7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
		7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
Passenger Stations									
B150	Watt I-80 Transit Center Improvements	10,410,780	10,199,037	504,291	-	-	-	504,291	10,703,328
M018	Bus Stop Improvement Plan	225,000	225,000	25,000	-	-	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	19,687,600	17,616,414	6,112,400	4,809,000	-	-	1,303,400	23,728,814
R327	Sacramento Valley Station Loop Des/Con	87,300,000	87,272,368	46,820,000	-	-	-	46,820,000	134,092,368
		117,623,380	115,312,819	53,461,691	4,809,000	-	25,000	48,627,691	168,774,510
Other									
M008	Transit Action (Long-Range) Plan Update	200,000	200,000	26,000	-	-	26,000	-	226,000
M004	Operating Revenue Bond, Series 2012 Pmt.	20,700,418	644,469	2,424,475	-	-	2,424,475	-	226,000
		20,900,418	844,469	2,450,475	-	-	2,450,475	-	226,000
	Total of Additions	145,523,798	123,022,889	58,292,166	4,809,000	-	2,475,475	51,007,691	178,246,111

Outlook for FY 2022

The COVID-19 pandemic continues to impact SacRT’s ridership and related fare revenues. However, the local economy is forecast to remain strong through FY 2022 which is reflected in the increased sales tax based revenues in the budget presented for approval this evening. Additionally, in response to the overall impact of COVID-19, 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 \$31M 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 \$38M, 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. A third stimulus package, the American Rescue Plan (ARP) was approved in March of this year. The exact amount of funding the ARP will provide to SacRT is not known at this time, but it will be available to cover potential revenue shortfalls for FY 2022-2023 and beyond.

The General Manager is presenting a balanced budget for FY 2021-2022 tonight that maintains service levels and includes minor service expansions, while addressing the pressing need to fund our 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.

Cindy Brooks

From: Katrina Kole <katrinakole@icloud.com>
Sent: Friday, April 30, 2021 3:33 PM
To: Board Comments
Subject: Fogging is unnecessary

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Please see other reports. Even the Bay Area recognized this. Extra expensive unnecessary funds which would be best spent elsewhere Tell riders this. It's not your problem if they ignore science Thank you

Sent from my

Cindy Brooks

From: Eric Field <ericdennisfield@yahoo.com>
Sent: Saturday, May 1, 2021 7:26 PM
To: Jason Johnson
Cc: Board Comments
Subject: RE: Fiscal Year 2022 Preliminary Budget Public Hearing

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

On behalf of all my fellow state co-workers: please expand SmaRT Ride coverage to connect Depot Park on Fruitridge with College Greens light rail station. Thank you.

Sincerely,

Eric Field
DMV Sacramento Call Center

Public comments received at the May 3rd meeting with staff, along with staff's responses.

Jeffrey Tardaguila

-) Request that portions of the budget (spreadsheets) be provided in larger font for easier viewing.
 - o **Response** - A larger font spreadsheet will be provided. Jason to work with Mr. Tardaguila.
-) Would like to know how the May 10th meeting is considered a public meeting when the public can only submit written comments in advance of the meeting without any dialogue?
 - o **Response** – This question is not specific to the budget process or document. However, the SacRT Finance staff will seek a response to this question from SacRT's legal department and provide a response back to Mr. Tardaguila.
-) Will the I-80/Watt elevator shuttle be continued next year?
 - o **Response** – Yes, we will continue to operate bus bridges as deemed necessary. Additionally, no service cuts were included the in FY22 proposed budget.
 - o Where is it located in the budget?
 - **Response** – This is not a separate line item within the budget document. Costs are included in the cost of operations.

Mike Barnbaum

-) Might it save RT some money to reallocate the responsibilities of the Connect Card call center to SACOG?
 - o **Response** – SacRT, SACOG and the corresponding transit agencies that participate in the Connect Card Consortium have discussed this. SACOG has expressed interest in removing itself from any operational issues involving a Smart Card system, however they would like to continue to participate through involvement in the process as it relates to understanding connectivity between the region and service planning. SacRT has a much larger and full scale existing IT, Finance, Customer Service and Customer Advocacy, so from an efficiency prospective, having SacRT remain as the Regional Service Center makes the most economical sense.
-) Does RT know what is in the budget for the American Rescue Plan (ARP)?
 - o **Response** - ARP funding is not currently included in the FY22 budget. Once this funding is finalized, a budget amendment will be brought the Board if appropriate.
 - o When would this be brought to the Board for approval and/or budget amendment?
 - **Response** - If a budget amendment is determined to be necessary, it will be brought to the Board between October and November.
-) Is RT following additional transit related legislation at the federal level?
 - o **Response** - RT closely monitors federal legislation for any potential impact (positive or negative) on current and future funding.
-) Is there any good news regarding State funding (Sales Tax based revenues)?
 - o **Response** - Yes, Sales Tax Based revenues have rebounded since the onset of the pandemic and are forecast to grow significantly through FY22. Sales Tax Based revenues are projected to comprise approximately 58% of the operating budget funding.

Public comments received at the May 3rd meeting with staff, along with staff's responses.

-) Can a service improvements timeline be provided as part of the budget or in separate documentation for the public?
 - o **Response** - Staff will review the current information that is provided to the public and determine the best course of action to provide a more detailed timeline of planned service improvements.

Glenda Marsh

-) What percentage of operations is being funded by Federal Stimulus monies?
 - o **Response** - For FY22 approximately 32% of operations is being funded by Federal Stimulus monies.
-) When does that funding run out, and what are SacRT's plans to fill gaps created by that loss of funding in the future?
 - o **Response** - Currently on CARES Act and CRRSAA monies are budgeted for use in FY22, with a small portion of CARES Act funding projected to be unused and available in FY23 or beyond. Additionally, significant funding through the ARP is forecast to be available for FY23 and potentially FY24. Staff continues to strategize how best to meet the service needs of our community while balancing against the available funding and is confident a plan will be in place before funding gaps exist.
-) Where can the public view a list of capital projects that are receiving funding and/or in progress?
 - o **Response** - A list of new capital projects for FY22 is included in the abridged budget document. A complete list of current capital projects will be available in the budget document once it is finalized. Additionally, the 5-year Capital Improvement Plan (currently being updated – to be brought to the Board for approval this year) will include a list of all current known future capital projects covering the next 5 years and beyond.
-) What are the significant changes in the budget document and budget process from last year to this year?
 - o **Response** - The most significant change to the budget document was the updating and restructuring of the SacRT Strategic Plan. A new Strategic Plan was adopted by the Board last year, and staff has been busy implementing the many positive changes it represents. Additionally, staff is working toward the goal of tying all budgeted expenditures to specific Strategic Plan items (essentially creating a crosswalk between the two), thus improving accountability throughout the organization.
 - o **Response** – Significantly improving our financial position with regard to normal operations, transitioning SacRT's focus to capital expenditures and preventative maintenance. Staff is aggressively pursuing grant funding while leveraging our available cash balances.

Cindy Brooks

From: Mike Barnbaum <mike_barnbaum@comcast.net>
Sent: Saturday, May 8, 2021 2:58 PM
To: Board Comments
Cc: Cindy Brooks; Adam Green; Christopher Flores; Henry Li; Jamie Adelman; Brent Bernegger; Casey Courtright; Jason Johnson; Tamie Dramer; Barbara Stanton; Glenda Marsh; Jessica Gonzalez; Devra Selenis; James Boyle; James Drake; Carmen Alba; Kathy Sachen; Steve Miller; Patrick & Sinead Kennedy; Laura Ham; Paul Selenis
Subject: Agenda Item 5.1 - ACCEPT PUBLIC COMMENT ON THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FY 2021-2022 OPERATING AND CAPITAL BUDGET AND CONTINUE THE PUBLIC HEARING TO MONDAY, JUNE 14, 2021

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

The finance team consisting of Jamie Adelman, Brent Bernegger, Casey Courtright, Jason Johnson, and Paul Selenis not only continue to do a fantastic job, but continue to impress, especially during budget season. Thank you all for holding a "Zoom Call" one week ago to discuss this budget in detail and describe both the opportunities and challenges ahead. This budget allows for service improvements on Light Rail, SmarTride, fixed route bus service, SacRT GO Paratransit services, as well as collaborative service improvements with recently annexed cities into SacRT like Citrus Heights, Elk Grove, and Folsom. With that, Chair Miller, and Vice Chair Kennedy, in recognizing the hard and dedicated work of this team, I would like to make an intent motion to approve the FY 2022 preliminary budget, and direct staff to bring back, on a time and date certain of Monday, October 25th, an amended budget that would address the existing financial unknowns at this moment like the financial results of the American Rescue Plan, the American Jobs Plan, the American Families Plan, the final FFY 2022 Federal Budget and the FY 2022 signed State Budget for inclusion in a formal motion to adopt a final FY 2021-2022 budget at that time. Thank you very much for the opportunity to make this prepared comment, and associated intent motion on this item.

Cindy Brooks

From: rftm rftm.info <rftm@rftm.info>
Sent: Monday, May 10, 2021 1:02 PM
To: Board Comments
Cc: Brent Bernegger
Subject: Board item 5.1 Preliminary FY 2022 Operating and Capital Budget Comments

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Hello Chair Miller and Directors

We have a concern about how SacRT has changed its Fiscal Impact reporting format. In the old format, it stated if the funds were budgeted, and which funding source would pay. A more of summary format.

See the example in the link:

[Fiscal Impact example](#)

The new format does not report like that. It does not provide a summary. The fiscal impact is in the discussion portion of the staff paper or directs people to the FY2022 budget, sending them to search for the funding citation.

We maintain it is easier for people to read the old fiscal impact format and suggest staff go back to the previous format.

Thank you for your time and attention to our comments.

"B"

Barbara Stanton

Director

RiderShip for the Masses Group

rftm@rftm.info

(916) 601-3641 (Mobile)

RESOLUTION NO. 21-06-0071

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

June 14, 2021

ADOPT THE FY 2022 OPERATING AND CAPITAL BUDGETS AND VOTE ALLOCATIONS

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

THAT, the Board of Directors hereby finds the level of service to be rendered in each city and county in which the Sacramento Regional Transit District will operate is commensurate with the level of tax and financial support to be derived from each such city and county.

THAT, the Sacramento Regional Transit District's FY 2022 Operating Budget of \$214.3 million and **a revised** Capital Budget of ~~\$58.3 million~~ **\$1.24B with \$367M of funded projects in FY 2022** as set forth in attached Exhibit A, are hereby approved.

THAT, the following voting distribution for FY 2022 as tabulated in the "Schedule of Weighted Voting Distribution" in the attached Exhibit A, is hereby approved.

