



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC & AGENDA

This meeting will be teleconferenced in compliance with the Brown Act pursuant to Government Code Section 54953 as amended by Assembly Bill 361, during the COVID-19 Pandemic.

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Submit written public comments relating to the attached Agenda no later than 2:00 p.m. on the day of the Board meeting to

Boardcomments@sacrt.com

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

Members of the public may also address the Board via Zoom to submit public comment. To join, please call 253-215-8782 and enter Webinar ID: 824 7126 6203 or join the meeting online by logging into

<https://us02web.zoom.us/j/81691869484>

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Sacramento Regional Transit District Agenda

**BOARD MEETING
5:30 P.M., MONDAY, APRIL 11, 2022
VIRTUAL MEETING**

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

Alternates: Directors Kozlowski, Nguyen, Sander, Schaefer

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 28, 2022
- 2.2 Resolution 2022-04-034: Authorizing the General Manager/CEO to Release the Sacramento Regional Transit District Preliminary Fiscal Year 2023 Operating and Capital Budget, and Set a Notice of a Public Hearing for May 9, 2022 (J. Adelman)
- 2.3 Resolution 2022-04-035: Approving the First Amendment to the Contract for Breath Alcohol Testing and Urine Specimen Collection Services (S.Valenton)
- 2.4 Resolution 2022-04-036: Repeal Resolution 05-02-0020 and Authorize Cash Management and Banking Procedures (J. Adelman)
- 2.5 Resolution 2022-04-037: Approve the First Amendment to Whiting Corporation Contract for Car Hoist System Modification (E. Stanley)
- 2.6 Resolution 2022-04-038: Repeal Resolution 02-06-0158 and Adopt Workers Compensation Claim Settlement Authority (J. Adelman)
- 2.7 Resolution 2022-04-039: Delegating Authority to the General Manager/CEO to Approve and Execute Information Technology Procurement Contracts over \$150,000 for the Q Street Administrative Building Project (S. Valenton / L. Ham)
- 2.8 Resolution 2022-04-040: Approving a Sole Source Procurement and the Second Amendment to Contract for Transit Watch Mobile Application with Elerts Corporation (D. Selenis)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

- 4.1 Motion: Roseville Road Light Rail Station Safe Parking Proposal Update
(C. Flores / L. Hinz / O. Sanchez-Ochoa)

5. PUBLIC HEARING

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

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
- a. Major Project Updates
 - b. San Joaquin JPA Meeting Summary – March 25, 2022 (Hume)
 - c. SacRT Meeting Calendar

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

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. CLOSED SESSION

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

***NOTICE TO THE PUBLIC**

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

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

The Regional Transit Board of Directors Meeting is being videotaped. A replay of this meeting can be seen on Metrocable Channel 14 and will be webcast at www.sacmetrochannel14.com on April 16 @ 2:00 p.m. and April 17 @ 9:00 a.m.

Any person(s) requiring accessible formats of the agenda should contact the Clerk of the Board at 279/234-8382 or TDD 916/557-4686 at least 72 business hours in advance of the Board Meeting.

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

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MARCH 28, 2022

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
March 28, 2022**

ROLL CALL: Roll Call was taken at 5:31 p.m. via Zoom. PRESENT: Directors Harris, Howell, Jennings, Kennedy, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Absent: Director Hume. Director Budge joined the meeting at 5:42 p.m.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 14, 2022
- 2.2 Resolution 2022-03-026: Approving a Visual Art Policy and Standards Pertaining to the Approval and Placement on SacRT Property (D.Selenis)
- 2.3 Resolution 2022-03-027: Authorizing the General Manager/CEO to Submit and Execute Federal Transit Administration Grants for American Rescue Plan Act Funds (J. Adelman)
- 2.4 Resolution 2022-03-028: Approving the Second Amendment to the Lease of Office Space at 1515 S. Street (J. Adelman)
- 2.5 Rescind Resolution No. 20-07-0072; Authorize the General Manager/CEO to Submit an Application for Two Projects to the California Department of Housing and Community Development under the Transit-Oriented Development Housing Program (J. Adelman)
 - A. Resolution 2022-03-029: Rescind Resolution No. 20-07-0072; Authorize the General Manager/CEO to Submit an Application for the 13th Street Station Conversion Project to the California Department of Housing and Community Development under the Transit-Oriented Development Housing Program
 - B. Resolution 2022-03-030: Authorize the General Manager/CEO to Submit an Application for the Archives Plaza Station Conversion Project to the California Department of Housing and Community Development under the Transit-Oriented Development Housing Program
- 2.6 Resolution 2022-03-031: Delegating Authority to the General Manager/CEO to Negotiate and Execute the Agreement with The County of Sacramento for Sheriff Deputy Services (L. Hinz)
- 2.7 Resolution 2022-03-032: Authorizing the Execution of the Low Carbon

Transit Operations Program (LCTOP) Project(s), and Certifications and Assurances, and Submittal of Project Nominations and Allocation requests to Caltrans for Fiscal Year 2021-22 LCTOP (J. Adelman)

Director Valenzuela requested for item 2.6 be pulled and voted on separately.

Public comment was taken by phone from Rick Hodgkins, Glenn Mandelkern, Jeffrey Tardaguila and David Schwegel.

Mr. Hodgkins commented on item 2.4 and questioned if SacRT owns or rents this space. He was concerned if SacRT continues to lease space that there will be less money available to provide transit and improve services.

Mr. Mandelkern commented on item 2.2. He likes the art that he sees when outside of the vehicle but when riding in vehicles the artwork interferes with the ability to see outside.

Director Serna agreed with Mr. Mandelkern's concern and questioned if it was possible to have one car on every trainset that is not wrapped with art so there is an option for riders.

Mr. Li shared there have been multiple comments received regarding the vision interference. He recognized Director Serna's suggestion of having one train not wrapped and also proposed another potential solution, which would be minimizing the coverage on the windows and stated this will be given serious consideration in the future.

Mr. Tardaguila requested that the chat feature be available during the meeting so public attendees can communicate and comment. He commented on Item 2.4, questioning the purpose of the Second Amendment to the lease of office space at 1515 S. Street. He is concerned with the number of projects and requested more information about them. Mr. Tardaguila then inquired about the situation at the zoo where a rider was left behind.

Director Budge would like to see the Art in Public Places Program component added to the Visual Art Policy.

Mr. Li recommended bringing Item 2.2 back to the Board after considering feedback from the Board and the public. He then responded to Mr. Hodgkins and Mr. Tardaguila regarding the lease of office space at 1515 S. Street sharing that the space is leased for Transit Ambassadors and their supervisors which gives SacRT a strong presence at the 16th Street Light Rail Station, an important transfer point. Mr. Li noted that the lease is inexpensive and in the future SacRT will reevaluate the best space to host the Transit Ambassadors.

Director Serna agreed with Mr. Li to bring Item 2.2 back after consideration. He also would like to improve section 9 with regards to memorials and offered to work with SacRT staff to provide input.

Director Budge pulled Item 2.2.

Mr. Schwegel complimented Mr. Li on his success in the last few short years transitioning SacRT to one of the most efficient transit agencies in the nation. He encouraged replacing older light rail vehicles with the newest Siemens light rail model. Mr. Schwegel would like to see high speed rail expansion through the six county SACOG region mentioning this would unite the region and be a model for other agencies to follow.

Mr. Li thanked Mr. Schwegel and shared that SacRT signed a contract for 72 light rail vehicles from Siemens. SacRT is confident that in the next 3 to 4 years the funding will be secured to replace all the older light rail vehicles.

Director Budge moved; Director Serna seconded pulling Item 2.2. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Jennings, Kennedy, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Director Hume.

Director Harris moved; Director Budge seconded approval of the Consent Calendar with the exception of items 2.2 and 2.6. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Jennings, Kennedy, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Director Hume.

Director Nottoli moved; Director Budge seconded approval of Item 2.6 as written. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Jennings, Kennedy, Nottoli, Schenirer, Serna and Chair Miller. Noes: Director Valenzuela; Abstain: None; Absent: Director Hume.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

- 4.1 Resolution 2022-03-033: Voting to Support AB 2015 (Cooley), an Act to Amend the Sacramento Regional Transit District's Enabling Act (S. Valenton / O. Sanchez-Ochoa)

Shelly Valenton stated she would provide an overview of AB2015 with the hope to have unanimous support to move forward with the legislation. At the request of SacRT staff and thanks to Chair Miller, Assemblymember Ken Cooley introduced AB2015 in February. As currently drafted, the legislative measure will make clarifying amendments or clean up language to several outdated provisions of SacRT's Enabling Act. Because the changes are intended to improve the agency's operating practices, SacRT's General Manager/CEO has the authority to propose them based upon a 1997 Board Resolution. To meet the deadline for submitting bill proposals, SacRT staff submitted the cleanup language first with the intention of amending it later to add the proposed changes to the board's composition. As reported by Chair Miller at the last meeting, because the support for the board composition changes was not unanimous, Assemblymember Cooley advised

SacRT staff that he will not include in this legislation the changes pertaining to the board composition.

Ms. Valenton shared that staff will pursue board composition changes at a later time if the Board still wishes to do so. While the assembly member understands that SacRT General Manager has authority to propose the clean-up part of the bill, he requested that SacRT staff seek from the Board unanimous support for the bill as currently drafted before moving it forward through the legislature.

Olga Sanchez-Ochoa then went over the proposed cleanup changes to SacRT's Enabling Act legislation. She stated that AB2015 affects five sections of SacRT's Enabling Act that are obsolete, contain ambiguities or that require modification to improve business processes at SacRT. Ms. Sanchez-Ochoa then provided an overview of the five sections.

Public comment was taken by phone from Jeffrey Tardaguila and Rick Hodgkins.

Mr. Tardaguila questioned if the bill was submitted.

Chair Miller confirmed that the bill has already been submitted.

Mr. Hodgkins referenced that Ms. Sanchez-Ochoa mentioned that Elk Grove was annexed into the district, and he wanted to reference two other cities that were also annexed into the district which are Citrus Heights and Folsom.

Director Harris moved; Director Howell seconded approval of Item 4.1. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Jennings, Kennedy, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Director Hume.

Director Nottoli thanked Chair Miller for getting a sponsor for the Bill.

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Glenn Mandelkern, Jeffery Tardaguila and Rick Hodgkins.

Mr. Mandelkern shared that Governor Newsom is considering offering three months of free rides throughout the state at various transit agencies. He is excited about the concept because hesitant riders will be willing to use public transit if it is free.

Mr. Tardaguila encourages having checklists and policies. He recommended bringing the Visual Arts Policy to the MAC Meeting. He appreciates that the number of bus cancellations have been dropping and would like for the cancellations to be listed in red and visually oriented. Mr. Tardaguila complimented operators on assisting riders that

have been stranded and commented on the rider that was left at the zoo. He is hoping a policy will be developed and referenced a previous policy that stated anyone would get a ride home one way or another. He gave a shout out to the Citizen's Academy and to SacRT staff Jessica Gonzalez for thinking ahead and sending alerts out.

Mr. Hodgkins would like to know what companies SacRT contracts with for supplemental services for SacRT GO. He is concerned that if SacRT keeps contracting and outsourcing it will limit the money available for what is needed.

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. Capitol Corridor JPA Special Meeting Summary – March 23, 2022 (Miller)
 - c. SacRT Meeting Calendar

Mr. Li began his report by sharing some photos from the employee appreciation event that was held last week for staff at several locations. He shared that it was very inspirational to see SacRT employees safely come out, get together and enjoy the time to celebrate tremendous achievements and hard work. The employee group photos will mark this historical time in SacRT history. Mr. Li said it was an honor to have Congresswoman Matsui and Chair Miller join in as well. The feedback has been positive and SacRT has a plan for this event to be quarterly to share appreciation. SacRT would like the public to know that this is a supportive, collaborative, inclusive and equitable fun working environment and would like to encourage others to join the SacRT award-winning team. SacRT knows that happy employees drive a positive work culture and can help keep and attract talents especially as SacRT navigates through a national workforce challenge.

SacRT continues to deal with a driver shortage and has been actively recruiting drivers by holding in-person hiring events and offering a \$2,000 sign on bonus for drivers. He announced the next hiring event is Wednesday, March 30th and more information is on the SacRT website.