Jurisdiction	Votes
County of Sacramento	32
City of Sacramento	28
City of Rancho Cordova	9
City of Citrus Heights	9
City of Elk Grove	13
City of Folsom	9
Total	100

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



Sacramento Regional Transit District

**Abridged Budget
Fiscal Year 2021-2022**

June 14, 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	16
Revenues.....	16
Expenses.....	20
Positions.....	23
Capital Improvement Plan.....	26
Project Overview.....	26
Impact of Capital Improvements on the Operating Budget	27
Capital Improvements by Category.....	28
Capital Improvement Revenues.....	29
Capital Funding Allocations	33
Capital Project Funding Addition Descriptions	37



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

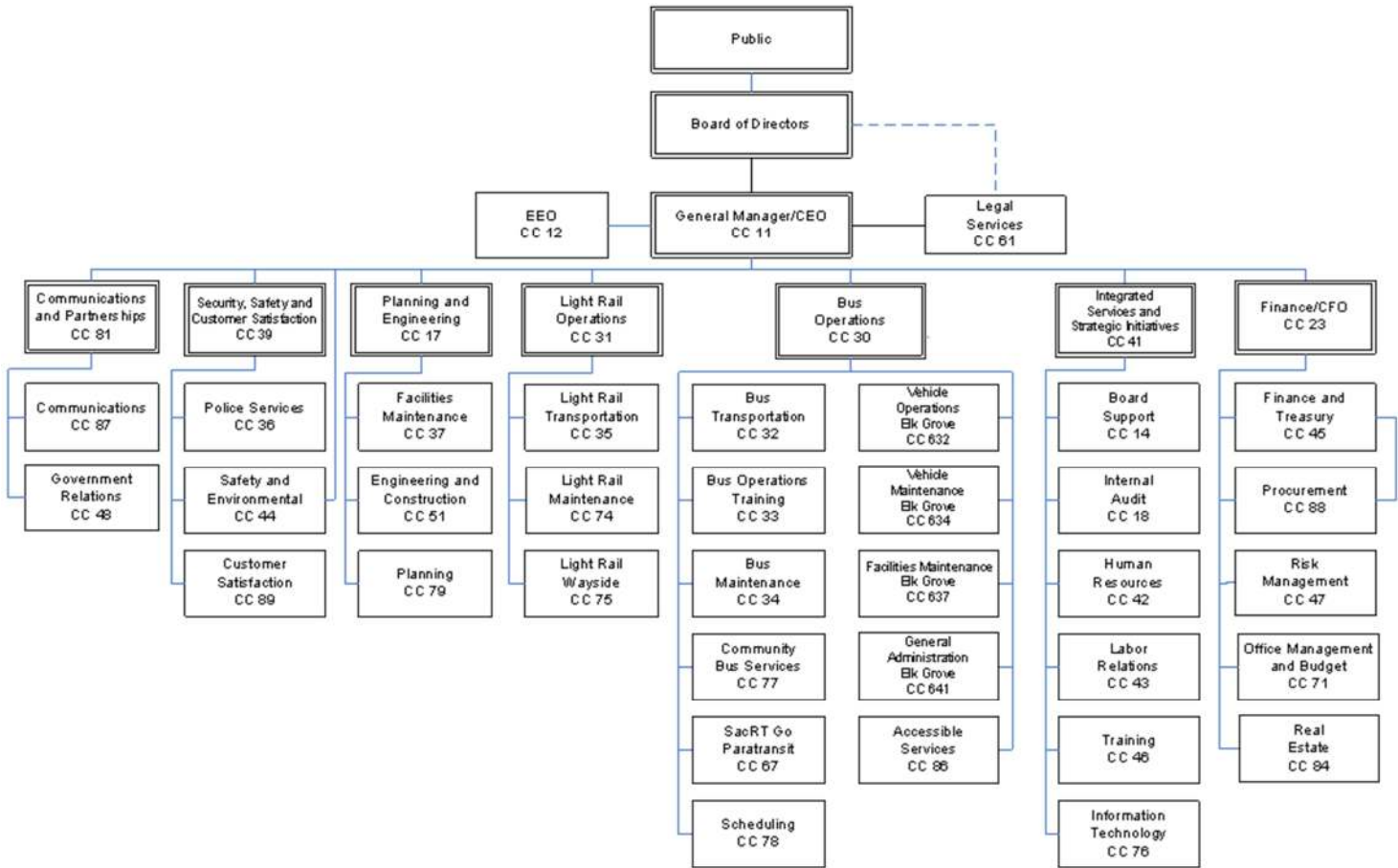
Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Lisa Saldana
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 servicing Elk Grove
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
July 2021	Annexed Elk Grove services

Strategic Plan

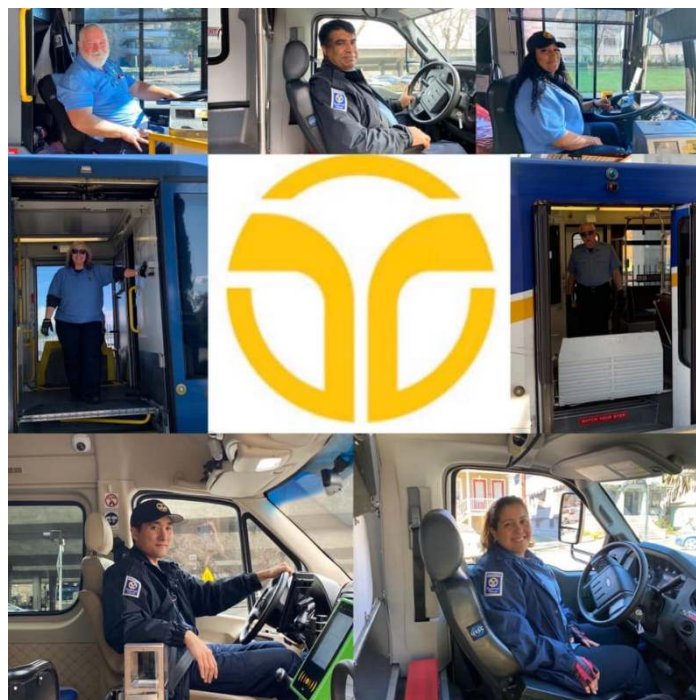
Adopted by the Board of Directors in October 2020, Sacramento Regional Transit's (SacRT) Strategic Plan details SacRT's strategic initiatives, key performance indicators, and identifies tactics that teams and individuals within the agency will work on to achieve strategic goals over the 2021-25 fiscal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

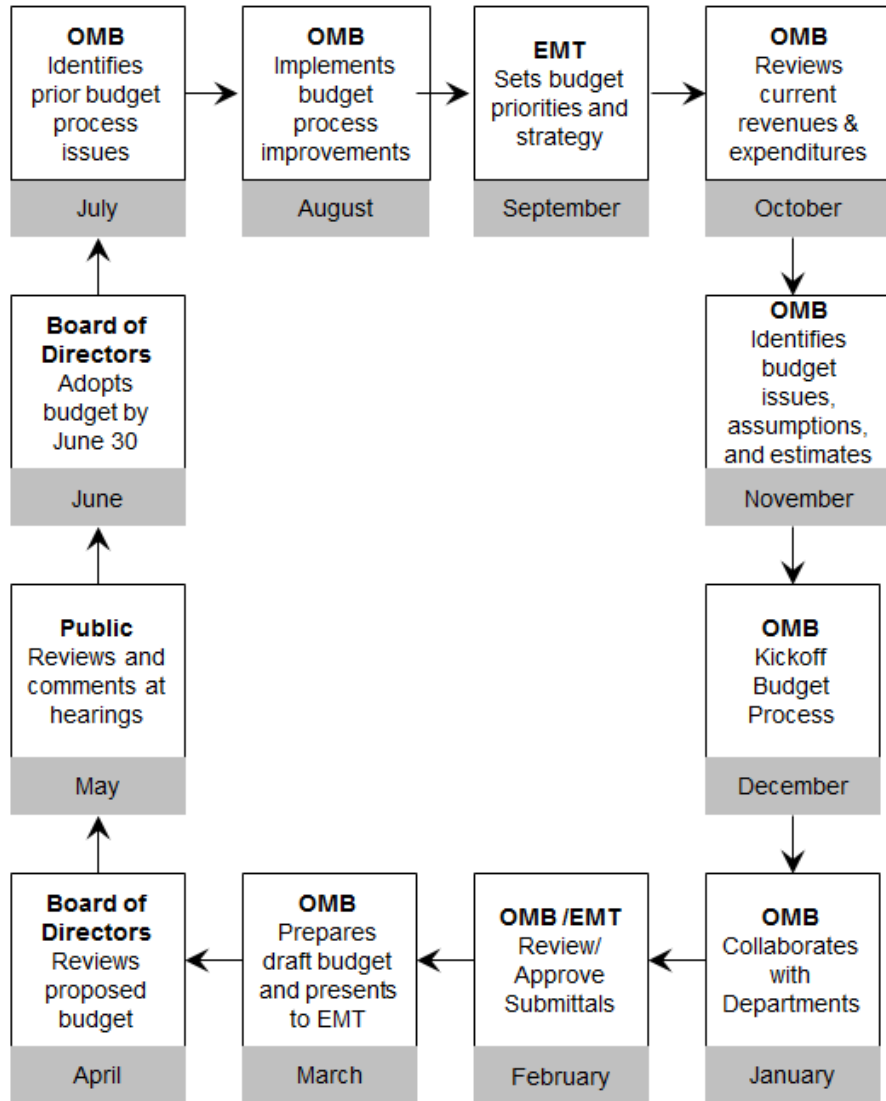
Six core principles guide individuals, teams, and the entire SacRT organization:

- **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. Eleven directors are appointed by “member entities” and represent jurisdictions annexed into SacRT’s district.

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 proposed 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 Proposed 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	32
City of Sacramento	Annex	32	28
City of Rancho Cordova	Annex	9	9
City of Citrus Heights	Annex	10	9
City of Elk Grove	Contract/Annex	3	13
City of Folsom	Annex	9	9
Total		100	100



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	1. Federal Funds are draft only and subject to change based on SACOG's approval of the apportionments prior to final budget adoption.					
102205(b)(7)	<u>Allocation of Federal Funds to jurisdictions other than RT</u>	3,291,917						
102205(b)(8)	<u>FY 21 Federal Funds Available for use in RT Service Area:</u>	37,159,279						

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	Yes		
102100.2, 102100.3	4	3	1	1	1	1	11	
102105.1(d)(2)(D)	<u>Federal Funds Attributed to Entity (Total Federal Funding x Share of Population):</u>	12,418,631	14,432,664	1,906,271	2,132,943	1,984,306	4,280,749	37,155,564
102105.1(d)(2)(A), 102205(b)(3)	<u>FY 22 State TDA Funds Made Available to RT:</u>	26,316,911	30,615,004	4,037,230	4,522,948	4,223,158	8,755,004	78,470,255
102105.1(d)(2)(B), 102205(b)(4)	<u>FY 21 Funds Provided Under Contract:</u>	115,000	-	450,000	0	0	0	565,000
102105.1(d)(2)(C), 102205(b)(5)	<u>FY 21 Other Local Funds</u>	0	0	0	0	0	0	0
102105.1(d)(2)	<u>Total Financial Contribution:</u>	38,850,542	45,047,668	6,393,501	6,655,891	6,207,464	13,035,753	116,190,819
102105.1(d)(2)	<u>Proportionate Financial Contribution:</u>	33.44%	38.77%	5.50%	5.73%	5.34%	11.22%	100%

Voting Calculation

	City of Sacramento	County of Sacramento	Rancho Cordova	Citrus Heights	Folsom	Elk Grove	Totals:	
102105.1(d)(1)	<u>Incentive Shares (5 for member jurisdictions)</u>	5	5	5	5	5	30	
102105.1(d)(2)	<u>Financial Contribution Shares (Proportionate Financial Share x Remainder of 100 shares):</u>	23.4080	27.1390	3.8500	4.0110	3.7380	7.8540	70
102105.1(d)(3)	<u>Total Shares:</u>	28.4080	32.1390	8.8500	9.0110	8.7380	12.8540	100
102105.1(d)(4)(i)	<u>Shares After Rounding:</u>	28	32	9	9	9	13	100
102105.1(d)(4)(i), 102105.1(d)(4)(ii)	<u>Share Adjustment (To Ensure 100 Shares):</u>	28	32	9	9	9	13	100
102105.1(d)(7)	<u>Distribution of Shares Among Members (Assuming All Members Present to Vote):***</u>							
	Member 1	7	11	9	9	9	13	
	Member 2	7	11	N/A	N/A	N/A	N/A	
	Member 3	7	10	N/A	N/A	N/A	N/A	
	Member 4	7	N/A	N/A	N/A	N/A	N/A	
	Member 5	N/A	N/A	N/A	N/A	N/A	N/A	
	<u>Total Votes:</u>	28	32	9	9	9	13	100

* In addition to the funding identified above, RT projects the following funds for operating purposes: \$51,636,000 - 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:

- **Budgeting Modernization** - Add value to the organization through process modernization and efficiency. Analyze and apply best practices in existing and future capital projects, equipment purchases, and major studies in conjunction with construction and completion schedules, and in consort with financing plans.
- **Accounting, Payroll, Retirement Services** - Create efficiencies between payroll, retirement services and human resources by reviewing internal processes, evaluating current procedure efficiency, identifying opportunities for improving, creating a roadmap for changes, and implementing changes to modernize and create more efficient procedures agencywide. Leverage our systems to deliver a better employee self-service experience for payroll related requests, access to information, updating personal information, and reducing or remove paper processes.
- **Procurement Procedure Efficiency** - Continuing to educate our internal customers by explaining the procurement process, continuing to require use of procurement support form for project managers to capture project information, provide training to system users, provide proactive support for procurements, and engage in internal discussions with departments to improve procedural efficiencies in active and future procurements.
- **Revenue and Analytics** - To provide timely and accurate reporting for District Fare Revenues and Ridership information to support other departments in making key decisions regarding fares and service levels. Provide support for innovative fare project and partnerships and provide oversight of the Connect Card Regional Service Center for SacRT and the participating partner agencies.
- **Risk Management Information System (RMIS)** - RMIS will improve operational excellence, customer satisfaction, and employee engagement by providing a more accurate and comprehensive database platform for reporting, identifying, managing, and preventing adverse loss.
- **Internal Audit** - Provide an independent evaluation and consultation activity to improve SacRT's operational efficiency, comply with laws and regulations, and accurately report financial operations.
- **IT Security Modernization** - Ensure a secure information technology infrastructure and the use of information technology resources that supports the mission of SacRT and promotes the following goals: To ensure the integrity, reliability availability, and performance of IT resources; and to ensure that IT resources are used for their intended purposes.
- **Bus Maintenance Modernization** - Pursue a variety of projects to improve our current bus maintenance systems including background information systems and physical equipment. These improvements will decrease labor demands, create procedural efficiencies, provide real-time data and analytics, and provide more oversight and controls of resources.

SacRT Major Goals and Objectives in FY 2022 (continued)

- **Light Rail Efficiency** - Process will focus on workforce development and training to ensure safe trips and operator proficiency, reduction of light rail revenue trip cancelations and overtime labor costs by increasing regular daily operator availability in the following manner: Development of a more efficient process to ensure the following: reduction in customer complaints; reduction in preventable accidents; maintenance of maximum level light rail operator staffing; reduction in absenteeism; and optimal performance in management of extra-board assignments to include a reduction in the use of day off operators.
- **Increase Availability of Light Rail Vehicle Fleet** - To continue supplying operations and customers with clean, reliable light rail vehicles that are ready for service. Ensure that preventative maintenance targets and spare ratios are met to support required vehicle availability for consistent daily pullout.
- **Capital Improvements and State of Good Repair** - Ensuring efficient project delivery by working collaboratively with other departments in order to see projects successfully through environmental clearance, design and construction to completion. Coordinating schedule and budget compliance with partner departments on critical projects to upgrade, replace and implement new infrastructure across the district.
- **Proactive Maintenance Planning and Implementation of CMMS** - Develop a plan for preventative maintenance using a new computerized maintenance management system (CMMS) system to minimize equipment failure, extend the life of critical assets, create system efficiencies, and reduce unplanned costs and unscheduled downtime.
- **Integrated Risk Identification System Implementation and Training** - Implement integrated risk management (IRM) practices and processes supported by a risk-aware culture and Integrated Risk Identification System (IRIS), that improves decision making and performance through an integrated view of how well SacRT manages its unique set of risks.
- **Grant Application and Request** - Committed to identifying and securing additional funding to support critical strategic projects throughout the agency. Coordinate closely with project management teams to ensure successful funding and support completion of projects in a timely and efficient manner.

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:

1. **Communications Plan and Marketing Campaign** - Increase engagement with our customers and community through a variety of virtual and in person public outreach and informational events. Promote increasing ridership in a post pandemic setting and ensure that our riders feel safe and confident when they return to our system.
2. **Governmental and Community Relations** - To raise the profile and awareness of the agency throughout the community. To identify new funding opportunities or policies that will be supportive of public transit in our region. To look for partnerships that bring in more community and ridership benefit.
3. **Property Access, Management and Acquisitions** - Monitor and track use of SacRT property to evaluate economic, health, safety, quality of life, education, and environmental impacts of projects, in addition to transit ridership generation. Acquire additional property for system and agency expansion or find ways to better utilize existing property with the goal of increasing ridership. Show that we are leading toward better economic and community benefits through real estate projects that contribute toward improving community value and support in the region, but do not negatively impact transit ridership. Activate our property to increase transit ridership as well as be a valued part of the communities we serve. Identify ways to generate revenue from property that would contribute to transit improvements.

SacRT Major Goals and Objectives in FY 2022 (continued)

4. **Community Bus Service Implementation** - Continue to provide an innovative public transit solution in the Sacramento region for essential travel, especially in our disadvantaged communities, to access food, healthcare and frontline jobs during the pandemic. Support continued growth in ridership by providing convenient, efficient, and easy to use service. SmarT Ride is a lifeline for residents to safely travel around their community to access essential services.
5. **Innovative Planning Projects** - To establish district wide planning initiatives with a clear vision of goals to guide future planning and investments in the system. Successfully lead the district's large planning initiatives for better access and mobility options and develop robust plans that will serve as blueprints for how SacRT will spend anticipated revenues in the coming decades.
6. **Police Services Engagement with Homeless Population** - Collaborate, coordinate, and partner with service providers in the region to break down silos, build strong relationships, and improve outcomes for our unhoused population. Provide improvements in the lives and mobility of unhoused riders and community members by increasing awareness of and access to resources including shelter, mental health and substance abuse support. Address community concerns and system safety risks by reducing chronic issues and safety hazards across the system, especially focused along light rail tracks and right of ways.

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:

1. **Employee Retention** - Implement changes to Exit Interview Survey to increase employee participation to help identify ways to create and foster an environment that encourages current employees to remain with SacRT. Identify areas of recruitment process that cause delays in hiring new employees to fill vacancies and implement changes to process to eliminate the risk of losing good candidates to other employers. Metrics focus on improving process efficiency which ultimately impacts SacRT's overall success in line with the Strategic Plan.
2. **Labor Engagement and Education** - Provide employees a supportive and inclusive opportunity for engagement on performance management, best practices in responding to performance concerns, attendance problems, misconduct issues or workplace conflicts. Ensure requests and questions are handled quickly and consistently to support employees and maintain high a level of engagement. Provide employees with the resources and tools they need to stay engaged at work and focused on the overall success of the agency.
3. **Strategic Planning and Performance Projects** - Development of robust outcome-based strategic project management plan, reporting progress, and training resources. Projects will focus on improving process efficiency, supporting everyone in the agency to see how their work connects to SacRT's overall success, and maintain a focus on achieving results in line with the Strategic Plan.

SacRT Major Goals and Objectives in FY 2022 (continued)

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:

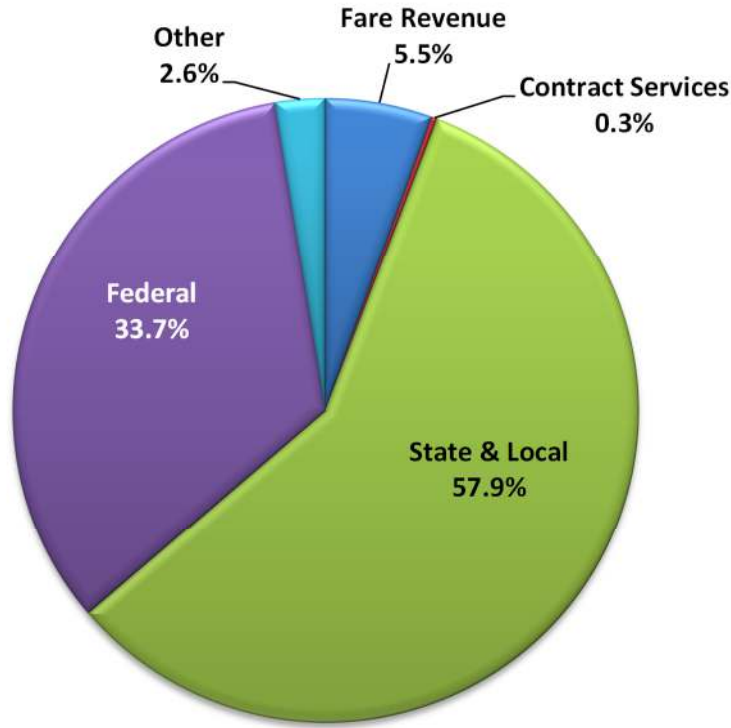
- **Customer Service Process Modernization** - To continue to provide excellent customer service to SacRT employees and customers. Provide training and empower customer satisfaction employees to understand new procedures and technologies that are being implemented across the system. Quickly and efficiently responding to customer inquiries in a effective and efficient manner.
- **Security Support and Fare Inspection** - To provide robust customer service and promote safety and security across our system. Focused on developing team members and empowering them to better serve the community and support strategic initiatives across the system. Staff provide continuous and consistent customer service to all passengers and are the first to respond to resolve security issues, support RTPS sworn officers' investigations, and provide real time notification to customers via the public address system and Alert SacRT mobile app.
- **Prioritizing Bus Safety and Customer Satisfaction** - Provide efficient and reliable service to ensure our customers feel safe and comfortable returning to our system. Create a workplace that provides the highest level of safety and strategically works to eliminate and reduce incidents across our system. Ensure the safety of passengers and operators is central to our long-term planning and goals.
- **SacRT GO Paratransit Service** - Actively engage with riders and employees as SacRT's paratransit service operation expands more broadly in the region. SacRT's focus is on working with our partners in the disability, elderly and transit communities to develop and operate an ADA paratransit service model that complements our accessible transit system and meets the mobility needs of all members of our community.