Mr. Li recognized an increased demand in paratransit service as people begin to feel more comfortable traveling. He stated that SacRT GO has 14 new operators in training and 3 expected to start next week. He announced that SacRT is partnering with a private Adaptive Transportation Network Company called U-ZURV to provide up to an additional 25% of service, as allowed in our labor contract, and support for SacRT GO customers starting Tuesday, April 19th. Mr. Li acknowledged a question asked by Rick Hodgkins with regards to subcontracting and shared that the service is relatively cheaper.

Mr. Li announced that some may have seen in the news that SacRT pickup time was delayed far too long last week. He shared that two SacRT GO paratransit operators

suddenly left during a peak shift due to major medical emergencies. SacRT is actively working to prevent any situations like this in the future and Mr. Li apologized for the delay. The good news is the employees are out of the medical emergency and will come back to work on Wednesday.

Mr. Li highlighted SacRT's successful transit academy. The 2022 transit academy will be held on Wednesdays from May 4th through June 1st. The free five-class course is designed to educate and engage residents, business and community leaders and other stakeholders about SacRT's planning process and how public transit shapes the community. Applications will be accepted until Monday, April 18th. SacRT has had approximately 60 individuals go through the first two academies before the pandemic and they have become tremendous advocates for SacRT in the community. He then recognized Mr. Mandelkern as a graduate.

Mr. Li announced that last Thursday, the Women in Transportation Sacramento Chapter presented SacRT with an award for creating an in-house Social Service Practitioner position and program to connect individuals living along SacRT's right-of-way or facilities with regional social services. SacRT appreciates this recognition and is looking at ways to help assist with the homeless crisis.

Mr. Li highlighted a collaboration SacRT is participating in to help celebrate Mother Earth. On Friday, April 22nd SacRT is offering system-wide free rides on all SacRT Services. No free ride flyer is necessary, just hop aboard and go. Mr. Li then shared that it looks like the governor will provide money to all transit agencies to offer free service for three months during the gas price crisis.

Mr. Li concluded his remarks sharing a wonderful operator commendation he received. The compliment was commending the operator on the #30 line. The rider boarded at J & 53rd street and asked the driver about the connections to the 142 airport bus. When approaching L & 13th Street, the operator noticed the 142 bus pulling out. The operator called the departing bus and arranged for it to hold at the next stop. Mr. Li appreciated the feedback and provided operator Anthony Fischer with a commendation and a copy of the letter. Mr. Li stated the best customer service is the cornerstone of the SacRT business.

Public comment was taken from Barbara Stanton and Jeffery Tardaguila.

Barbara Stanton expressed concern about the number of cancelled trips. She then described a passenger's situation who missed an event due to a cancellation. Ms. Stanton announced that the 2022 Top Banana award was given to a youth named Glenn Jackson Jr. who has been talking about transit since he was 10 and he is now 14. Glenn is currently part of the youth academy for SACOG. She encouraged all to nominate people for the two additional awards that will be given out this year.

Mr. Tardaguila mentioned a broadcast by ABC, Channel 13 regarding a rider that was stranded at the zoo. He stated the need for a new policy to be put in place so that no one

gets lost in the system. He encouraged expanding the 142 route and making it more of an on-demand service. He recommended in April when schedules are revised to make sure 86 and 88 are revised with a starting location of 11th and J. Street.

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 6:37 p.m.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2023 OPERATING AND CAPITAL BUDGET, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 9, 2022

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the attached Resolution authorizes the General Manager/CEO to release the Sacramento Regional Transit District (SacRT) Preliminary FY 2023 Operating and Capital Budgets and Set a Notice of a Public Hearing for May 9, 2022.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Staff is proud to submit a balanced preliminary budget for Fiscal Year 2022-2023 amid continued impacts of COVID-19 on revenues and expenditures. Despite these challenges, SacRT's budget has modest growth to account for minor service expansions in the ever-popular Smart Ride service and slight increases in key positions with no layoffs or furloughs. This is possible through a combination of strong fiscal discipline and management of expenditures, continued strength in the Sacramento region's sales tax collections, and the strong federal support for the transit industry.

On March 27, 2020, President Trump signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$28.8M is allocated to FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which the full amount is allocated to FY 2021-2022. On March 11, 2021, the American Recovery Plan Act (ARP)

was signed into law and provides over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding is over \$103M, of which \$27.1M is allocated for FY 2022-2023. These federal allocations will fully offset any projected revenue losses for FY 2022-2023, while allowing SacRT to continue to provide the highest level of service to the community. Budget highlights are provided within this staff report.

Assumptions Built into the FY 2023 Budget

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

These assumptions are as follows:

- Service levels have been budgeted without reductions, allowing for minor service modifications, such as improved headways on existing routes
- The budget will support SacRT strategic priorities such as our customers first approach to services and business optimization
- CARES Act, CRRSAA and ARP federal funding is being used to offset the loss of fares and other revenues due to continued impacts of COVID-19
- All merit increases will be received by employees per Collective Bargaining Agreements (CBA)
- There will be no fare rate adjustments

Summary of FY 2023 Operating Budget

Tables 1A and 1B provide summaries of the preceding three years actual results, the current year budget, and the FY 2023 proposed budgeted amounts. Revenues and expenditures each increased in total by \$12.6M or 5.8% compared to the amended FY 2022 budget. State & Local sales tax based revenues are increasing \$22.1M or 17.4% as the local economy is projected to remain strong, while SacRT's dependency on Federal funds is projected to decrease by \$10.5M or 14.5%. Salaries & Benefits are increasing \$8.2M or 5.4%, which is attributed to both salary and benefits increases of 5% across all Collective Bargaining Agreements, and the addition of 18 new positions that directly support operations and upcoming significant capital projects.

Table 1A - Revenues (Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023	
						\$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,001	\$ 12,547	\$ 13,147	\$ 600	4.8%
Contract Services	3,731	7,125	6,634	650	650	-	0.0%
State & Local	104,031	114,880	113,657	127,093	149,184	22,091	17.4%
Federal	35,750	35,080	57,704	72,332	61,874	(10,458)	-14.5%
Other	8,551	16,417	7,340	5,540	5,890	350	6.3%
Total	\$ 177,492	\$ 194,501	\$ 197,336	\$ 218,162	\$ 230,745	\$ 12,583	5.8%
Operating Surplus/(Deficit)	3,297	\$ 12,793	5,943	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,745	\$ 12,583	5.8%

Table 1B - Expenses (Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023	
						\$ Change	% Change
Salaries & Benefits	\$ 116,540	\$ 128,291	\$ 141,910	\$ 152,505	\$ 160,794	\$ 8,289	5.4%
Professional Services	22,776	22,137	14,162	21,394	22,033	639	3.0%
Materials & Supplies	10,844	11,490	13,504	14,804	14,568	(236)	-1.6%
Utilities	6,761	6,821	7,272	8,018	8,081	63	0.8%
Insurance & Liability	14,011	9,931	12,336	17,036	19,793	2,757	16.2%
Other	3,262	3,038	2,209	4,405	5,476	1,071	24.3%
Operating Expenses	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,745	\$ 12,583	5.8%

Capital Budget

Unlike the Operating Budget, the Capital Budget consists of projects that often take multiple years to complete, and in some cases take multiple years to fully fund. Funds approved for a project that are not spent in the previous fiscal year are typically carried over to the following fiscal year. Similarly, when the Board approves the budget for a large multi-year project in one fiscal year's budget, the project continues to have Board-approved budget authority rolled over from year to year, less any funds that have been spent on the project. These carry forward figures were not included in the FY 2023 Preliminary Capital Budget due to the uncertainty of these amounts at this point in the fiscal year. The estimated amounts to be carried over from FY 2022 will be reported to the Board as part of the five-year Capital Improvement Plan later this year. Table 2 below provides a summary of the projects and/or funding being added to the Capital Budget for FY 2023. The total Capital Budget and program consists of 147 current projects for FY 2023 and is estimated to exceed \$1.6 billion.

Table 2 - Summary of FY 2023 Capital Budget

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Guideway									
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$66,508,677	\$10,841,295	\$67,300,000	\$56,458,705		\$20,300,000	\$1,000,000	\$35,158,705
S030	Downtown/Riverfront Streetcar Project	\$188,668,127	\$13,096,286	\$200,000,000	\$186,903,714	\$50,000,000	\$30,000,000	\$25,000,000	\$81,903,714
		\$255,176,804	\$23,937,581	\$267,300,000	\$243,362,419	\$50,000,000	\$50,300,000	\$26,000,000	\$117,062,419
Passenger Stations									
B150	Watt I-80 Transit Center Improvements	\$10,703,328	\$572,905	\$10,915,071	\$9,837,875	\$1,644,000	\$7,936,459		\$257,416
R135	Horn Light Rail Station	\$5,299,547	\$588,472	\$5,840,604	\$5,252,132	\$500,000			\$4,752,132
R327	Sacramento Valley Station Loop Design/Construct.	\$134,092,368	\$246,000	\$134,120,000	\$133,846,368	\$3,755,000		\$808,000	\$129,283,368
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$2,500,000	\$23,416,642	\$15,078,243			\$1,323,400	\$13,754,843
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$20,287,257	\$47,193,396	\$26,906,139	\$5,000,000		\$1,000,000	\$20,906,139
R381	Blue Line Light Rail Station Low Floor Conversion	\$38,047,132	\$0	\$39,056,604	\$39,056,604		\$4,003,278		\$35,053,326
		\$258,752,413	\$24,194,634	\$260,542,317	\$229,977,361	\$10,899,000	\$11,939,737	\$3,131,400	\$204,007,224
Maintenance Buildings									
B165	Electric Bus Charging Infrastructure	\$9,245,601	\$2,212,103	\$9,380,000	\$4,787,897				\$4,787,897
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$70,725,000				\$70,725,000
R362	Light Rail Wheel Truing Machine Procurement	\$3,583,557	\$1,177,762	\$4,415,438	\$3,054,119				\$3,054,119
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$34,800	\$34,800	\$0				\$0
		\$83,588,958	\$3,424,665	\$84,555,238	\$78,567,016	\$0	\$0	\$0	\$78,567,016

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Revenue Vehicles									
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$21,629,000				\$21,629,000
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,875,570	\$3,250,136	\$9,926,957	\$6,676,821				\$6,676,821
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$25,442,066	\$63,500,000	\$38,057,934	\$18,821,459		\$9,178,541	\$10,057,934
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$1,525,000	\$1,265,000		\$260,000	\$0
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000		\$171,000	\$171,000				\$171,000
R100	Replacement Light Rail Vehicles (35)	\$141,536,851		\$141,468,494	\$141,468,494				\$141,468,494
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$106,230,277	\$24,000,000		\$6,000,000	\$76,230,277
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$38,222,830	\$46,200,000	\$7,977,170	\$7,977,170			\$0
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$48,000,000	\$15,726,300	\$23,394,078	\$2,360,000	\$6,519,622
		\$438,667,698	\$66,915,032	\$438,650,728	\$371,735,696	\$67,789,929	\$23,394,078	\$17,798,541	\$262,753,148
Service Vehicles									
N001	Police Vehicle Replacement	\$2,420,000	\$940,000	\$2,420,000	\$0				\$1,480,000
		\$2,420,000	\$940,000	\$2,420,000	\$0	\$0	\$0	\$0	\$1,480,000
Communication/IT Systems									
T072	Train Station Signage Technology Refresh	\$4,633,713	\$0	\$4,633,713	\$4,633,713				\$4,633,713
T073	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$11,930,289				\$11,930,289
		\$16,564,002	\$0	\$16,564,002	\$16,564,002	\$0	\$0	\$0	\$16,564,002
Other									
M004	OPERATING Revenue Bond, Series 2021A Payment	\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261		\$1,295,261		\$0
		\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261	\$0	\$1,295,261	\$0	\$0
Table Totals		\$1,058,238,819	\$142,347,001	\$1,094,262,635	\$941,501,755	\$128,688,929	\$86,929,076	\$46,929,941	\$680,433,809

Outlook for FY 2023

The COVID-19 pandemic continues to have some negative impacts on several of SacRT's revenue sources; however, with mandated restrictions lifted throughout the state, these impacts are forecast to lessen in the coming year. The revenues presented in the budget reflect these expectations. SacRT's fare-based revenues are forecast to remain low through Fiscal Year 2022-2023, however sales tax based (State & Local) revenues have rebounded and are forecast to increase significantly during that same period. Overall, SacRT's dependency on Federal funds is projected to decrease for the second consecutive year.