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	600	(5,780)	-90.6%
State & Local	104,031	114,880	109,728	124,095	14,367	13.1%
Federal	35,750	35,080	71,247	72,205	958	1.3%
Other	8,551	16,417	4,876	5,540	664	13.6%
Total	\$ 177,492	\$ 194,501	\$ 204,408	\$ 214,287	\$ 9,879	4.8%
Operating Surplus/(Deficit)	3,297	12,793	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

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 \$14.4M above FY 2020-2021 (approximately \$5M of this increase is attributed to the annexation of Elk Grove with a corresponding decrease in Contract Services revenues). 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 \$31.1M 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 Proposed Budget proposes \$11.8 million in Fare Revenue, a decrease of \$0.4 million (2.8%) from the FY 2021 Amended 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 the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection shuttle services.

The FY 2022 Proposed Budget proposes \$0.6 million in Contracted Services revenue, a reduction of \$5.8 million (90.6%) from the FY 2021 Amended Budget of \$6.4 million.

- This reflects a reduction of \$5.9 million in Elk Grove contracted services due to City of Elk Grove annexation.
- 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 Proposed Budget proposes \$124.1 million in state and local funding revenue, an increase of \$14.4 million (13.1%) from the FY 2021 Amended Budget of \$109.7 million.

- This reflects a \$3.2 million or 6.5% increase in sales tax estimates for Measure A over the FY 2021 Amended 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 \$14.8 million or 32.4% increase in TDA-LTF over the FY 2021 Amended Budget to reflect trends in sales tax collection and the City of Elk Grove annexation.
- 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 \$3.7 million in TDA-STA, which eliminates TDA-STA from operating budget and transfers it to capital budget with exceptions of \$0.1 million of Elk Grove STA.

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 Proposed Budget proposes \$72.2 million in federal funding, an increase of \$1.0 million (1.3%) from the FY 2021 Amended 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.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital with exception of \$1.4 million of Section 5307 for Elk Grove that are budgeted in operating budget.
- This budget includes \$31.1 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$38.3 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**

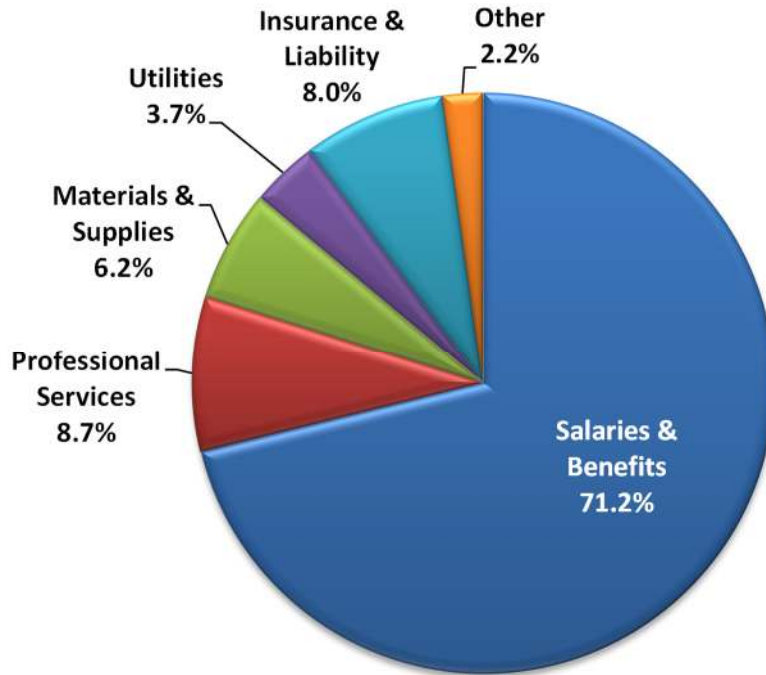
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2022 Proposed Budget includes \$5.5 million in other revenue, which is an increase of \$0.6 million (13.6%) from the FY 2021 Amended 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 Amended 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	\$ 152,505	\$ 8,930	6.2%
Professional Services		22,776	22,137	19,628	18,621	(1,007)	-5.1%
Materials & Supplies		10,844	11,490	13,818	13,304	(514)	-3.7%
Utilities		6,761	6,821	7,828	8,018	190	2.4%
Insurance & Liability		14,011	9,931	14,917	17,036	2,119	14.2%
Other		3,262	3,038	4,642	4,803	161	3.5%
Operating Expenses	\$	174,195	\$ 181,708	\$ 204,408	\$ 214,287	\$ 9,879	4.8%

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 Proposed Budget proposes \$152.5 million for salaries and benefits, an increase of \$8.9 million (6.2%) from the FY 2021 Amended Budget of \$143.6 million.

- The Fiscal Year 2022 Proposed Budget includes 1,450 funded positions, which is an increase of 27 funded positions from the Fiscal Year 2021 Amended Budget of 1,423 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$4.1 million (5.1%) from the FY 2021 Amended Budget of \$81.0 million. This reflects various District position salary adjustments and the cost of additional positions for SacRT new Paratransit service.
- Fringe Benefit costs increased by \$4.4 million (6.8%) from the FY 2021 Amended Budget of \$64.6 million. This reflects an increase of \$0.4 million in FICA costs, \$2.4 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.7 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings decreased by \$0.4 million (-19.8%) from the FY 2021 Amended 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 Proposed Budget proposes \$18.6 million for Professional Services, a reduction of \$1.0 million (-5.1%) from the FY 2021 Amended Budget of \$19.6 million.

- This budget includes \$6.5 million in security services cost.
- This budget includes \$3.1 million in outside services cost.
- This also includes \$1.2 million in software/cloud services cost.
- This includes \$0.6 million in Paratransit maintenance cost.
- This budget includes a reduction of \$2.1 million in Contract maintenance due to numerous IT upgrades included in FY 2021 Amended budget that are not on-going operating cost.
- This reflects a \$0.1 million increase in tire lease cost due to additional tires needed for Paratransit vehicles.
- 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 Proposed Budget proposes \$13.3 million for materials and supplies, a reduction of \$0.5 million (-3.7%) from the FY 2021 Amended Budget of \$13.8 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 budget reflects a \$0.8 million increase in CNG cost due to additional Elk Grove buses that need to be fueled.
- This also includes an increase of \$0.2 million in bus parts due to an increased number of vehicles serviced.

Utilities

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

The FY 2022 Proposed Budget proposes \$8.0 million for Utilities, an increase of \$0.2 million (2.4%) from the FY 2021 Amended 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 Proposed Budget proposes \$17.0 million for Insurance & Liability, an increase of approximately \$2.1 million (14.2%) from the FY 2021 Amended 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 \$1.7 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 increases in FY 2022 estimated insurance premium costs due to a tighter and more competitive insurance market.

Other

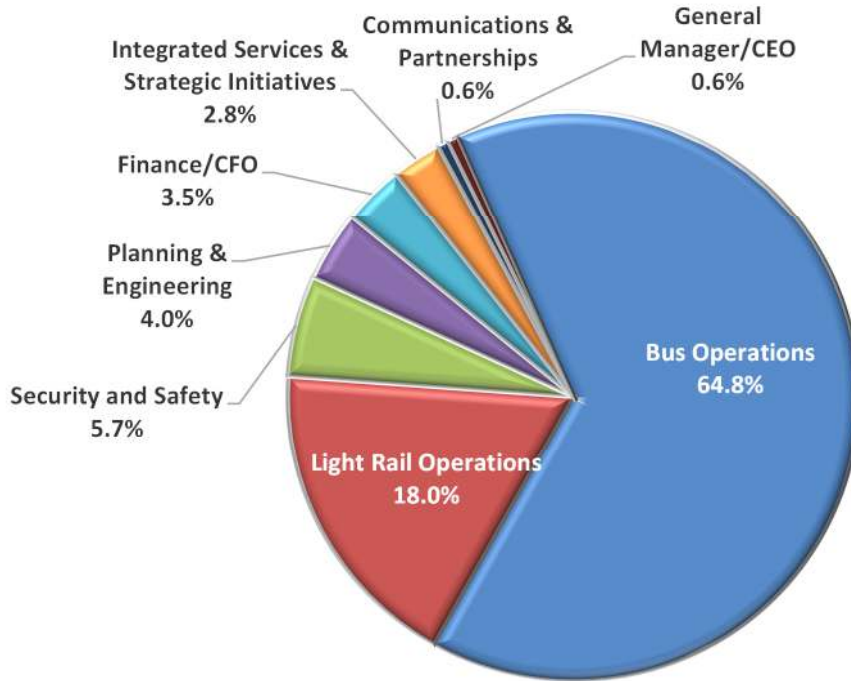
This category includes but is not limited to travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2022 Proposed Budget proposes \$4.8 million for other expenditures, an increase of \$0.2 million (3.5%) from the FY 2021 Amended Budget of \$4.6 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 reduced line of credit usage.
- This budget reflects a reduction of \$0.1 million in banking fees due to SacRT improved financial condition.
- This budget reflects an increase of \$0.5 million in property leases due to Elk Grove facility lease cost.
- This budget reflects an increase of \$0.1 million in Contingency account.

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 Proposed 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 Manager, Training and Workforce Development, 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 Amended 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 Proposed 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:

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

R327 Sac Valley Station Loop Design/Construct.