The General Manager/CEO is presenting a balanced budget for FY 2022-2023 tonight that maintains service levels and includes new service expansions, while addressing the pressing need to fund SacRT's operating reserve and continue our reduced reliance on the line of credit. We will continue to relentlessly pursue efficiency improvements, business optimizations, and revenue opportunities in the upcoming year.

RESOLUTION NO. 2022-04-034

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

April 11, 2022

AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2023 OPERATING AND CAPITAL BUDGET, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 9, 2022

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

THAT, the General Manager/CEO is hereby authorized to release the proposed Operating and Capital Budgets for FY 2023, including the information described in paragraphs (3) to (10) of Public Utilities Code Section 102205(b), and notice a public hearing for said budgets be held on May 9, 2022.

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 2022-2023**

April 11, 2022

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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

Jamie Adelman
Acting VP, Finance/CFO

Carmen Alba
VP, Bus Operations

Laura Ham
VP, Planning and Engineering

Lisa Hinz
VP, Safety, Security and Customer Satisfaction

Devra Selenis
VP, Communications and Partnerships

Edna Stanley
VP, Light Rail Operations

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

Office of Management & Budget Team

Jason Johnson
Interim Director, Office of Management & Budget

Erik Reitz
Sr. Grants Manager

Nadia Mokhov
Senior Financial Analyst

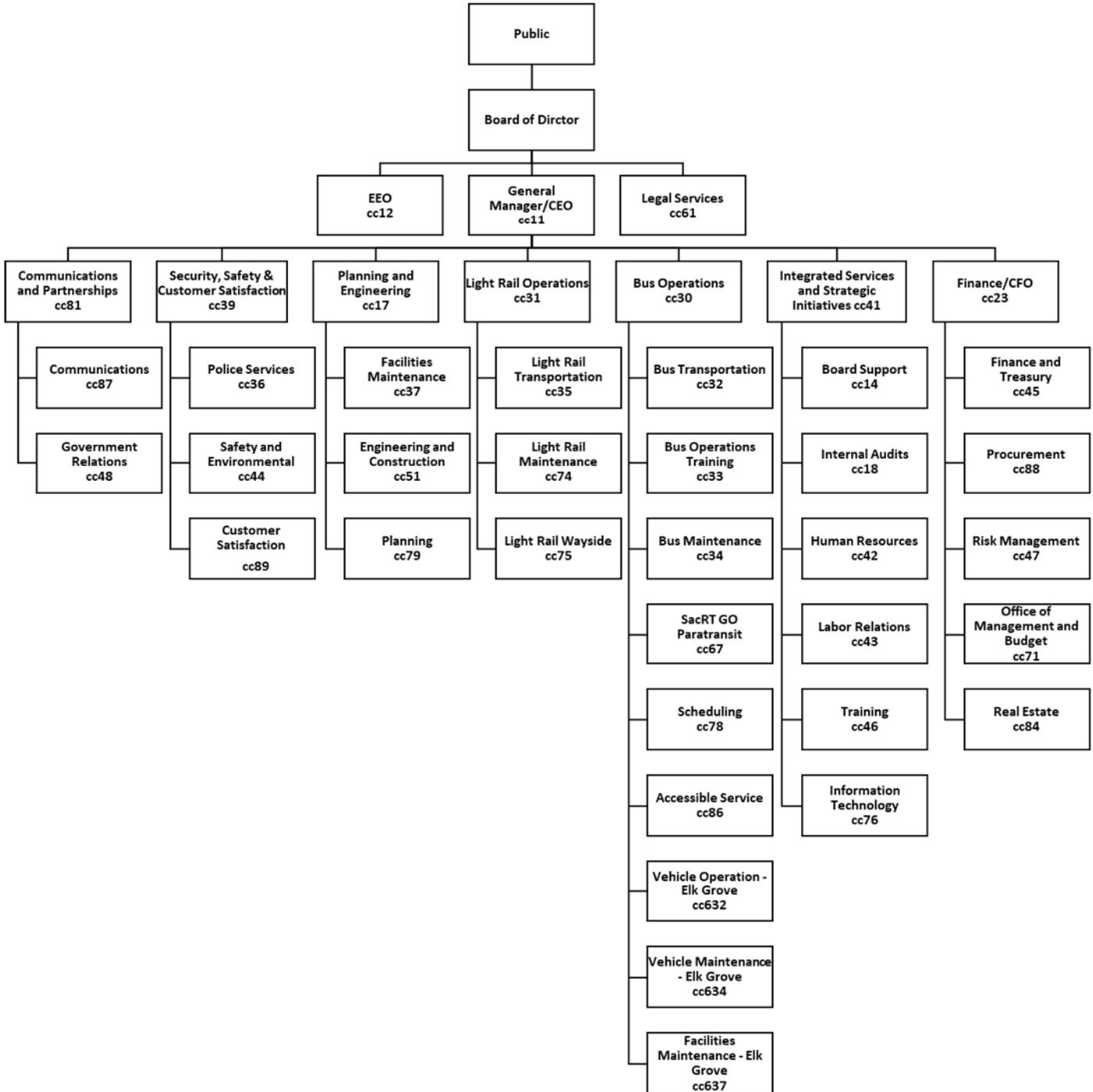
Carol Cherry
Senior Grants Analyst

Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Organizational Structure

(Cost Center Based)



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	81
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	5,103,404

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	4,547,001

Paratransit	
ADA Passenger Trips Provided	226,941
ADA Vehicle Revenue Miles	1,878,973
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 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 annually develop work plan tactics that encompass projects and programs SacRT teams will strive to complete over the coming year.

The strategic plan introduced a comprehensive performance scorecard that SacRT management and division leaders 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

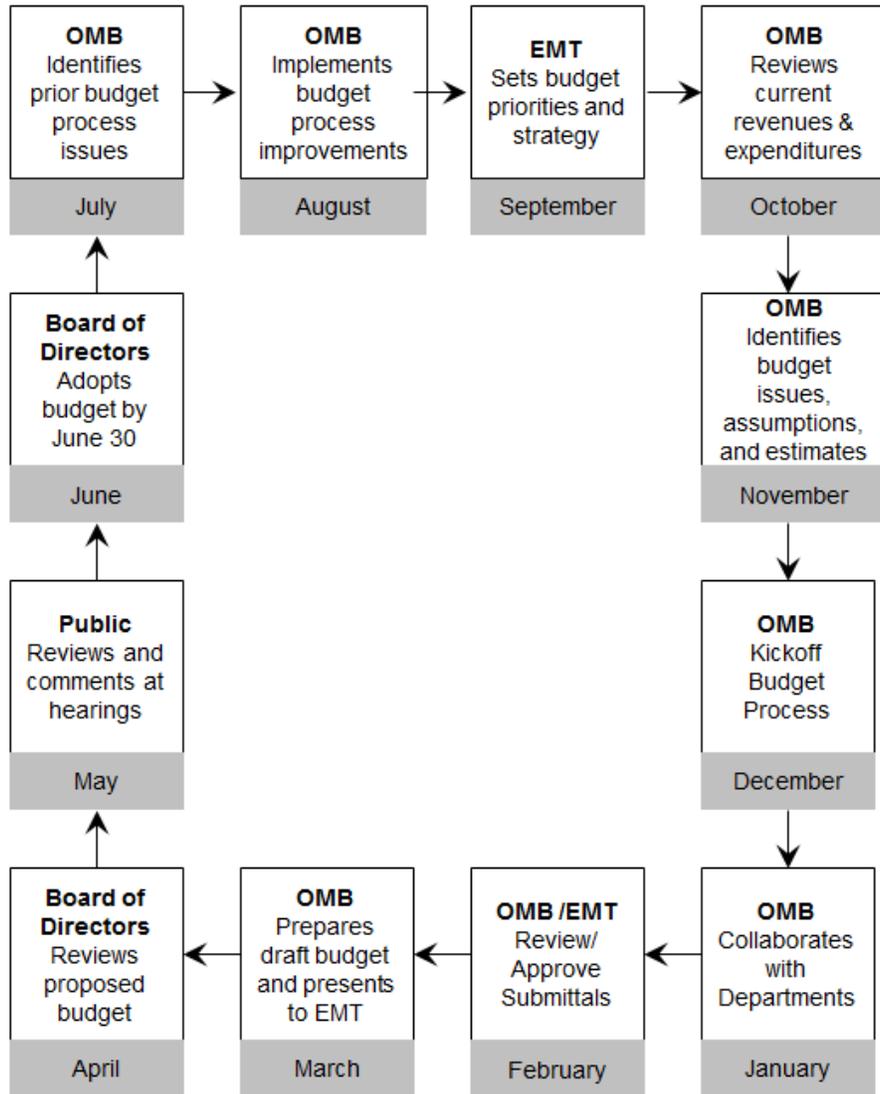
Six core principles guide individuals, teams, and the entire SacRT organization:

- **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.

On September 23, 2021, Governor Gavin Newsom signed AB 1196 (Cooley), which changed the voting structure for SacRT’s governing Board of Directors. AB 1196 took effect January 1, 2022, and changed the voting structure from a weighted voting structure to a one member one vote structure. Consequently, as of January 1, 2022, Sacramento County now has three total votes, the City of Sacramento has four total votes, and the cities of Citrus Heights, Folsom, Rancho Cordova and Elk Grove each have one vote on all matters before the Board as summarized in the table below.

Votes by Jurisdiction

Jurisdiction	Status	Votes – FY 2023 Budget
County of Sacramento	Annex	3
City of Sacramento	Annex	4
City of Rancho Cordova	Annex	1
City of Citrus Heights	Annex	1
City of Elk Grove	Annex	1
City of Folsom	Annex	1
Total		11

SacRT Major Goals and Objectives

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 (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 (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:

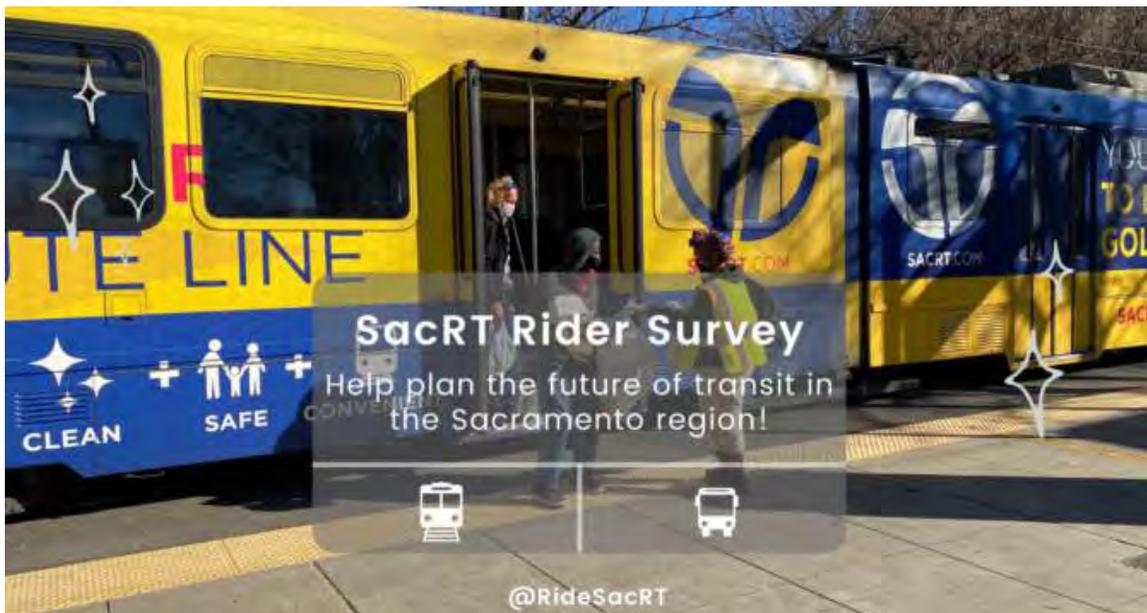
1. **Employee Retention** - Implement changes to Exit Interview Survey to increase employee participation to help identify ways to create and foster an environment that encourages current employees to remain with SacRT. Identify areas of recruitment process that cause delays in hiring new employees to 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 (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:

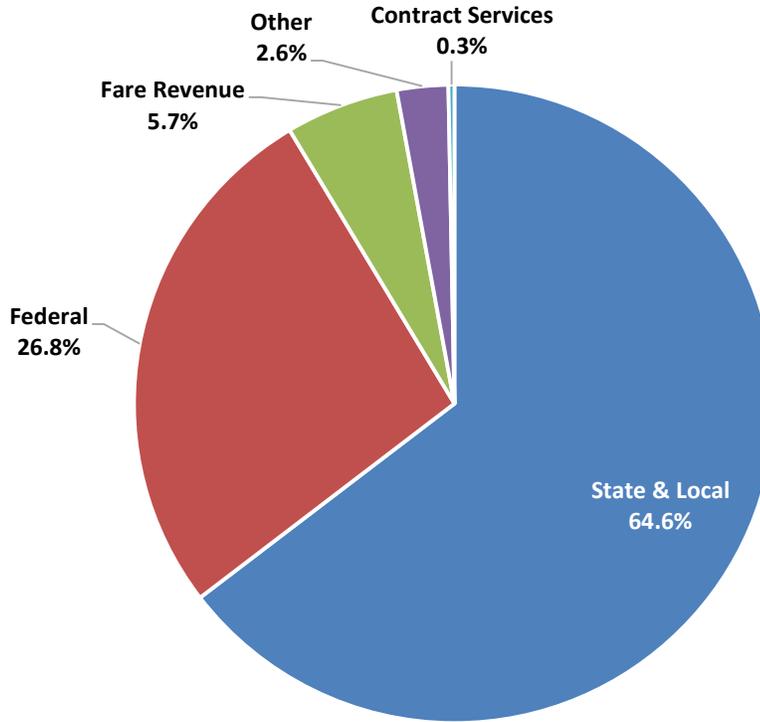
- **Customer Service Process Modernization** - To continue to provide excellent customer service to SacRT employees and customers. Provide training and empower customer satisfaction employees to understand new procedures and technologies that are being implemented across the system. Quickly and efficiently 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 2023 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023	
						\$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,001	\$ 12,547	\$ 13,147	\$ 600	4.8%
Contract Services	3,731	7,125	6,634	650	650	-	0.0%
State & Local	104,031	114,880	113,657	127,093	149,184	22,091	17.4%
Federal	35,750	35,080	57,704	72,332	61,874	(10,458)	-14.5%
Other	8,551	16,417	7,340	5,540	5,890	350	6.3%
Total	\$ 177,492	\$ 194,501	\$ 197,336	\$ 218,162	\$ 230,745	\$ 12,583	5.8%
Operating Surplus/(Deficit)	3,297	\$ 12,793	5,943	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,745	\$ 12,583	5.8%

Revenues (continued)**COVID-19 Impacts**

The values in the Revenues table on page 15, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting an increase in fare revenues for FY 2022-2023 which will be increased approximately \$600K compared to FY 2021-2022. State & Local revenues continue to surge and are forecast to be \$22.1M above FY 2021-2022. To address the impacts of COVID-19 on the public transit industry, on March 27, 2020 President Biden 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. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law and provides over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding is over \$103M, of which \$27.1M is allocated for FY 2022-2023. These federal allocations will fully offset any projected revenue losses for FY 2022-2023.

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 2023 Preliminary Budget proposes \$13.1 million in Fare Revenue, an increase of \$0.6 million (4.8%) from the FY 2022 Amended Budget of \$12.5 million.

- This reflects an increase in Fare Revenue based upon an anticipated increase in 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 2023 Preliminary Budget proposes \$0.6 million in Contracted Services revenue, which is the same level as the FY 2022 Amended Budget of \$0.6 million.

- This reflects \$0.45 million for Rancho Cordova contract.
- This also reflects \$0.15 million for UC Davis Causeway Connection 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 2023 Preliminary Budget proposes \$149.2 million in state and local funding revenue, an increase of \$22.1 million (17.4%) from the FY 2022 Amended Budget of \$127.1 million.

- This reflects a \$5.8 million or 10.8% increase in sales tax estimates for Measure A over the FY 2022 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$5.6 million in Measure A for Paratransit SacRT Go service.
- This budget includes a reduction of \$3.9 million in Neighborhood Shuttle Measure A for SmarT Ride service.
- This budget reflects a \$18.9 million or 31.3% increase in TDA-LTF over the FY 2022 Amended Budget.
- This also includes a \$0.2 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.

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 2023 Preliminary Budget proposes \$61.9 million in federal funding, a reduction of \$10.5 million (14.5%) from the FY 2022 Amended Budget of \$72.3 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2022.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital.
- This budget includes \$3.9 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$33.7 million from FY 2022. This amount includes Elk Grove's portion of available CARES Act funding.
- This budget includes \$29.4 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a reduction of \$3.4 million from FY 2022.
- This budget includes \$27.1 million in the America Rescue Plan of 2021 (ARP funding), which is economic stimulus package to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This is a new revenue source in FY 2023.
- This budget includes \$0.2 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

Revenues (continued)**Other**

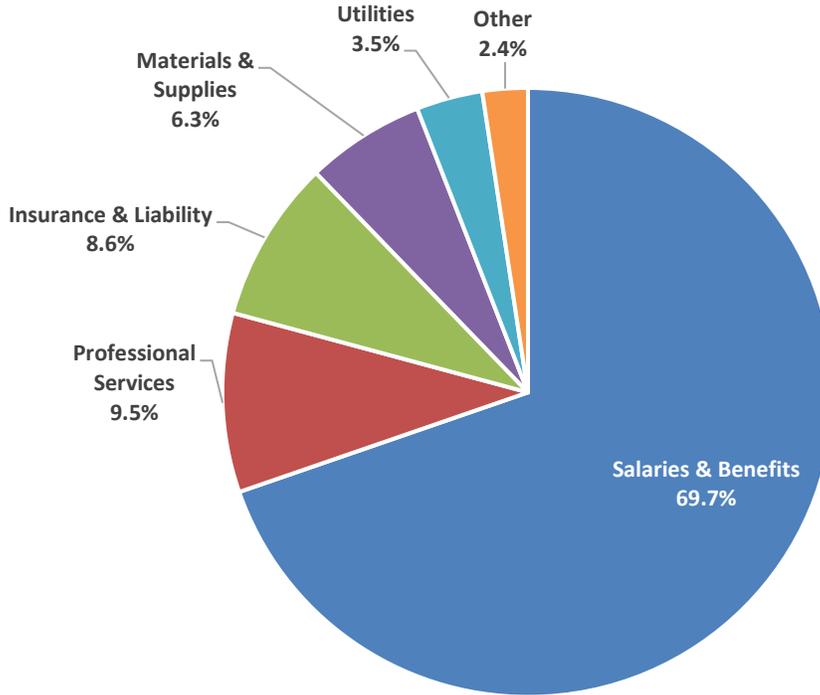
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2023 Preliminary Budget includes \$5.9 million in other revenue, which is an increase of \$0.4 million (6.3%) from the FY 2022 Amended Budget of \$5.5 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 the same level as the FY 2022 Amended Budget.
- This includes \$0.2 million in Investment income.
- This reflects \$0.8 million in Advertising revenue.
- This reflects \$1.8 million in Miscellaneous Income.

Expenses

FY 2023 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023	
						\$ Change	% Change
Salaries & Benefits	\$ 116,540	\$ 128,291	\$ 141,910	\$ 152,505	\$ 160,794	\$ 8,289	5.4%
Professional Services	22,776	22,137	14,162	21,394	22,033	639	3.0%
Materials & Supplies	10,844	11,490	13,504	14,804	14,568	(236)	-1.6%
Utilities	6,761	6,821	7,272	8,018	8,081	63	0.8%
Insurance & Liability	14,011	9,931	12,336	17,036	19,793	2,757	16.2%
Other	3,262	3,038	2,209	4,405	5,476	1,071	24.3%
Operating Expenses	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,745	\$ 12,583	5.8%

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 2023 Preliminary Budget proposes \$160.8 million for salaries and benefits, an increase of \$8.3 million (5.4%) from the FY 2022 Amended Budget of \$152.5 million.

- The Fiscal Year 2023 Preliminary Budget includes 1,468 funded positions, which is an increase of 18 funded positions from the Fiscal Year 2022 Amended Budget of 1,450 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$4.9 million (5.7%) from the FY 2022 Amended Budget of \$85.2 million. This reflects various District position salary.
- Fringe Benefit costs increased by \$3.3 million (4.8%) from the FY 2022 Amended Budget of \$69.0 million. This reflects an increase of \$0.4 million in FICA costs, \$1.2 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.5 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings increased by \$0.1 million (7.3%) from the FY 2022 Amended Budget of \$1.7 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 2023 Preliminary Budget proposes \$22.0 million for Professional Services, an increase of \$0.6 million (3.0%) from the FY 2022 Amended Budget of \$21.4 million.

- This budget includes \$8.5 million in security services cost.
- This budget includes \$3.6 million in outside services cost.
- This also includes \$1.0 million in software/cloud services cost.
- This includes \$0.4 million in Paratransit maintenance cost.
- This budget includes \$0.7 million in Contract maintenance.
- This reflects a \$1.0 million increase in Purchased Transportation cost due to a new contract for supplemental ADA service.
- This reflects the FY 2023 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 2023 Preliminary Budget proposes \$14.6 million for materials and supplies, a reduction of \$0.2 million (-1.6%) from the FY 2022 Amended Budget of \$14.8 million.

Expenses (continued)

- This budget includes an increase of \$0.2 million in gasoline cost to reflect higher cost of gasoline.
- This budget reflects a \$0.2 million increase in CNG cost to reflect higher cost of CNG fuel.
- This also includes a reduction of \$0.3 million in light rail parts due to the current spending trend and start of using new light rail vehicles.
- This budget reflects a \$0.2 million reduction in Equipment items due to a one-time cost incurred in FY 2022.

Utilities

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

The FY 2023 Preliminary Budget proposes \$8.1 million for Utilities, an increase of \$0.1 million (0.8%) from the FY 2022 Amended Budget of \$8.0 million.

- This budget reflects an increase of \$0.1 million in telephone cost due to higher cell phone usage.

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 2023 Preliminary Budget proposes \$19.8 million for Insurance & Liability, an increase of approximately \$2.8 million (16.2%) from the FY 2022 Amended Budget of \$17.0 million.

- This budget reflects a reduction of \$0.9 million in the projected claim reserves for Property and Liability for FY 2023.
- This also reflects an increase of \$0.7 million in the projected claim reserves for Workers' Compensation for FY 2023.
- The budget includes an increase of \$1.9 million in excess liability insurance cost due to challenging market conditions to get the required insurance limits.
- The budget also includes an increase of \$0.7 million in property insurance premium due to increased number of revenue vehicles in service.
- This also reflects increases in FY 2023 estimated insurance premium costs due to a tighter and more competitive insurance market.