Other

M008 Transit Action (Long-Range) Plan Update

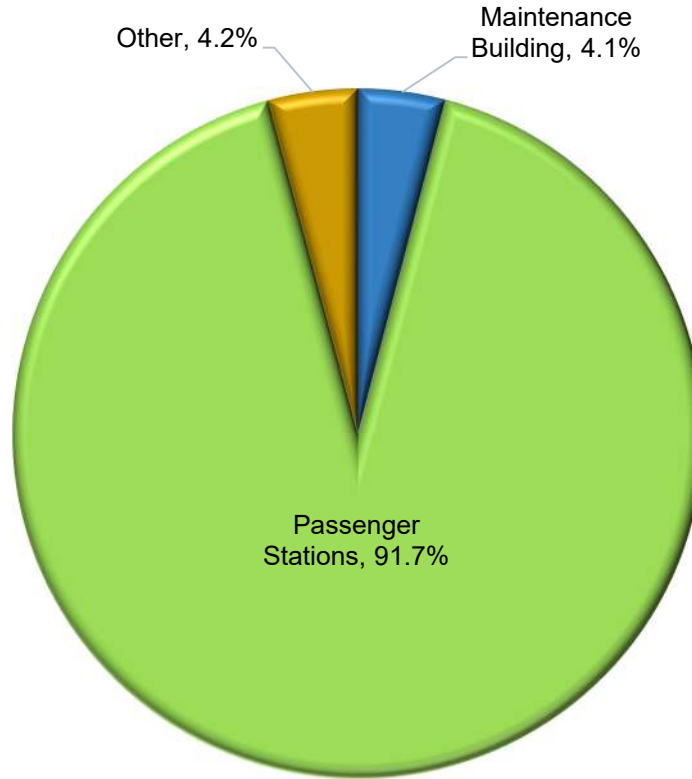
M004 Operating Revenue Bonds, Series 2012 Payment

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 Additions by Categories

	<u># of Projects</u>	<u>Total Budget</u>	<u>% of Total</u>
Maintenance Building	1	\$ 2,380,000	4.1%
Passenger Stations	4	\$53,461,691	91.7%
Other	2	\$ 2,450,475	4.2%
	7	\$58,292,166	100.0%



Capital Improvement Revenues

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Guideway									
404	Green Line to the River District (GL-1)	49,762,000	187,703	-	-	-	-	-	187,703
410	South Sacramento Corridor Phase 2 LR Extension	270,000,000	6,451,171	-	-	-	-	-	6,451,171
F019	Instrument House and Signal Case Wraps	258,386	3	-	-	-	-	-	3
G238	Biennial Bridge Inspections / Repairs	251,873	12,251	-	-	-	-	-	12,251
M019	Arcade Creek Bridge Environmental Clearance	110,000	110,000	-	-	-	-	-	110,000
R010	Light Rail Crossing Enhancements	1,919,676	1,261,896	-	-	-	-	-	1,261,896
R322	Green Line Draft EIS / EIR	4,195,809	130,837	-	-	-	-	-	130,837
R328	Green Line Final EIS/EIR	1,400,000	1,400,000	-	-	-	-	-	1,400,000
R344	Enhanced Employee Protection Warning System	968,404	2,622	-	-	-	-	-	2,622
R350	TPSS A1 / A055 RC Relocation	5,511,008	5	-	-	-	-	-	5
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	67,300,000	66,508,677	-	-	-	-	-	66,508,677
R364	Bidwell Instrument House Replacement	500,000	467,115	-	-	-	-	-	467,115
R374	TPSS A1 Negative Return Cable Replacement	184,390	184,390	-	-	-	-	-	184,390
R400	Light Rail State of Good Repair Maintenance	500,000	500,000	-	-	-	-	-	500,000
S030	Downtown/Riverfront Streetcar Project	200,000,000	188,668,127	-	-	-	-	-	188,668,127
T052	Track Warrant Controlled Access System	195,168	78,758	-	-	-	-	-	78,758
		603,056,714	265,963,554	-	-	-	-	-	265,963,554
Revenue Vehicles									
651	Siemens Light Rail Vehicle Mid-Life Overhaul	9,946,412	729,776	-	-	-	-	-	729,776
B100	Existing Bus Fleet Replacement (2020 - 2035)	21,629,000	21,629,000	-	-	-	-	-	21,629,000
B142	Neighborhood Ride Vehicle Replacements	2,689,028	17,792	-	-	-	-	-	17,792
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	1,457,493	617,295	-	-	-	-	-	617,295
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	5,519,200	-	-	-	-	-	5,519,200
B164	Airport Service Expansion ZEB Buses (10-40')	9,926,957	9,875,570	-	-	-	-	-	9,875,570
B170	CNG Tank Replacements - 2006 Orion Buses	370,000	370,000	-	-	-	-	-	370,000
B173	40' CNG Buse Replacements (91)	63,500,000	63,500,000	-	-	-	-	-	63,500,000
B178	Folsom Cutaway Bus Replacement	1,378,145	1,354,762	-	-	-	-	-	1,354,762
P009	Paratransit Vehicle Replacement (approx. 40+)	7,263,520	35,256	-	-	-	-	-	35,256
P012	Cutaway Vehicle Ride Improvement	925,000	925,000	-	-	-	-	-	925,000
P013	SacRT GO Vehicle Replacement	2,600,000	2,600,000	-	-	-	-	-	2,600,000
P014	SmaRT Ride Vehicle Replacement	1,525,000	1,525,000	-	-	-	-	-	1,525,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	995,000	479,071	-	-	-	-	-	479,071
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	25,564,495	(449)	-	-	-	-	-	(449)
R100	Replacement Light Rail Vehicles (18)	235,736,851	235,736,851	-	-	-	-	-	235,736,851
R115	Replacement New Low-Floor LRVs (13)	75,820,672	55,217,444	-	-	-	-	-	55,217,444
R125	CAF Fleet Mid-Life Component Overhaul	106,230,277	106,230,277	-	-	-	-	-	106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	42,081,599	30,919,253	-	-	-	-	-	30,919,253
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	46,500,000	46,500,000	-	-	-	-	-	46,500,000
		661,658,649	583,781,098	-	-	-	-	-	583,781,098



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Maintenance Building									
715	Bus Maintenance Facility 2 (Phase 1 & 2)	25,383,587	1,096,418	-	-	-	-	-	1,096,418
B144	BMF1 CNG Fueling Facility Upgrades	4,285,684	3,863,214	-	-	-	-	-	3,863,214
B151	Above Ground Gas Tank	2,000,000	2,000,000	-	-	-	-	-	2,000,000
B153	BMF1 Ground Well Monitoring	153,683	21,366	-	-	-	-	-	21,366
B165	Electric Bus Charging Infrastructure	7,000,000	6,865,601	2,380,000	-	-	-	2,380,000	9,245,601
B180	BMF 1 In-Ground Lift Replacement	872,154	872,154	-	-	-	-	-	872,154
B400	Bus System Capital Improv. State of Good Repair	500,000	500,000	-	-	-	-	-	500,000
F033	Cutaway and Non-Revenue Fuel Station	805,000	805,000	-	-	-	-	-	805,000
F035	South Area BMF	70,725,000	70,725,000	-	-	-	-	-	70,725,000
R324	Light Rail Portable Jacking System	175,000	52,596	-	-	-	-	-	52,596
R343	Whiting In-Floor Hoist Inspection and Repair	254,817	152,653	-	-	-	-	-	152,653
R362	Light Rail Wheel Truing Machine Procurement	3,400,000	3,400,000	-	-	-	-	-	3,400,000
R363	Tamper Refurbishment	89,880	89,822	-	-	-	-	-	89,822
R371	Y1 Substation Installation	2,760,000	2,760,000	-	-	-	-	-	2,760,000
R373	Material Storage System	655,000	655,000	-	-	-	-	-	655,000
		119,059,805	93,858,823	2,380,000	-	-	-	2,380,000	96,238,823
Passenger Stations									
B134	Fulton Avenue Bus Shelters / Bus Stops	169,435	14,158	-	-	-	-	-	14,158
B150	Watt I-80 Transit Center Improvements	10,410,780	10,199,037	504,291	-	-	-	504,291	10,703,328
B171	Citrus Heights Bus Stop Improvements	200,000	200,000	-	-	-	-	-	200,000
B172	Folsom Bus Stop Improvements	200,000	200,000	-	-	-	-	-	200,000
B179	Bus Stop Improvements	1,461,166	1,461,166	-	-	-	-	-	1,461,166
M018	Bus Stop Improvement Plan	225,000	225,000	25,000	-	-	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	19,687,600	17,616,414	6,112,400	4,809,000	-	-	1,303,400	23,728,814
R135	Horn Light Rail Station	5,840,604	5,299,547	-	-	-	-	-	5,299,547
R314	Light Rail Station Low Floor Vehicle Conversion	86,250,000	85,240,528	-	-	-	-	-	85,240,528
R327	Sacramento Valley Station Loop Design/Construct.	87,300,000	87,272,368	46,820,000	-	-	-	46,820,000	134,092,368
R347	Watt I-80 Elevator Replacement	990,000	526,612	-	-	-	-	-	526,612
		212,734,585	208,254,831	53,461,691	4,809,000	-	25,000	48,627,691	261,716,522
Fare Collection									
R354	Fare Vending Machine (FVM) Enhancements	9,745,317	1,637,378	-	-	-	-	-	1,637,378
T041	Upgrade for Connect Card	35,000	35,000	-	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	118,000	20,836	-	-	-	-	-	20,836
T053	Connect Card Initial Project Launch	175,000	-	-	-	-	-	-	-
T059	Farebox-FVM-Zip Pass Integration	650,000	649,800	-	-	-	-	-	649,800
T067	Connect Card Version 2.0	7,500,000	7,500,000	-	-	-	-	-	7,500,000
		18,223,317	9,843,014	-	-	-	-	-	9,843,014