Other

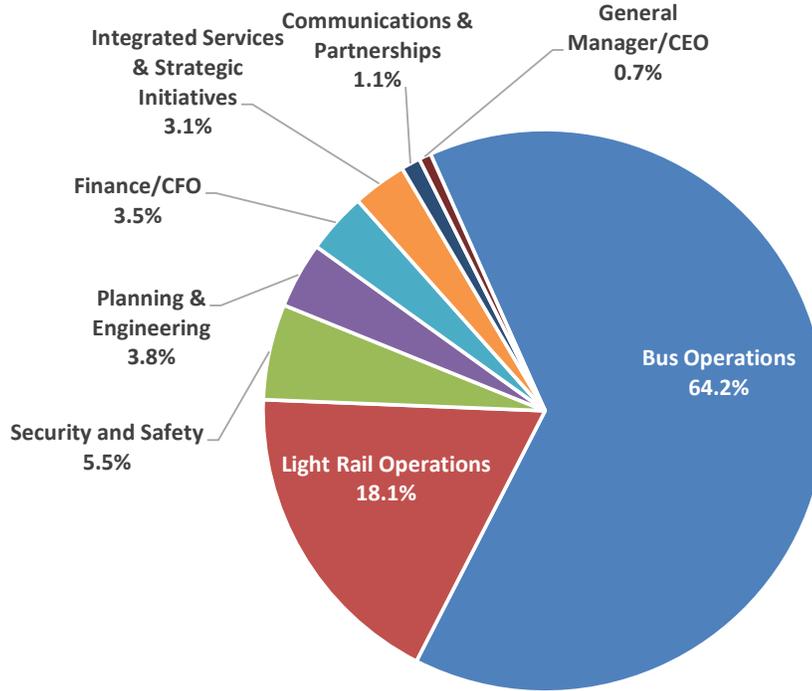
This category includes, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2023 Preliminary Budget proposes \$5.5 million for other expenditures, an increase of \$1.1 million (24.3%) from the FY 2022 Amended Budget of \$4.4 million.

- This budget reflects a reduction of \$0.1 million in interest expense due to reduced line of credit usage.
- This budget reflects an increase of \$0.7 million in property leases due to Q Street administrative building and R Street Facilities building lease costs.
- This budget reflects an increase of \$0.2 million in Contingency account.

Positions

FY 2023 Positions by Division



Division	FY 2019 Funded	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2022 to FY 2023
General Manager/CEO	26	19	16	9	10	1
Planning & Engineering	28	22	57	58	56	-2
Bus Operations	937	1063	1196	939	945	6
Light Rail Operations	0	0	0	261	266	5
Integrated Services & Strategic Initiatives	0	55	33	41	45	4
Engineering & Facilities	48	0	0	0	0	0
Finance/CFO	48	45	47	51	51	0
Communications & Partnerships	30	0	0	9	16	7
Security, Safety and Customer Satisfaction	73	53	74	82	79	-3
Total	1,190	1,257	1,423	1,450	1,468	18

Positions (continued)

From FY 2022 to FY 2023, SacRT had a net increase of 18 funded positions. The changes reflected in the FY 2023 Preliminary Budget are as follows:

General Manager/CEO Division had a net increase of 1 funded position. The position change is as follows:

- Transferred 1 Senior Administrative Assistant from Planning and Engineering Division.
- Reclass 1 Attorney I to Attorney II.
- Reclass 1 Administrative Assistant I to Program Analyst.

Planning and Engineering Division had a net decrease of 2 funded position. The position change is as follows:

- Transferred 1 Senior Administrative Assistant to General Manager/CEO Division.
- Unfunded 1 Senior Administrative Assistant.
- Transferred 1 Manager, Quality Assurance & TAM to Finance/CFO Division.
- Added 1 Senior Civil Engineer.

Bus Operations Division had a net increase of 6 funded positions. The position changes are as follows:

- Added 5 Bus Operators.
- Added 1 Transportation Superintendent - Bus.
- Reclass 2 Maintenance Supervisor – Paratransit to 1 Maintenance Supervisor – Bus and 1 Materials Management Superintendent.
- Reclass 1 Paratransit Operator/Trainer to 1 Paratransit Dispatcher.
- Reclass 4 CBS-Folsom and Folsom Operators to 4 CBS Operators.

Light Rail Operations Division had a net increase of 5 funded positions. The position changes are as follows:

- Added 2 Operations Training Specialist in Light Rail Operations and Light Rail Wayside.
- Funded 1 Transportation Supervisor and 2 Lineworker Technician.
- Reclass 2 Rail Laborer to 2 Senior Rail Maintenance Worker.

Integrated Services and Strategic Initiatives Division had a net increase of 4 positions. The position changes are as follows:

- Added 1 HR Analyst I and 1 HR Analyst II.
- Reclass Senior Manager, Human Resources and Director, Human Resources.
- Reclass Administrative Assistant II to Administrative Technician.
- Funded 1 Labor Relations Analyst I.
- Added 1 IT Technician II.

Finance/Chief Financial Officer (CFO) Division had a net zero changes. The position changes are as follows:

- Added 1 Administrative Assistant II and 1 Senior Grants Analyst.
- Transferred 1 Manager, Quality Assurance & TAM from Planning and Engineering Division.
- Eliminated 3 Route Checkers.
- Reclass Real Estate Analyst II to Senior Real Estate Analyst.
- Reclass Route Checker Supervisor to Senior Administrative Assistant.
- Reclass Senior Administrative Assistant to Program Analyst.
- Reclass Payroll Supervisor to Manager, Payroll.
- Reclass Manager, Grants to Senior Manager, Grants.
- Reclass Senior Manager, Procurement to Director, Procurement.

Positions (continued)

Communications and Partnerships Division had a net increase of 7 positions. The position changes are as follows:

- Added 6 Community Outreach Specialist.
- Added 1 Digital Media Production Specialist.
- Reclass 1 Administrative Assistant II to Administrative Technician.

Security, Safety and Customer Satisfaction Division had a net decrease of 3 funded positions:

- Converted 3 SOC Security Leads back to PSCs.

Capital Improvement Plan

Project Overview

The following tables and chart represent the Capital Budget as it pertains to the FY 2023 Budget for the projects listed. The full five-year Capital Improvement Program (CIP) will be adopted by a separate Board action and will cover capital funding priorities between fiscal years 2022 through 2026, and beyond to 2052.

The amounts contained in the FY 2023 Preliminary Capital Budget represent partially funded and unfunded projects and anticipated and secured funding sources for FY 2023. Awarded and programmed funding are shown as Federal, State and/or Local Funds. Non-Awarded competitive grant funding is shown as To-Be-Determined (TBD).

The FY 2023 Capital Budget includes projects focused on the following priority programs:

Guideway

- R359 LR Modern. 15 Min. Service to Folsom (Sidetrack)
- S030 Downtown/Riverfront Streetcar Project

Passenger Stations

- B150 Watt/I-80 On-Site Transit Center Improvements
- R135 Horn Light Rail Station
- R327 Sacramento Valley Station Loop Design and Construction
- R375 Dos Rios Light Rail Station Construction
- R380 Gold Line Light Rail Station Low Floor Vehicle Conversion
- R381 Blue Line Light Rail Station Low Floor Vehicle Conversion

Maintenance Building

- B165 Electric Bus Charging Infrastructure
- F035 South Area Bus Maintenance Facility
- R362 Light Rail Wheel Truing Machine Procurement
- R384 LRV Maintenance Shop Upgrades (Engineering)

Revenue Vehicles

- B100 Replacement 16 CNG Buses (FY 22- FY 26)
- B164 Airport Service Expansion ZEB Buses (10-40")
- B173 40-ft CNG Bus Replacement (91 Orion Buses)
- P014 SmaRT Ride Vehicle Replacement
- P015 SmaRT Ride Expansion Vehicle
- R100 Replacement New Low-Floor LRVs
- R125 CAF Fleet Mid-Life Component Overhaul
- R376 Replacement New Low-Floor LRVs NTP 2 (8)
- R377 Replacement New Low-Floor LRV's NTP 3 (8)

Communications and IT Systems

- T072 Train Station Signage Technology Refresh
- T073 Train Technology Refresh

Project Overview continued

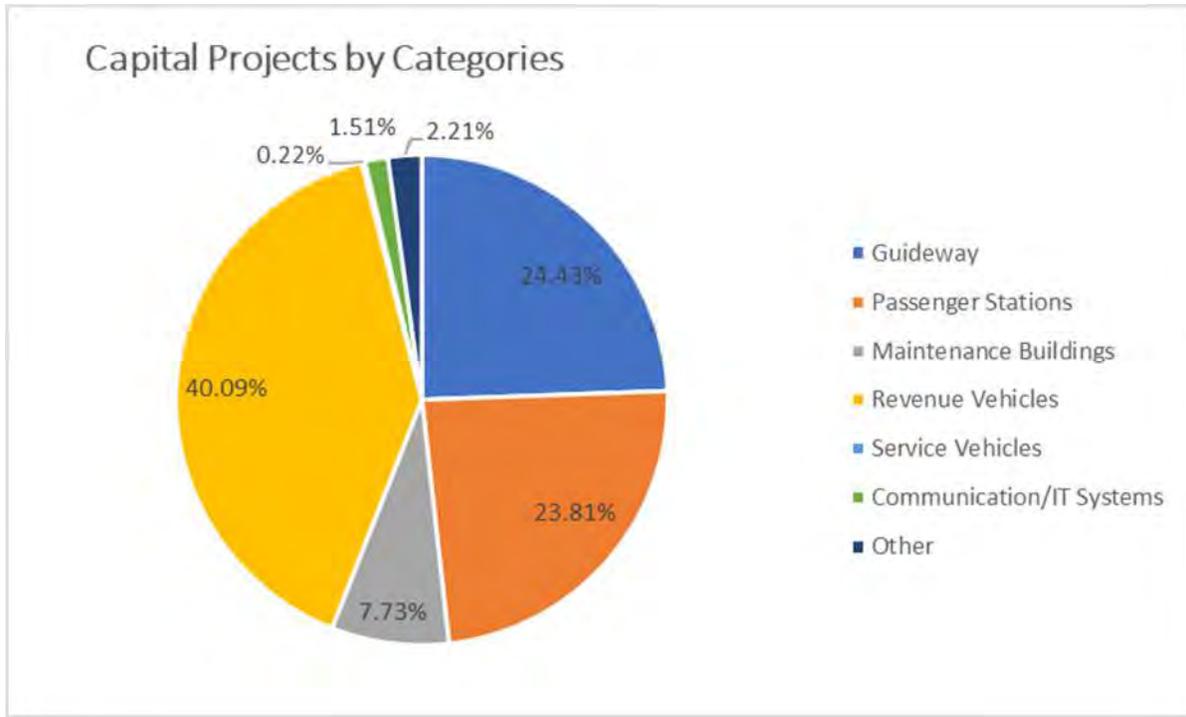
Service Vehicles

N001 Non-Revenue Police Vehicle Replacement

Other

M004 Operating Revenue Bond Series 2021A Payment

Capital Budget by Category



Project Category	# of Projects	Total Project Budgets	%
Guideway	2	\$267,300,000	24.43%
Passenger Stations	6	\$260,542,317	23.81%
Maintenance Buildings	4	\$84,555,238	7.73%
Revenue Vehicles	9	\$438,650,728	40.09%
Service Vehicles	1	\$2,420,000	0.22%
Communication/IT Systems	2	\$16,564,002	1.51%
Other	1	\$24,230,350	2.21%
	25	\$1,094,262,635	

FY 2023 Capital Budget Revenues and Expenditures

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Guideway									
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$66,508,677	\$10,841,295	\$67,300,000	\$56,458,705		\$20,300,000	\$1,000,000	\$35,158,705
S030	Downtown/Riverfront Streetcar Project	\$188,668,127	\$13,096,286	\$200,000,000	\$186,903,714	\$50,000,000	\$30,000,000	\$25,000,000	\$81,903,714
		\$255,176,804	\$23,937,581	\$267,300,000	\$243,362,419	\$50,000,000	\$50,300,000	\$26,000,000	\$117,062,419
Passenger Stations									
B150	Watt I-80 Transit Center Improvements	\$10,703,328	\$572,905	\$10,915,071	\$9,837,875	\$1,644,000	\$7,936,459		\$257,416
R135	Horn Light Rail Station	\$5,299,547	\$588,472	\$5,840,604	\$5,252,132	\$500,000			\$4,752,132
R327	Sacramento Valley Station Loop Design/Construct.	\$134,092,368	\$246,000	\$134,120,000	\$133,846,368	\$3,755,000		\$808,000	\$129,283,368
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$2,500,000	\$23,416,642	\$15,078,243			\$1,323,400	\$13,754,843
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$20,287,257	\$47,193,396	\$26,906,139	\$5,000,000		\$1,000,000	\$20,906,139
R381	Blue Line Light Rail Station Low Floor Conversion	\$38,047,132	\$0	\$39,056,604	\$39,056,604		\$4,003,278		\$35,053,326
		\$258,752,413	\$24,194,634	\$260,542,317	\$229,977,361	\$10,899,000	\$11,939,737	\$3,131,400	\$204,007,224
Maintenance Buildings									
B165	Electric Bus Charging Infrastructure	\$9,245,601	\$2,212,103	\$9,380,000	\$4,787,897				\$4,787,897
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$70,725,000				\$70,725,000
R362	Light Rail Wheel Truing Machine Procurement	\$3,583,557	\$1,177,762	\$4,415,438	\$3,054,119				\$3,054,119
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$34,800	\$34,800	\$0				\$0
		\$83,588,958	\$3,424,665	\$84,555,238	\$78,567,016	\$0	\$0	\$0	\$78,567,016

FY 2023 Capital Budget Revenues and Expenditures (continued)

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Revenue Vehicles									
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$21,629,000				\$21,629,000
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,875,570	\$3,250,136	\$9,926,957	\$6,676,821				\$6,676,821
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$25,442,066	\$63,500,000	\$38,057,934	\$18,821,459		\$9,178,541	\$10,057,934
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$1,525,000	\$1,265,000		\$260,000	\$0
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000		\$171,000	\$171,000				\$171,000
R100	Replacement Light Rail Vehicles (35)	\$141,536,851		\$141,468,494	\$141,468,494				\$141,468,494
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$106,230,277	\$24,000,000		\$6,000,000	\$76,230,277
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$38,222,830	\$46,200,000	\$7,977,170	\$7,977,170			\$0
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$48,000,000	\$15,726,300	\$23,394,078	\$2,360,000	\$6,519,622
		\$438,667,698	\$66,915,032	\$438,650,728	\$371,735,696	\$67,789,929	\$23,394,078	\$17,798,541	\$262,753,148
Service Vehicles									
N001	Police Vehicle Replacement	\$2,420,000	\$940,000	\$2,420,000	\$0				\$1,480,000
		\$2,420,000	\$940,000	\$2,420,000	\$0	\$0	\$0	\$0	\$1,480,000
Communication/IT Systems									
T072	Train Station Signage Technology Refresh	\$4,633,713	\$0	\$4,633,713	\$4,633,713				\$4,633,713
T073	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$11,930,289				\$11,930,289
		\$16,564,002	\$0	\$16,564,002	\$16,564,002	\$0	\$0	\$0	\$16,564,002

ID	Project Name	FY22 Capital Budget (Board Approved)	Previous Released (Funded)	Total Authorized Budget	Previous TBD	Funding Additions			TBD
						Federal	State	Local	
Other									
M004	OPERATING Revenue Bond, Series 2021A Payment	\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261		\$1,295,261		
		\$3,068,944	\$22,935,089	\$24,230,350	\$1,295,261	\$0	\$1,295,261	\$0	\$0
	Table Totals	\$1,058,238,819	\$142,347,001	\$1,094,262,635	\$941,501,755	\$128,688,929	\$86,929,076	\$46,929,941	\$680,433,809

Capital Project Funding Addition Descriptions

Guideway

R359 LR Modern. 15 Min. Service to Folsom (Sidetrack) – Complete track and signal work on the segment of the Gold Line between Sunrise and Historic Folsom Light Rail Stations to enable 15-minute service from downtown Sacramento to Folsom.

S030 Downtown/Riverfront Streetcar Project – Planning, environmental, engineering and construction of a new streetcar line to connect the cities of West Sacramento and Sacramento and their shared riverfront.

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.

R135 Horn Light Rail Station – Engineering and construction of a new station in Rancho Cordova at Horn Road. New station includes passenger platforms and passenger amenities.

R327 Sacramento Valley Station Loop Design and Construction – Design and construct 1.55 mile of double tracking of the existing light service on H St. and 7th St and the realignment of the SacRT Sacramento Valley Light Rail Station.

R375 Dos Rios Light Rail Station Construction - 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.

R380 Gold Line Light Rail Station Low Floor Vehicle Conversion – Construct new raised platforms at light rail stations on the Gold Line in order to facilitate the use of low-floor light rail vehicles.

R381 Blue Line Light Rail Station Low Floor Vehicle Conversion – Construct new raised platforms at light rail stations on the Blue Line in order to facilitate the use of low-floor light rail vehicles.

Maintenance Building

B165 Electric Bus Charging Infrastructure – Purchase construct and install charging infrastructure to charge up to 22 battery electric vehicles at BMF1.

F035 South Area Bus Maintenance Facility – Planning, environmental, engineering, purchase and construction of a new Bus Maintenance Facility in South Sacramento County.

R362 Light Rail Wheel Truing Machine Procurement – Purchase two Light Rail Wheel Truing Machines one to install at Metro Light Rail Maintenance Facility and one portable machine.

R384 LRV Maintenance Shop Upgrades (Engineering) – Engineering for the Light Rail Maintenance Shop upgrades needed to maintain the new Siemens S700.

Capital Project Funding Addition Descriptions (continued)

Revenue Vehicles

B100 Replacement 16 CNG Buses (FY 22- FY 26) – Purchase sixteen (16) buses to replace sixteen (16) CNG buses that have reached the end of their useful life.

B164 Airport Service Expansion ZEB Buses (10-40') – Purchase ten (10) 40' Zero Emission Vehicles and 10 associated standard chargers for a new, frequent bus service between downtown Sacramento and Sacramento International Airport.

B173 40-ft CNG Bus Replacement (91 Orion Buses) – Purchase ninety-one (91) CNG 40' replacement transit buses, these new buses will replace vehicles that have exceeded their useful life.

P014 SmarT Ride Vehicle Replacement – Purchase ten (10) new SmarT ride vehicles to replace ten (10) vehicles that have reached the end of their useful life's.

P015 SmarT Ride Expansion Vehicle – Purchase one (1) new SmarT Ride vehicle to expand the SacRT SmarT Ride Service.

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

R125 CAF Fleet Mid-Life Component Overhaul – Overhaul of major subsystems and components on the CAF light rail vehicles (40 Vehicles).

R376 Replacement New Low-Floor LRVs NTP 2 (8) – Purchase eight (8) new Siemens S700 Low-Floor Light Rail Vehicles to replace eight (8) High-Floor Light Rail Vehicles that have reached the end of their useful life's. New Vehicles will be operated on the Gold Line.

R377 Replacement New Low-Floor LRV's NTP 3 (8) - Purchase eight (8) new Siemens S700 Low-Floor Light Rail Vehicles to replace eight (8) High-Floor Light Rail Vehicles that have reached the end of their useful life's. New Vehicles will be operated on the Blue Line.

Communications and IT Systems

T072 Train Station Signage Technology Refresh - Replace the Digital Messaging Signs (DMS) equipment on throughout the SacRT rail system. It will replace the existing DMS with modern LCD style signage as well as implement digital content management systems making it easier to communicate with the new signs as well as integrate with the Public Address system at the stations.

T073 Train Technology Refresh – Upgrade equipment onboard trains (Siemens, UTDC, CAF) to create a unified communications infrastructure. This will help the agency achieve and maintain ADA compliant communications by announcing and displaying upcoming train types at stations (low/high floor) along with destination and provide a mechanism to direct passengers with disabilities to the correct boarding area.

Service Vehicles

N001 Non-Revenue Police Vehicle Replacement – Purchase twenty-three (23) new police vehicles including all needed electronics.

Other

M004 Operating Revenue Bond Series 2012 Payment – Provide funding for payments for 2021A Bonds.

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, VP, Integrated Services and Strategic Initiatives/
Chief of Staff
SUBJ: APPROVING THE FIRST AMENDMENT TO THE CONTRACT
FOR BREATH ALCOHOL TESTING AND URINE SPECIMEN
COLLECTION SERVICES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the attached Resolution will amend the contract with Barry W. Leeder, Inc., dba Collection Plus, for breath alcohol testing and urine specimen collection services to increase the total consideration so that SacRT can continue to obtain services necessary to remain compliant with the FTA drug and alcohol testing requirements.

FISCAL IMPACT

This Contract amendment will increase the current not to exceed amount by \$70,000 from \$141,305 to \$211,305. There is sufficient budget in FY22 to cover the additional costs and the amount for FY23 will be incorporated into the operating budget. The additional funds will be broken down as follows:

FY22 - \$15,000
FY23 - \$55,000

DISCUSSION

On August 7, 2019, SacRT released a Request For Quote (RFQ) for breath alcohol testing and urine specimen collection services. On October 18, 2019, SacRT entered into a contract with Collection Plus for such services, with a not to exceed amount of \$141,305. This contract will expire on October 17, 2022.

Section 1.505 of the SacRT Procurement Ordinance states: "If a Contract was initially awarded using an informal solicitation and the aggregate total of the initial contract, prior amendments, and the proposed new amendment would exceed the threshold for formal solicitation, then, prior to approving the amendment, the Board must determine that: (1) there was no improper procurement splitting; and (2) either the requirements for a new formal solicitation have been met or the criteria for a non-competitive solicitation are met

as set forth in Section 1.405.” There was no improper procurement splitting for this contract. The original independent cost estimate for this contract was based on historical cost information. The First Amendment meets the criteria for a non-competitive solicitation (i.e., the additional services are within the general scope of the contract). Pursuant to the federal third-party contracting circular, an amendment that is within the general scope of a contract does not require a new solicitation.

SacRT has seen a significant rise in costs due to an increase in the federal requirement for random drug testing percentages (from 25% to 50% per a year) and increased pre-employment testing as a result of increased hiring efforts. Staff would like to amend the current contract to increase the total consideration to \$211,305. It is mandatory that SacRT maintain a compliant Drug and Alcohol Program in accordance with DOT FTA Regulations, and therefore, cannot allow for a lapse in services.

Given the new higher level of testing services required, a formal Request for Proposals will be prepared to solicit for the successor contract to be in place by the expiration of the existing contract in October.

RESOLUTION NO. 2022-04-035

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

April 11, 2022

APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR BREATH ALCOHOL TESTING AND URINE SPECIMEN COLLECTION SERVICES

WHEREAS, SacRT desires to amend its Contract with Barry W. Leeder, Inc., dba Collection Plus to increase the total consideration because the total consideration will soon be exceeded and SacRT has a continuing need for the Contractor's services to meet FTA legal requirements for drug and alcohol testing; and

WHEREAS, pursuant to Section 1.505 of SacRT's Procurement Ordinance, SacRT may only amend its contract with Collection Plus if SacRT's Board finds that (1) there was no improper procurement splitting involved and (2) either the requirements for the new formal solicitation have been met or the criteria for non-competitive solicitation are met as set forth in Section 1.405 of SacRT's Procurement Ordinance; and

WHEREAS, at the time SacRT entered into the Principal Agreement, the terms and conditions of the agreement accurately reflected SacRT's anticipated needs and associated fees for the anticipated level of service that SacRT required over the term of the agreement and therefore, an informal solicitation was appropriate and consistent with SacRT's Procurement Ordinance; and

WHEREAS, subsequent to SacRT entering into the agreement with Collection Plus, SacRT had an unforeseen need to increase services due to a change in the percentage of employees tested and an increase in the number of employees test, increasing the level of service SacRT required beyond the level of service SacRT had anticipated at the time of soliciting quotes; and

WHEREAS, while the level of service SacRT anticipated increased, the scope of work performed by Collection Plus is within the general scope of work set forth in the Principal Agreement and is being performed at the contracted rates.

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

THAT, the Board finds and determines that SacRT did not engage in improper procurement splitting when it retained Collection Plus as its drug and alcohol testing service provider through an informal solicitation, because the level of service for which

services were solicited accurately reflected SacRT's anticipated needs at the time the solicitation was performed; and

THAT, the First Amendment to the Contract between Sacramento Regional Transit District, therein referred to as "SacRT" and Barry W. Leeder, Inc., dba Collection Plus, therein referred to as "Collection Plus," wherein the total consideration is increased by \$70,000, from \$141,305 to \$211,305, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute this First Amendment.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: REPEAL RESOLUTION 05-02-0020 AND AUTHORIZE CASH MANAGEMENT AND BANKING PROCEDURES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolution will repeal Resolution No. 05-02-0020 and Authorize Cash Management and Banking Procedures.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

On February 14, 2005, the Sacramento Regional Transit District (SacRT) adopted Resolution No. 05-02-0020 authorizing signatories for daily cash management and banking procedures. Since the adoption, SacRT has undergone organizational restructuring, which in part, created the AVP, Finance and Treasury position as well as title changes affecting the VP, Finance/CFO, Senior Accountant and General Counsel positions. As a result, changes in title and function are needed to update the Cash Management and Banking Procedures.