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Com/IT Systems									
964	Trapeze Implementation (TEAMS)	2,164,212	142	-	-	-	-	-	142
B147	Bus Maintenance Management Software Program	414,500	392,961	-	-	-	-	-	392,961
B169	Microtransit Scheduling Software	192,000	54,538	-	-	-	-	-	54,538
B174	Disruption Manager Software	214,866	214,866	-	-	-	-	-	214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	652,630	652,630	-	-	-	-	-	652,630
B176	Drive Cam	454,590	454,590	-	-	-	-	-	454,590
B177	Trapeze OPS Web	251,000	251,000	-	-	-	-	-	251,000
M009	Radio Communications System Upgrade	2,163,908	36,772	-	-	-	-	-	36,772
P011	Paratransit Service Start Up	2,000,000	154,618	-	-	-	-	-	154,618
R355	Automatic Passenger Counters for LRT	1,310,000	43,556	-	-	-	-	-	43,556
R357	Dynamic Message Signs (NEC/Blue Line)	344,412	-	-	-	-	-	-	-
T018	Building Access Upgrades	128,116	2,545	-	-	-	-	-	2,545
T022	Handheld Smart Card Reader	120,776	8,985	-	-	-	-	-	8,985
T025	Surveillance and Security Facilities Enhancements	277,986	327	-	-	-	-	-	327
T062	Data Center UPS Runtime Increase	350,000	308,588	-	-	-	-	-	308,588
T066	Historic Folsom Camera Enhancements	88,607	88,607	-	-	-	-	-	88,607
T068	Palo Alto Core Firewall Replacment	123,000	123,000	-	-	-	-	-	123,000
		11,250,603	2,787,725	-	-	-	-	-	2,787,725
Admin Building									
F020	HVAC Replacements - Admin & Maint Buildings	95,325	72,533	-	-	-	-	-	72,533
F021	Facilities Maintenance & Improvements	818,996	505,455	-	-	-	-	-	505,455
F028	Administrative Equipment Optimization	700,000	700,000	-	-	-	-	-	700,000
F030	Admin Building Lobby Remodel	200,000	149,398	-	-	-	-	-	149,398
F031	R Street Operation & Security Build Out	750,000	663,485	-	-	-	-	-	663,485
F034	1225 R Street - Electric & Mechanical Upgrade	570,000	570,000	-	-	-	-	-	570,000
F400	Facility Capital State of Good Repair	500,000	500,000	-	-	-	-	-	500,000
		3,634,321	3,160,871	-	-	-	-	-	3,160,871
Service Vehicles									
B141	Non-Revenue Vehicles	4,726,342	353,298	-	-	-	-	-	353,298
G225	Non-Revenue Police Vehicle Replacement	3,067,042	983,552	-	-	-	-	-	983,552
G239	Non-Revenue Police Vehicle Replacement	1,480,000	1,480,000	-	-	-	-	-	1,480,000
		9,273,384	2,816,850	-	-	-	-	-	2,816,850



Capital Improvement Revenues (continued)

ID	Project Name	Previous Approved Capital Budget	Carry Forward	FY 22 Budget Increases	Funding Additions				Board Authorized Amount
					Federal	State	Local	TBD	
Other									
A007	Easton Development Grade Crossing	50,000	27,941	-	-	-	-	-	27,941
A009	Folsom Streetscape	83,169	19,952	-	-	-	-	-	19,952
A015	Caltrans Brighton Overhead Design Build Support	262,209	179,084	-	-	-	-	-	179,084
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	50,000	44,833	-	-	-	-	-	44,833
A019	Caltrans Camellia City Viaduct Overhead Structures	334,400	180,431	-	-	-	-	-	180,431
A020	Folsom Complete Street Project	45,000	42,040	-	-	-	-	-	42,040
B168	SacRT Forward (Implement Route Optimization)	885,000	112,678	-	-	-	-	-	112,678
G237	Caltrans Across the Top System Modifications	360,135	36,060	-	-	-	-	-	36,060
M002	University/65th Street Transit Center Relocation	532,647	145,009	-	-	-	-	-	145,009
M004	OPERATING Revenue Bond, Series 2012 Payment	20,700,418	644,469	2,424,475	-	-	2,424,475	-	3,068,944
M008	Transit Action (Long-Range) Plan Update	200,000	200,000	26,000	-	-	26,000	-	226,000
M011	Cemo Circle Environmental	861,000	54,257	-	-	-	-	-	54,257
M015	Capital Region High Capacity Bus Corridor Study	300,000	35,291	-	-	-	-	-	35,291
M017	Network Integration Planning Project	242,000	226,654	-	-	-	-	-	226,654
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replacemer	196,253	196,253	-	-	-	-	-	196,253
Q060	City of Folsom Preventive Maintenance	160,575	160,575	-	-	-	-	-	160,575
Q061	Yolobus Causeway Connection Ops	1,500,000	1,500,000	-	-	-	-	-	1,500,000
Q062	FY 20 5307/5339 El Dorado Transit Prev Maint	339,296	339,296	-	-	-	-	-	339,296
Q063	El Dorado Transit COVID 19-Related Activities	950,866	950,866	-	-	-	-	-	950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	4,000,000	2,000,001	-	-	-	-	-	2,000,001
T043	Emergency Drills	65,430	27,681	-	-	-	-	-	27,681
T056	Emergency Preparedness Exercises Project	67,199	12,839	-	-	-	-	-	12,839
T057	Anti-Terrorism Directed Surge Patrols	70,823	13,584	-	-	-	-	-	13,584
		32,256,420	7,149,792	2,450,475	-	-	2,450,475	-	9,600,267
Total for all Project Types		1,671,147,798	1,177,616,557	58,292,166	4,809,000	-	2,475,475	51,007,691	1,235,908,723

Capital Funding Allocations

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Guideway								
404	Green Line to the River District (GL-1)	-	187,703	-	-	-	-	187,703
410	South Sacramento Corridor Phase 2 LR Extension	-	6,451,171	-	-	-	-	6,451,171
F019	Instrument House and Signal Case Wraps	-	3	-	-	-	-	3
G238	Biennial Bridge Inspections / Repairs	-	12,251	-	-	-	-	12,251
M019	Arcade Creek Bridge Environmental Clearance	110,000	-	-	-	-	110,000	110,000
R010	Light Rail Crossing Enhancements	926,960	334,936	-	500,000	-	426,960	1,261,896
R322	Green Line Draft EIS / EIR	-	130,837	-	-	-	-	130,837
R328	Green Line Final EIS/EIR	1,400,000	-	-	-	-	1,400,000	1,400,000
R344	Enhanced Employee Protection Warning System	-	2,622	-	-	-	-	2,622
R350	TPSS A1 / A055 RC Relocation	-	5	-	-	-	-	5
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	56,458,705	10,049,972	-	-	-	56,458,705	66,508,677
R364	Bidwell Instrument House Replacement	-	467,115	-	-	-	-	467,115
R374	TPSS A1 Negative Return Cable Replacement	184,390	-	-	-	-	184,390	184,390
R400	Light Rail State of Good Repair Maintenance	500,000	-	-	-	-	500,000	500,000
S030	Downtown/Riverfront Streetcar Project	106,903,714	81,764,413	-	-	-	106,903,714	188,668,127
T052	Track Warrant Controlled Access System	-	78,758	-	-	-	-	78,758
		166,483,769	99,479,785	-	500,000	-	165,983,769	265,963,554
Revenue Vehicles								
651	Siemens Light Rail Vehicle Mid-Life Overhaul	260,011	469,765	-	-	-	260,011	729,776
B100	Existing Bus Fleet Replacement (2020 - 2035)	21,629,000	-	-	-	-	21,629,000	21,629,000
B142	Neighborhood Ride Vehicle Replacements	-	17,792	-	-	-	-	17,792
B155	Microtransit: 6 Zero Emission Vehicles & Chargers	615,000	2,295	-	-	-	615,000	617,295
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	5,519,200	-	-	-	-	5,519,200	5,519,200
B164	Airport Service Expansion ZEB Buses (10-40')	6,696,135	3,179,435	-	-	-	6,696,135	9,875,570
B170	CNG Tank Replacements - 2006 Orion Buses	-	370,000	-	-	-	-	370,000
B173	40' CNG Buse Replacements (91)	63,500,000	-	15,291,697	8,508,294	-	39,700,009	63,500,000
B178	Folsom Cutaway Bus Replacement	-	1,354,762	-	-	-	-	1,354,762
P009	Paratransit Vehicle Replacement (approx. 40+)	-	35,256	-	-	-	-	35,256
P012	Cutaway Vehicle Ride Improvement	925,000	-	-	-	-	925,000	925,000
P013	SacRT GO Vehicle Replacement	2,600,000	-	-	-	-	2,600,000	2,600,000
P014	SmaRT Ride Vehicle Replacement	1,525,000	-	-	-	-	1,525,000	1,525,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	-	479,071	-	-	-	-	479,071
R085	UTDC Light Rail Vehicle Retrofit - 14 vehicles	-	(449)	-	-	-	-	(449)
R100	Replacement Light Rail Vehicles (18)	235,736,851	-	25,000,000	51,954,078	-	158,782,773	235,736,851
R115	Replacement New Low-Floor LRVs (13)	-	55,217,444	-	-	-	-	55,217,444
R125	CAF Fleet Mid-Life Component Overhaul	106,230,277	-	-	-	-	106,230,277	106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	-	30,919,253	-	-	-	-	30,919,253
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	46,500,000	-	-	-	-	46,500,000	46,500,000
		491,736,474	92,044,624	40,291,697	60,462,372	-	390,982,405	583,781,098

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Maintenance Building								
715	Bus Maintenance Facility 2 (Phase 1 & 2)	-	1,096,418	-	-	-	-	1,096,418
B144	BMF1 CNG Fueling Facility Upgrades	902,977	2,960,237	-	-	-	902,977	3,863,214
B151	Above Ground Gas Tank	2,000,000	-	-	-	-	2,000,000	2,000,000
B153	BMF1 Ground Well Monitoring	-	21,366	-	-	-	-	21,366
B165	Electric Bus Charging Infrastructure	4,787,897	2,077,704	-	-	-	7,167,897	9,245,601
B180	BMF 1 In-Ground Lift Replacement	699,734	172,420	-	699,374	-	360	872,154
B400	Bus System Capital Improv. State of Good Repair	500,000	-	-	-	-	500,000	500,000
F033	Cutaway and Non-Revenue Fuel Station	805,000	-	-	-	-	805,000	805,000
F035	South Area BMF	70,725,000	-	-	-	-	70,725,000	70,725,000
R324	Light Rail Portable Jacking System	-	52,596	-	-	-	-	52,596
R343	Whiting In-Floor Hoist Inspection and Repair	-	152,653	-	-	-	-	152,653
R362	Light Rail Wheel Truing Machine Procurement	3,400,000	-	-	1,150,000	-	2,250,000	3,400,000
R363	Tamper Refurbishment	-	89,822	-	-	-	-	89,822
R371	Y1 Substation Installation	2,760,000	-	-	-	-	2,760,000	2,760,000
R373	Material Storage System	655,000	-	-	-	-	655,000	655,000
		87,235,608	6,623,215	-	1,849,374	-	87,766,234	96,238,823
Passenger Stations								
B134	Fulton Avenue Bus Shelters / Bus Stops	-	14,158	-	-	-	-	14,158
B150	Watt I-80 Transit Center Improvements	9,841,168	357,869	-	7,936,459	-	2,409,000	10,703,328
B171	Citrus Heights Bus Stop Improvements	200,000	-	-	-	-	200,000	200,000
B172	Folsom Bus Stop Improvements	200,000	-	-	-	-	200,000	200,000
B179	Bus Stop Improvements	1,236,415	224,751	-	-	-	1,236,415	1,461,166
M018	Bus Stop Improvement Plan	225,000	-	-	225,000	25,000	-	250,000
R055	Dos Rios Light Rail Station Design	(100,396)	17,716,810	-	-	-	6,012,004	23,728,814
R135	Horn Light Rail Station	5,268,142	31,405	-	-	-	5,268,142	5,299,547
R314	Light Rail Station Low Floor Vehicle Conversion	73,203,167	12,037,361	5,000,000	4,393,494	-	63,809,673	85,240,528
R327	Sacramento Valley Station Loop Design/Construct.	87,054,000	218,368	-	591,187	-	133,282,813	134,092,368
R347	Watt I-80 Elevator Replacement	-	526,612	-	-	-	-	526,612
		177,127,496	31,127,335	5,000,000	13,146,140	25,000	212,418,047	261,716,522
Fare Collection								
R354	Fare Vending Machine (FVM) Enhancements	-	1,637,378	-	-	-	-	1,637,378
T041	Upgrade for Connect Card	-	35,000	-	-	-	-	35,000
T046	Connect Card Implementation-Consultant (Part 2)	-	20,836	-	-	-	-	20,836
T053	Connect Card Initial Project Launch	-	-	-	-	-	-	-
T059	Farebox-FVM-Zip Pass Integration	3,434	646,366	-	-	-	3,434	649,800
T067	Connect Card Version 2.0	7,500,000	-	-	-	-	7,500,000	7,500,000
		7,503,434	2,339,580	-	-	-	7,503,434	9,843,014