As a normal course of business, SacRT's daily cash management functions provided for by the Finance Division includes transactions with banks (including custody accounts), investment firms, CalTRUST and the State of California Local Agency Investment Fund (LAIF). Articulating the account types in the body of the Cash Management and Banking Procedures helps to mitigate risks and ensures the specificity now required by SacRT's banking institutions, investor relationships, CalTRUST and LAIF.

Staff recommends that the Board adopt the attached Resolution repealing Resolution No. 05-02-0020 and adopt the revised Authorize Cash Management and Banking Procedures.

RESOLUTION NO. 2022-04-036

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

April 11, 2022

REPEAL RESOLUTION 05-02-0020 AND AUTHORIZE CASH MANAGEMENT AND BANKING PROCEDURES

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

Section 1: THAT, Resolution No. 05-02-0020 is hereby repealed effective April 11, 2022.

Section 2: THAT, the establishment or closure of bank (including custody accounts), investment, CalTRUST and State of California Local Agency Investment Fund (LAIF) accounts in the name of the Sacramento Regional Transit District (SacRT), as authorized, and manual withdrawals from such accounts shall require at least two original signatures, one from a person employed in a SacRT job classification listed in this Section under Group A and one from a person employed in a SacRT job classification listed in this Section under Group B, except as provided in Section 3. The SacRT job classifications for Group A and Group B follow:

Group A	Group B
VP, Finance/CFO or Acting VP, Finance/CFO	General Manager/CEO or Acting General Manager/CEO
AVP, Finance and Treasury or Acting AVP, Finance and Treasury	General Counsel or Acting General Counsel

Section 3: THAT, checks drawn from SacRT bank accounts for payroll and accounts payable purposes that are approved by one of the persons employed in a SacRT job classification listed in Section 2 under Group A may be signed by machine facsimile bearing the signature of the General Manager/CEO, an Acting/Interim General Manager/CEO or General Counsel.

Section 4: THAT, the electronic transfer of funds from SacRT bank (including custody accounts), investment, CalTRUST and LAIF accounts for payroll, accounts payable, grant funds, and cash management or investment purposes must be authorized by two persons and shall require at least two signatures, one from a person employed in a SacRT job classification listed in this Section under Group A and one from a person employed in a SacRT job classification listed in this Section under Group B, as follows:

Group A	Group B
VP, Finance/CFO or Acting VP, Finance/CFO	Senior Accountant or Acting Senior Accountant
AVP, Finance and Treasury or Acting AVP, Finance and Treasury	Accountant II or Acting Accountant II
Accounting Manager or Acting Accounting Manager	

Section 5: THAT, the authority hereby conferred shall remain in force until written notice of the revocation thereof by the Board of Directors of the Sacramento Regional Transit District has been received by those banks, investment institutions, CalTRUST and LAIF with whom SacRT has active accounts.

Section 6: THAT, the certification of the Secretary or Assistant Secretary as to the continuing authority of this Resolution and the authorized signatories shall be binding upon SacRT.

Section 7: THAT, the Secretary or Assistant Secretary is hereby authorized to certify the truth and correctness of this Resolution, and that the officers designated above are authorized to sign signature cards as required by those banks, investment institutions, CalTRUST and LAIF with which SacRT has active accounts.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Edna Stanley, VP Light Rail Operations
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND THE FIRST AMENDMENT TO THE CONTRACT FOR CAR HOIST SYSTEM MODIFICATION WITH WHITING CORPORATION.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the Contract amendment will allow for a critical change to the control system and modification to the CAF lifting adapters, to allow for the safe lifting of CAF vehicles.

FISCAL IMPACT

This amendment will add \$30,138.57, to address a previously-unknown issue with the original design of the CAF lifting carts, for a new total consideration of \$177,738.57. The amendment will be funded using FY 2022 Operating Funds.

DISCUSSION

On June 25, 2021, SacRT entered into a Contract with Whiting Corporation for modifications needed to SacRT's in-floor LRV hoist, to incorporate lifting adapters for the CAF LRVs, along with the associated wiring and system controls necessary for its safe operation. The Contract was awarded to Whiting Corporation on a sole source basis as the original equipment manufacturer for the hoist and the modifications include proprietary equipment that must be compatible with the original equipment for safety reasons. SacRT currently is unable to use the in-floor hoist for CAF vehicles.

During an engineering review of the lifting adapter integration, a potential safety hazard was identified that would allow for the operation of the lift without verification that safety interlocks had been met. To correct this, a change to the lifting adapter wiring and the programming and operational sequence of the system controller must be completed. This engineering change will allow for the safe operation of the lift, with the additional ability to lift CAF vehicles. The cost for the amendment has been determined to be fair and reasonable.

RESOLUTION NO. 2022-04-037

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

April 11, 2022

APPROVING A SOLE SOURCE PROCUREMENT AND THE FIRST AMENDMENT TO THE CONTRACT FOR CAR HOIST SYSTEM MODIFICATION WITH WHITING CORPORATION.

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

THAT, pursuant to Section 1.405.A.1.b of the SacRT Procurement Ordinance and federal guidance, a sole source procurement is permitted when patent or data rights preclude competition.

THAT, Whiting Corporation, as the original equipment manufacturer and holder of proprietary rights, is the sole entity capable of modifying the car hoist system.

THAT, the First Amendment to the Contract for Car Hoist System Modifications by and between the Sacramento Regional Transit District (therein "SacRT") and Whiting Corporation (therein "Contractor") whereby the scope of work is modified and the Total Consideration is increased by to \$30,138.57, from \$147,600.00 to \$177,738.57, is hereby approved.

THAT, the Board Chair and General Manager are hereby authorized and directed to execute the foregoing amendment.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, VP, Finance/CFO
SUBJ: REPEAL RESOLUTION 02-06-0158 AND ADOPT WORKERS
COMPENSATION CLAIM SETTLEMENT AUTHORITY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

To Repeal Resolution 02-06-0158 and establish monetary limits for the GM/CEO or designee to compromise and settle workers' compensation claims.

FISCAL IMPACT

Some minimal cost savings, as a result of not having to prepare or incur additional documentation, support and administrative expenses associated with bringing settlement items to closed session but would increase operational efficiency by allowing settlement offers to be processed in a timelier manner.

DISCUSSION

Government Code Section 935.4 and 949 provides that a public entity by Ordinance or Resolution, may authorize an employee of the public entity to allow, compromise, or settle claims on behalf of the Board, if the amount to be paid pursuant to the allowance, compromise or settlement exceeds \$50,000.

In June 2002, the Board adopted Resolution 02-06-0158, that currently serves as authority for the GM/CEO or designee to compromise and settle workers' compensation claims in an amount per claim of \$50,000.

On December 13th, 2021, the Board adopted the amended and restated Title V Administrative Ordinance (Reso: 21-12-01), providing a special claims procedure to increase the General Manager/CEO's authority to accept, reject, compromise, or settle claims of any type, except for workers' compensation claims, for an amount up to \$150,000. If the Board adopts the the recommended action, settlement authority for workers' compensation claims will be in alignment with the Title V Administrative code and provide greater alignment and efficiency for claims program administration.

All claims in excess of \$150,000 will be presented to the Board for approval or settlement.

Staff recommends repealing Resolution 02-06-0158 and adopting the attached Resolution establishing monetary limits for workers' compensation claims settlement authority limit of \$150,000 and equal to the settlement authority granted within SacRT Title V Administrative Ordinance.

RESOLUTION NO. 2022-04-038

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

April 11, 2022

REPEAL RESOLUTION 02-06-0158 AND ADOPT WORKERS COMPENSATION CLAIM SETTLEMENT AUTHORITY

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

THAT, Resolution No. 02-06-0158 is hereby repealed.

THAT, the General Manager or his/her designee is hereby authorized to approve the settlement of workers' compensation claims in an amount per claim not to exceed \$150,000. The foregoing monetary limit is in excess of any amount paid to a claimant under the workers' compensation law prior to the date of that claimant's settlement.

THAT, the Board hereby authorizes the General Manager, or his/her designee, the authority to negotiate a settlement amount that exceeds the General Manager settlement authority without requiring the Board's affirmative rejection of each offer to settle in excess of the General Manager settlement authority, subject to the Board's approval of the final settlement amount negotiated by the General Manager.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 11, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Shelly Valenton, VP, Integrated Services and Strategic Initiatives
/Chief of Staff and Laura Ham, VP Planning and Engineering

SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO APPROVE AND EXECUTE INFORMATION TECHNOLOGY
PROCUREMENT CONTRACTS OVER \$150,000 FOR THE Q
STREET ADMINISTRATIVE BUILDING PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to enter into contracts over \$150,000 to purchase information technology goods and services to the extent necessary and as needed for the Q Street Administrative Building Project.

FISCAL IMPACT

The fiscal impact is dependent on the products and services purchased, although some level of savings is expected due to government discounts for hardware, software, and services. The independent cost estimate for network infrastructure products, licensing, and services to provide internet services at the new building is approximately \$375,000 for the essential network infrastructure. The Q Street Admin Building Capital Improvement Project (CIP) budgeted an amount of \$675,000 in the CIP for Information Technology under WBS V102.08.02. Project V102 is fully funded.

DISCUSSION

The General Manager is moving forward to execute a lease for office space at 1102 Q Street. To meet the desired move-in deadline of July 1, 2022, Staff is expediting several procurements to ensure that appropriate contracts are in place to meet the business needs.

Due to the short four-month time frame and world-wide supply chain shortages, waiting to seek Board approval to execute information technology product and service-related procurement contracts could delay the relocation and transition of administrative staff. Therefore, Staff is asking for a standing delegation of authority to the General

Manager/CEO to take procurement actions in excess of the current authority under the Procurement Ordinance.

Currently, the General Manager/CEO's procurement contract authority is as follows:

- (1) New contracts up to \$150,000;
- (2) Amendments to Board-approved contracts up to \$150,000;
- (3) Amendments to General Manager-approved contracts up to an aggregate total (between the initial contract and amendments) of \$150,000.
- (4) Contract Change Orders for public works – authority varies based on the original value of the Contract, but the aggregate limit for smaller public works projects is generally 10% of the original contract price and the individual limit is \$150,000 for a single Contract Change Order regardless of the original contract value.

When these limits are exceeded, the Board is required to approve the contract and may, in addition, be required to make findings related to non-competitive procurements or a decision to amend a contract above the informal solicitation threshold.

The contract or contract amendments that could exceed the General Manager/CEO's authority or require sole source justification include, but are not limited to networking equipment, software configuration, licensing, and services. Any individual contract, work order, or contract change order entered into under this authority may not exceed a total consideration of \$375,000.

The Procurement department will ensure that all purchasing is compliant with the Board approved Procurement Ordinance. Procurement will identify the most-efficient path forward and will utilize cooperative agreements where available, to ensure competitive pricing is obtained.

RESOLUTION NO. 2022-04-039

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

April 11, 2022

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE INFORMATION TECHNOLOGY PROCUREMENT CONTRACTS OVER \$150,000 FOR THE Q STREET ADMINISTRATIVE BUILDING PROJECT

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

THAT, authority is hereby delegated to the General Manager/CEO to approve Procurement contracts that would otherwise be in excess of his authority, as set forth in the Procurement Ordinance (21-10-01), up to a maximum of \$375,000 for a single information technology-related Procurement action as reasonable and necessary for the Q Street Administrative Building Project.

THAT, any Procurement undertaken pursuant to this delegation of authority must be undertaken in compliance with the otherwise-applicable provisions of the Procurement Ordinance.

THAT, this delegation of authority will expire, without further action of the Board, on December 31, 2022.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND THE SECOND AMENDMENT TO CONTRACT FOR TRANSIT WATCH MOBILE APPLICATION WITH ELERTS CORPORATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed action will allow SacRT to continue use of the existing Alert SacRT application for one year while SacRT evaluates options for mobile application consolidation.