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Com/IT Systems								
964	Trapeze Implementation (TEAMS)	-	142	-	-	-	-	142
B147	Bus Maintenance Management Software Program	-	392,961	-	-	-	-	392,961
B169	Microtransit Scheduling Software	-	54,538	-	-	-	-	54,538
B174	Disruption Manager Software	214,866	-	-	-	-	214,866	214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	-	652,630	-	-	-	-	652,630
B176	Drive Cam	-	454,590	-	-	-	-	454,590
B177	Trapeze OPS Web	-	251,000	-	-	-	-	251,000
M009	Radio Communications System Upgrade	-	36,772	-	-	-	-	36,772
P011	Paratransit Service Start Up	-	154,618	-	-	-	-	154,618
R355	Automatic Passenger Counters for LRT	-	43,556	-	-	-	-	43,556
R357	Dynamic Message Signs (NEC/Blue Line)	-	-	-	-	-	-	-
T018	Building Access Upgrades	-	2,545	-	-	-	-	2,545
T022	Handheld Smart Card Reader	-	8,985	-	-	-	-	8,985
T025	Surveillance and Security Facilities Enhancements	-	327	-	-	-	-	327
T062	Data Center UPS Runtime Increase	150,000	158,588	-	-	-	150,000	308,588
T066	Historic Folsom Camera Enhancements	46,969	41,638	-	46,969	-	-	88,607
T068	Palo Alto Core Firewall Replacement	123,000	-	-	-	-	123,000	123,000
		534,835	2,252,890	-	46,969	-	487,866	2,787,725
Admin Building								
F020	HVAC Replacements - Admin & Maint Buildings	-	72,533	-	-	-	-	72,533
F021	Facilities Maintenance & Improvements	361,617	143,838	-	-	-	361,617	505,455
F028	Administrative Equipment Optimization	700,000	-	-	-	-	700,000	700,000
F030	Admin Building Lobby Remodel	-	149,398	-	-	-	-	149,398
F031	R Street Operation & Security Build Out	121,200	542,285	-	-	-	121,200	663,485
F034	1225 R Street - Electric & Mechanical Upgrade	570,000	-	-	560,018	-	9,982	570,000
F400	Facility Capital State of Good Repair	500,000	-	-	-	-	500,000	500,000
		2,252,817	908,054	-	560,018	-	1,692,799	3,160,871
Service Vehicles								
B141	Non-Revenue Vehicles	-	353,298	-	-	-	-	353,298
G225	Non-Revenue Police Vehicle Replacement	940,000	43,552	-	652,000	288,000	-	983,552
G239	Non-Revenue Police Vehicle Replacement	1,480,000	-	-	-	-	1,480,000	1,480,000
		2,420,000	396,850	-	652,000	288,000	1,480,000	2,816,850

Capital Funding Allocations (continued)

ID	Project Name	FY 21 TBD	Funds Available	Funding Allocation			FY 22 TBD	Board Authorized Amount
				FY22 Federal	FY22 State	FY22 Local		
Other								
A007	Easton Development Grade Crossing	-	27,941	-	-	-	-	27,941
A009	Folsom Streetscape	-	19,952	-	-	-	-	19,952
A015	Caltrans Brighton Overhead Design Build Support	-	179,084	-	-	-	-	179,084
A016	Caltrans Route 160 N. Sac. Seismic Retrofit	-	44,833	-	-	-	-	44,833
A019	Caltrans Camellia City Viaduct Overhead Structures	-	180,431	-	-	-	-	180,431
A020	Folsom Complete Street Project	-	42,040	-	-	-	-	42,040
B168	SacRT Forward (Implement Route Optimization)	-	112,678	-	-	-	-	112,678
G237	Caltrans Across the Top System Modifications	-	36,060	-	-	-	-	36,060
M002	University/65th Street Transit Center Relocation	145,000	9	-	-	-	145,000	145,009
M004	OPERATING Revenue Bond, Series 2012 Payment	-	644,469	-	-	2,424,475	-	3,068,944
M008	Transit Action (Long-Range) Plan Update	200,000	-	-	-	26,000	200,000	226,000
M011	Cemo Circle Environmental	-	54,257	-	-	-	-	54,257
M015	Capital Region High Capacity Bus Corridor Study	-	35,291	-	-	-	-	35,291
M017	Network Integration Planning Project	-	226,654	-	-	-	-	226,654
Q055	FY18 Section 5307 El Dorado Transit Urban Bus Replace	-	196,253	-	-	-	-	196,253
Q060	City of Folsom Preventive Maintenance	-	160,575	-	-	-	-	160,575
Q061	Yolobus Causeway Connection Ops	-	1,500,000	-	-	-	-	1,500,000
Q062	FY 20 5307/5339 El Dorado Transit Prev Maint	-	339,296	-	-	-	-	339,296
Q063	El Dorado Transit COVID 19-Related Activities	-	950,866	-	-	-	-	950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	-	2,000,001	-	-	-	-	2,000,001
T043	Emergency Drills	-	27,681	-	-	-	-	27,681
T056	Emergency Preparedness Exercises Project	-	12,839	-	-	-	-	12,839
T057	Anti-Terrorism Directed Surge Patrols	-	13,584	-	-	-	-	13,584
		345,000	6,804,792	-	-	2,450,475	345,000	9,600,267
	Total for all Project Types	935,639,433	241,977,124	45,291,697	77,216,873	2,763,475	868,659,554	1,235,908,723

Capital Project Funding Addition Descriptions

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.

R327 Sac Valley Station Loop Design/Construct. – Sacramento Valley Station Loop Design/Construction –Design and construct 1.55 miles of new light rail track from the Sacramento Valley Station (SVS) to North B Street and construct two light rail stations. The project will include double-tracking on 7th Street which will enable 15 minute service on the GreenLine between downtown/SVS and Township 9 station, which can currently only accommodate 30 minute service. This budget amount is the escalated cost estimate that was included in SacRT's 2020 Transit and Intercity Rail Capital Program (TIRCP) application for the SVS Loop project.

Other

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

M004 OPERATING Revenue Bond Series 2012 Payment – Annual payment for Revenue Bond issuance from FY 2013 to FY 2042.

RESOLUTION NO. 21-06-0072

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

June 14, 2021

AUTHORIZING THE FILING OF THE FY 2022 TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED BUDGET

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

THAT, the Board of Directors hereby authorizes the General Manager/CEO to file a claim with the Sacramento Area Council of Governments (SACOG) for Transportation Development Act funds in the amount not to exceed SACOG's funding apportionments for SacRT for FY 2022 and, from said amount, SacRT may claim \$1,937,883 on behalf of SACOG for transportation planning purposes.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

FY 2022 Budget






***SacRT has received
the distinguished
budget award now
for the past 19 years***

Changes From May 10 Draft



No Significant Changes to Operating Budget

-  Bottom Line Unchanged
-  Continuing Youth Free Fare program
-  Some service increases

No Significant Changes to Capital Budget

-  Funded Capital Project total is \$367M*
-  Currently Unfunded total is \$869M
-  Total Approved Capital Budget is \$1.2B

*Does not include TBD funding to be awarded in FY22.

FY 19 & 20 Budget to Actual



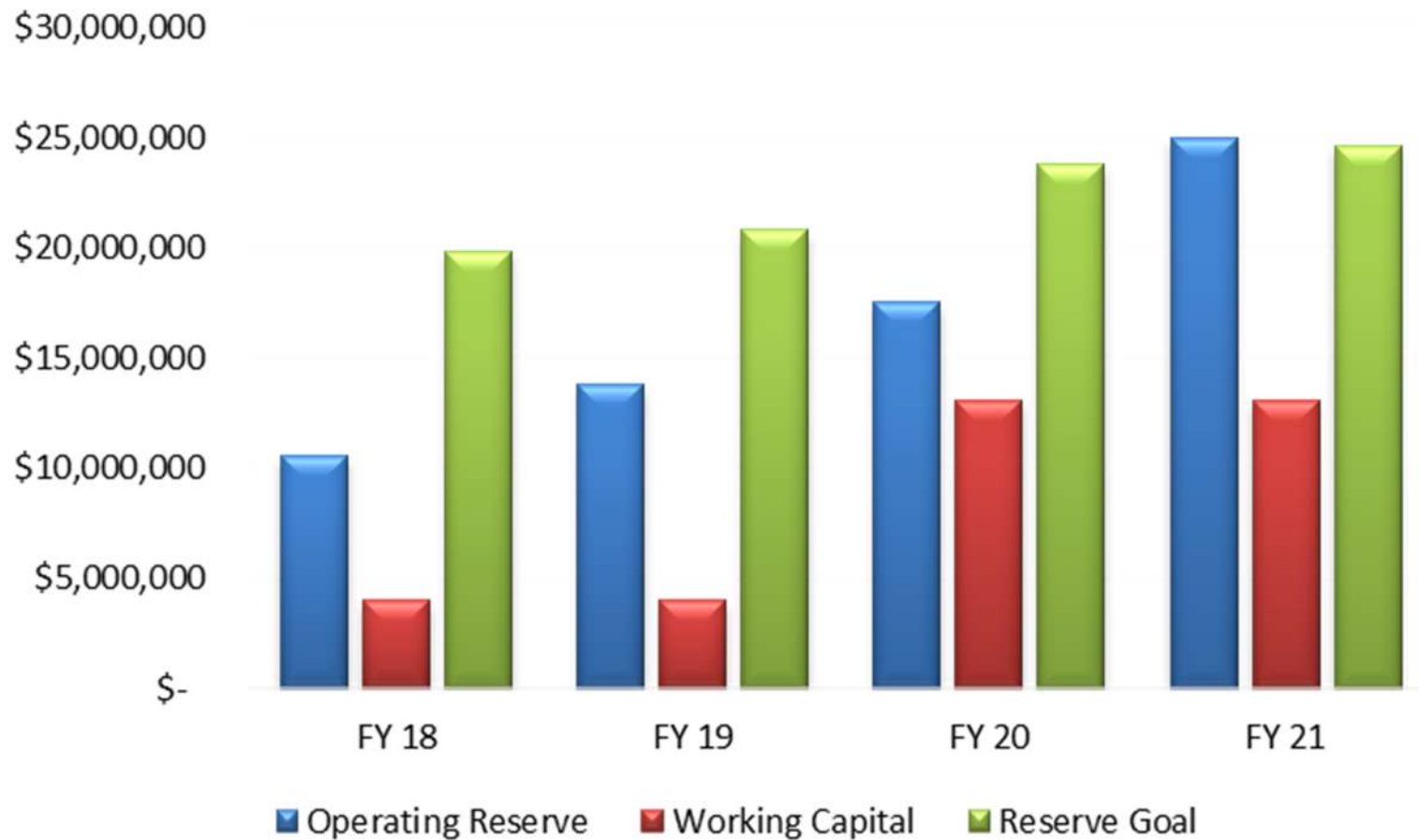
Categories	FY2019 Actuals	FY2019 Budget	Budget Variance	FY2020 Actuals	FY2020 Budget	Budget Variance
Operating Revenues						
Fare Revenue	\$25,428,432	\$25,185,767	\$242,665	\$20,998,877	\$26,198,738	(\$5,199,861)
Contract Services	3,730,930	3,830,066	(99,136)	7,125,076	7,685,707	(560,631)
State & Local Assistance	104,030,786	103,700,166	330,620	114,879,837	118,375,393	(3,495,556)
Federal Assistance	35,750,251	35,750,241	10	35,080,314	35,944,541	(864,227)
Other	8,551,220	5,778,000	2,773,220	16,417,255	4,835,000	11,582,255
Total Revenues	\$177,491,619	\$174,244,240	\$3,247,379	\$194,501,359	\$193,039,379	\$1,461,980
Operating Expenses						
Salaries & Benefits	\$116,540,238	\$117,904,513	\$1,364,275	\$128,291,451	\$132,333,236	\$4,041,785
Professional Services	22,798,832	24,424,178	1,625,346	22,129,623	27,622,370	5,492,748
Materials & Supplies	10,843,913	10,358,259	(485,654)	11,490,270	11,721,462	231,192
Utilities	6,761,302	7,028,725	267,423	6,820,547	6,935,000	114,453
Insurance & Liability	14,011,315	9,231,195	(4,780,120)	9,930,823	10,840,176	909,353
Other Expenses	3,239,370	5,297,370	2,058,000	3,045,851	3,587,135	541,284
Total Expenses	\$174,194,970	\$174,244,240	\$49,270	\$181,708,564	\$193,039,379	\$11,330,815
Operating Surplus	\$3,296,649.40	\$ -	\$3,296,649.40	\$12,792,795.23	\$ -	\$12,792,795.23

FY 21 & 22 Projection & Budget



Categories	FY 2021 Projections	FY 2021 Budget	Budget Variance	FY 2022 Budget
Operating Revenues				
Fare Revenue	\$11,543,388	\$12,176,775	(\$633,387)	\$11,847,000
Contract Services	6,564,072	6,380,312	183,760	600,000
State & Local Assistance	114,483,718	115,159,473	(675,755)	124,094,885
Federal Assistance	57,798,131	65,814,658	(8,016,527)	72,205,348
Other	8,493,027	4,876,400	3,616,627	5,540,000
Total Revenues	\$198,882,336	\$204,407,618	(\$5,525,282)	\$214,287,233
Operating Expenses				
Salaries & Benefits	\$140,523,179	\$143,575,152	\$3,051,973	\$152,505,536
Professional Services	14,515,579	19,628,458	5,112,879	18,621,051
Materials & Supplies	11,861,142	13,818,260	1,957,118	13,303,750
Utilities	7,356,690	7,827,600	470,910	8,018,000
Insurance & Liability	14,981,649	14,916,501	(65,148)	17,036,033
Other Expenses	2,144,097	4,641,647	2,497,550	4,802,863
Total Expenses	\$191,382,336	\$204,407,618	\$13,025,282	\$214,287,233
Operating Surplus	\$ 7,500,000	\$ -	\$ 7,500,000	\$ -

Operating Reserves and Working Capital



The above graph does not include unused stimulus and other federal funds of approximately \$150M.

FY 2022 Operating and Capital Budgets



Operating Budget - \$214.3M



- Cost split:
 - 78% Operations
 - 22% Admin Support
 - Industry average Admin Support ~25%



Capital Budget – \$1.2B (\$367M Funded)



- Highlights for FY 2022
 - Sacramento Valley Station Loop Design/Construction
 - Light Rail vehicle replacement
 - Light Rail extension to West Sacramento
 - Bus Replacement



This concludes the budget cycle, and staff seeks Board approval of the budget.



STAFF REPORT

DATE: June 14, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Brent Bernegger, VP, Finance/CFO

SUBJ: INFORMATION ON DECLARING UNIMPROVED PROPERTY
ADJACENT TO POWER INN STATION AS SURPLUS TO TRANSIT
OPERATIONS

RECOMMENDATION

No Recommendation — For Information Only.

RESULT OF RECOMMENDED ACTION

Information only.

FISCAL IMPACT

None.

DISCUSSION

SacRT purchased the parcel described herein with federal funds to redevelop a park and ride lot for the construction of the initial segment of SacRT's light rail system in the 1980s. Each SacRT department has reviewed the use of the property and has determined that the 8.45 acre unimproved area is not needed for transit purposes. This property has the potential to be used for transit-oriented development (TOD), such as housing and mixed uses, which will generate greater transit ridership and provide community and economic benefits for their neighborhoods. In addition, the excess parking within the developed portion of the parcel is being considered for shared uses as a Mobility Hub for EV charging, car share and other shareables, and other incidental uses that will promote first/last mile connectivity.

3009 Power Inn (a portion of APN: 079-0310-006)

- Approximately 12.65 acres (8.45 acres of which is unimproved and 2.5 acres are incumbered by no-build PG&E easements) in the City of Sacramento.
- Includes a bus loop and 299 park and ride spaces (105 spaces were used regularly prior to COVID); A Planning Department analysis has indicated that 200 parking spots should be retained to meet any future demand as the nearby neighborhoods develop.
- Zoning: General Commercial, Granite Park Planned Unit Development; within TOD Ordinance's quarter mile radius prohibited auto-oriented and warehouse uses; allows for retail, office, housing; incentives for high-density housing and reduced parking; 20-150 units per acre, 0.4-4.0 floor area ratio; federal Opportunity Zone

- 2020 Transit Action Plan recommends integrating emerging technologies into the station to attract high-tech industries to the area, offering service and incentives to nearby employees, and improving pedestrian connectivity
- Proposed location for EV Charging/Solar System Station and Mobility Hub (Note: there is another agenda item this evening requesting approval for an EV Charging Station project at this location; the proposed License Agreement would reserve approximately 55 parking spaces for EV Charging, encumbering approximately 0.25 acres of land.)

Staff intends to bring portions of this property and others to the next Board meeting to consider for declaration as surplus. In order to dispose of any properties, SacRT must follow the State Surplus Land Act and Government Code requirements, federal requirements set out in Federal Transit Administration (FTA) Circular 5010.1E (if the property was federally-funded) and Title VII of SacRT's Administrative Code. The State Surplus Land Act requires notifying the state of SacRT's surplus properties, providing notification to agencies and the state's list of affordable housing developers, and consideration/negotiation of offers.



STAFF REPORT

DATE: June 14, 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 Summary – Meeting of May 21, 2021

Written Report Included

SacRT Meeting Calendar

Regional Transit Board Meeting

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

Quarterly Retirement Board Meeting

September 21, 2021
SacRT Auditorium / Webconference
9:00 A.M.

Mobility Advisory Council Meeting

July 1, 2021
SacRT Auditorium / Webconference
2:30 P.M.



STAFF REPORT

DATE: June 14, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Kevin Schroder, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING SUMMARY OF MAY 21, 2021

RECOMMENDATION

No Recommendation — For Information Only.

Director Hume was in attendance at this meeting.

Agenda Items:

2. Consent Calendar

) All Board members approved the consent calendar.

3. Public Comments:

) No public comments were provided/heard.

4: Stockton Regional Rail Maintenance Facility Project

) Provided a background on funding sources and distribution of funds to different agencies, along with what funds are not committed to any projects.

) The item is a request to add funds toward improvements to the Stockton Regional Rail Maintenance Facility. The funds are required due to a lack of RFP competition and material cost increase.

Public comments: none

Board approval: Yes, all members approved.

5: Stockton Wye Project non-competitive procurement

) BNSF is the owners of the tracks described in the project.

) Stockton Wye Project will assist in operational improvements for multiple rail agencies in the area.

) This project will have sole source or non-competitive procurement with BNSF is requested from the Board. The non-competitive procurement is allowable.

Public comments: none

Board approval: Yes, all members approved.

6: CP Lake -CP West Escalon BNSF and Modesto Empire Junction Universal Crossover Project

-) CP Lake -CP West Escalon BNSF to construct a project of 3.8 miles in distance (Signals and operations improvements requested). BNSF is owner and operator.
-) Modesto Empire Junction Universal Crossover Project allows flexibility to move the trains within the set location. BNSF is owner and operator.
-) This project will have sole source or non-competitive procurement with BNSF. The non-competitive procurement is allowable. Both projects will be added to the same approval (\$18,500,000 in the contract award).

Public comments: none

Board approval: Yes, all members approved.

Item 7: BNSF 2nd Main Track Project

-) There were eight locations in discussion with the Board.
-) The reimbursement is for the environmental permitting and preliminary design engineering review efforts by BNSF.
-) Possible addition of double track in certain sections.
-) This project will have sole source or non-competitive procurement with BNSF.
-) The non-competitive procurement is allowable (\$1,750,000 in the contract award).

Public comments: none

Board approval: Yes, all members approved.