FISCAL IMPACT

The fiscal impact for extending the Contract for one year is \$23,975.00. Operating funds will be used to pay for hosting and maintenance fees. This amount is considered fair and reasonable, as it is consistent with what SacRT has been paying for the service each of the three previous contracted years.

DISCUSSION

In July 2015, SacRT issued a Request for Quote for Transit Watch Mobile Application. Elerts was determined to be the most qualified proposer and in May 2016, SacRT entered into a Contract with ELERTS Corporation (ELERTS) to customize and host the “Alert SacRT,” free interactive mobile security and reporting app, which is a SacRT-specific application used by employees and riders for transit security and facilities notification services. The “Alert SacRT” program is promoted by the Federal Transit Administration for safety and security measures. Alert SacRT app users may submit reports that include an incident description, report type, photo, video and a location map. A dispatcher may reply to the app user, from the Alert SacRT management console. It also includes a Text-A-Tip option that allows non-smartphone users to report concerns directly to SacRT.

The ELERTS software is proprietary and is only available directly from the hosting Contractor. Because the app is in active use, it is in SacRT’s best interest to continue using the app for one additional year. Staff is currently evaluating options for consolidation of other mobile applications currently used by SacRT.

Under Procurement Ordinance Article 1.405, Noncompetitive and Sole Source Procurement, B.2 Non-Federally-Funded Procurements, for Contracts that are not federally-funded, a noncompetitive procurement is permitted for services, when the General Manager/CEO determines it is in SacRT's best interests to solicit one firm or amend an existing contract without competitive solicitation.

RESOLUTION NO. 2022-04-040

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

April 11, 2022

APPROVING A SOLE-SOURCE PROCUREMENT AND THE SECOND AMENDMENT TO CONTRACT FOR TRANSIT WATCH MOBILE APPLICATION WITH ELERTS CORPORATION

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

THAT, under Section 1.405.B.2 of the SacRT Procurement Ordinance (21-10-01) a sole source procurement for services is permitted upon a finding that it is in the best interest of SacRT to proceed without a competitive solicitation.

THAT, ELERTS Corporation has successfully supported the “Alert SacRT” mobile application since a contract was awarded in 2016 and it is in the best interest of SacRT to maintain continuity of the application for an additional year while consolidation of SacRT’s mobile applications is evaluated.

THAT, the Second Amendment to the Contract for Transit Watch Mobile Application by and between the Sacramento Regional Transit District (therein “RT”) and ELERTS Corporation (therein “Contractor”) whereby the term of the Contract is extended by one year, to June 30, 2023, and the Total Consideration is increased by \$23,975, from \$138,000 to \$161,975 is hereby approved.

THAT, the Board Chair and General Manager/CEO are hereby authorized and directed to execute the foregoing amendment.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 11, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Chris Flores, Deputy Chief of Staff / Special Assistant to the GM /
Lisa Hinz, VP, Safety, Security and Customer Satisfaction / Olga
Sanchez-Ochoa, General Counsel

SUBJ: ROSEVILLE ROAD LIGHT RAIL STATION SAFE PARKING
PROPOSAL UPDATE

RECOMMENDATION

Motion to Approve.

RESULT OF RECOMMENDED ACTION

Modifying the Delegation of Authority to the General Manager/CEO to finalize a three-party lease agreement for a temporary safe parking program at a portion of the Roseville Road light rail station.

FISCAL IMPACT

The agreement will be structured so that Sacramento Regional Transit District (SacRT) will incur no costs related to the City's use of the station, and the City will be legally obligated to fully indemnify SacRT to the maximum extent legally permitted.

DISCUSSION

During the October 25, 2021 meeting, the SacRT Board voted to delegate authority to the GM/CEO to negotiate a three-party lease agreement with Caltrans and the City of Sacramento, contingent on Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approvals.

During the October Board meeting, staff presented the agreed upon Program Guidelines between the City and SacRT staff. In the process of negotiating a three-party lease agreement, the City has since changed a few provisions that are significantly different than what was presented to the Board and staff is looking for direction from the Board before finalizing the agreement.

Public Safety Zone – The Board's motion provided direction for staff to seek the largest possible Public Safety Zone that is legally defensible, with the understanding that

encampments and storing of personal property would be prohibited and the City would enforce the prohibition within the Public Safety Zone..

In negotiations of the lease, the City has removed language requiring that it remove all encampments and personal property of unhoused individuals who set up camp within SacRT's station and the immediately surrounding areas located within the Public Safety Priority Zone . The City has indicated it would only be able to cite an unhoused camper if they are engaged in unlawful activity such as using drugs, defecating/urinating in public, sitting in a motorized vehicle for longer than 72 hours, etc. The City has taken the position that it cannot remove any encampment wherein the residents are not expressly violating the law.

Previously the city had agreed to provide an internal security guard within the safe parking site. The City has now told staff that security within the Safe Parking Site will be provided by individuals who are neither security guards or law enforcement officers. This is inconsistent with our initial discussions with the City and with what SacRT staff told the Board would be the case when staff sought authority to finalize an agreement with the City and Caltrans.

Customer Complaints – The City has declined to reimburse SacRT for additional Customer Service Representative (CSR) workload that may occur from the safe parking operations. They have proposed that SacRT staff refer customer complaints/comments regarding the safe parking program to 311. SacRT takes any complaint from a customer very seriously and we strive to quickly resolve issues. If the City does not fund additional CSR staff that will work to resolve complaints, SacRT insists that it must be provided with contact information for City staff that will be available to SacRT as issues arise on a 24/7 basis. Referral to 311 is not an acceptable option as it will not likely result in quick resolution of customer concerns and complaints. SacRT staff is concerned about the impact the inability to quickly resolve issues raised by our passengers will have on our core business of providing safe, clean and convenient transit service to the residents of the Sacramento region.

Because the parties appear to be at an impasse on both issues, staff would like direction from the Board on how to proceed at this juncture.

STAFF REPORT

DATE: April 11, 2022
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 Report

San Joaquin JPA Meeting Summary – March 25, 2022 (Hume)

Written Report

SacRT Meeting Calendar

Regional Transit Board Meeting

May 9, 2022

SacRT Auditorium / Webconference

5:30 P.M

Quarterly Retirement Board Meeting

June 8, 2022

SacRT Auditorium / Webconference

9:00 A.M

Mobility Advisory Council

Meeting June 2, 2022

SacRT Auditorium / Webconference

2:30 P.M

STAFF REPORT

DATE: April 11, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Type your presenter's name or select one from the list.
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF MARCH 25, 2022

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board members present:

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on march 25, 2022.

Meeting Notes

Item 1 – Roll Call, Pledge of Allegiance

Item 2 – Public Comments

Mike Barnbaum- Audio issues (no comment).

Item 3 – Consent Calendar

All Item passed (no items pulled for discussion).

Item 4 – Business Plan

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2022 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2022/2023 (Dan Leavitt)

Draft Business Plan was released March 3rd, 2022. Highlighted changes/information to the 2022 Draft Plan:

- Covid comments/concerns were highlighted in the document.
- There is a request for seven (7) roundtrips compared to the 2021 six (6) daily roundtrips.
- Success with SB 742 (bus only ticketing).

Public comment:

Funding for 7th day service:

Request: Explain the funding for the 7th day of transit.

Response: Funding for the 7th day transit is justified with the increase demand. Funding request needs to be approved before adding service.

Accessibility of Transit:

Request: Make sure ADA access is accomplished with routes on and off trains.

Response: Acknowledgment of comment.

Approval: Yes

Item 5 – Agreement with EZ-ACCESS dba Homecare Products

Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with EZ-ACCESS dba Homecare Products, Inc. for Prefabricated Modular Ramps for Mini High Platform Boarding Project for an Amount Not-to-Exceed \$272,623 and Authorizing the Executive Director to Execute Any and All Documents Related to the Agreement (Brian Schmidt)

- Planet-bids was used to post the project for bid. There were 15 companies that viewed the bid. Only one submitted a formal bid (EZ-ACCESS was the solo bid).
- 15 platform improvements to be built and installed due to this resolution.

Public comment: No

Approval: Yes

Item 6 – San Joaquin’s Service Update (David Lipari)

- San Joaquin is 60% of normal ridership, and 55% of revenue for this year.
- The waves of Covid have led to ridership changes throughout the year. With Covid rates currently lower, transit ridership has begun to increase again.
- Example of increased ridership: March 18th carried over 3,400 passengers. Strong ridership during spring break.

Public Comment: No

Approval: Not required

Item 7 – Station LOVE Program Update – Fresno Station (Rene Gutierrez)

Informational update on Fresno station. The station has major destination connections to the national park system and business centers. SB 742 has increased the number of destinations reachable from Fresno by bus connections.

Item 8 – Board Member Comments

Hudson: Federal government wants to see more projects/ideas about how rail can connect directly to airports.

Item 9 – Executive Director Report

- The California Governor free transit passes were discussed. San Joaquin is very excited about the funding but is aware this will complicate their monthly pass holders (reward points).

SacRT GM Update



Now Hiring
COME WORK WITH US AT SACRT

Sacramento  Regional Transit



Hiring Events



Service Changes

September 2022

Proposed Service Changes

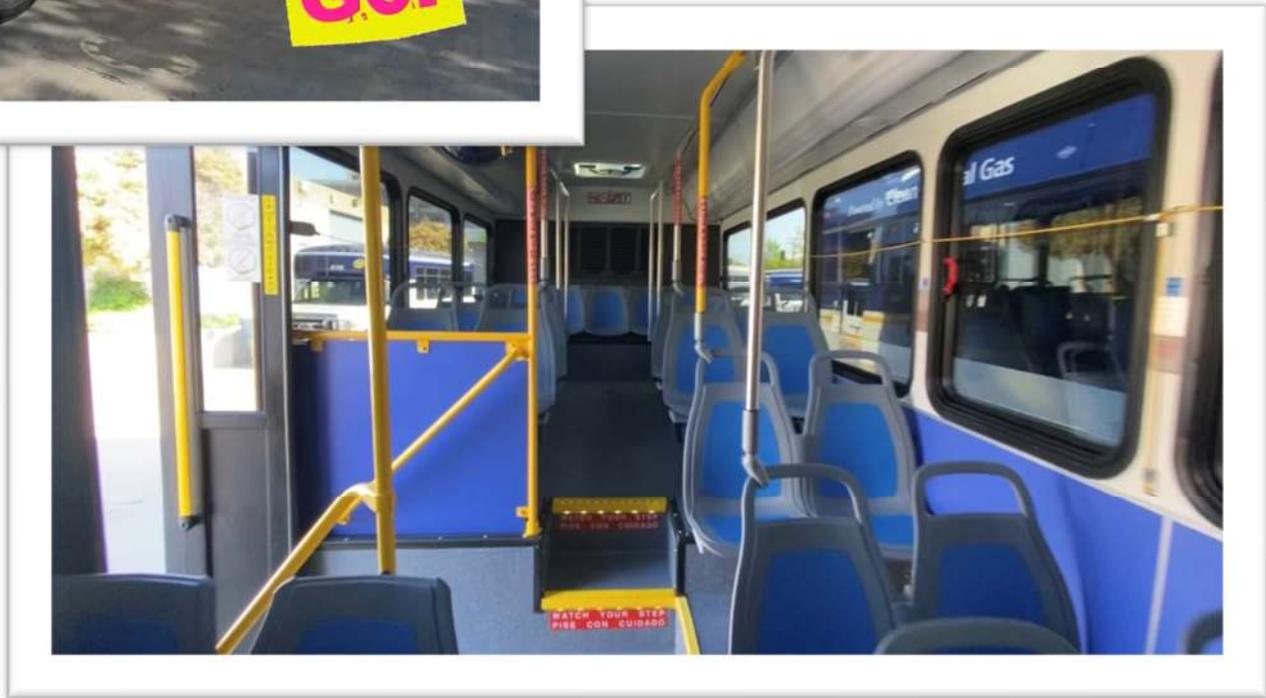
Comments accepted
through May 1, 2022

sacrt.com/SeptemberService

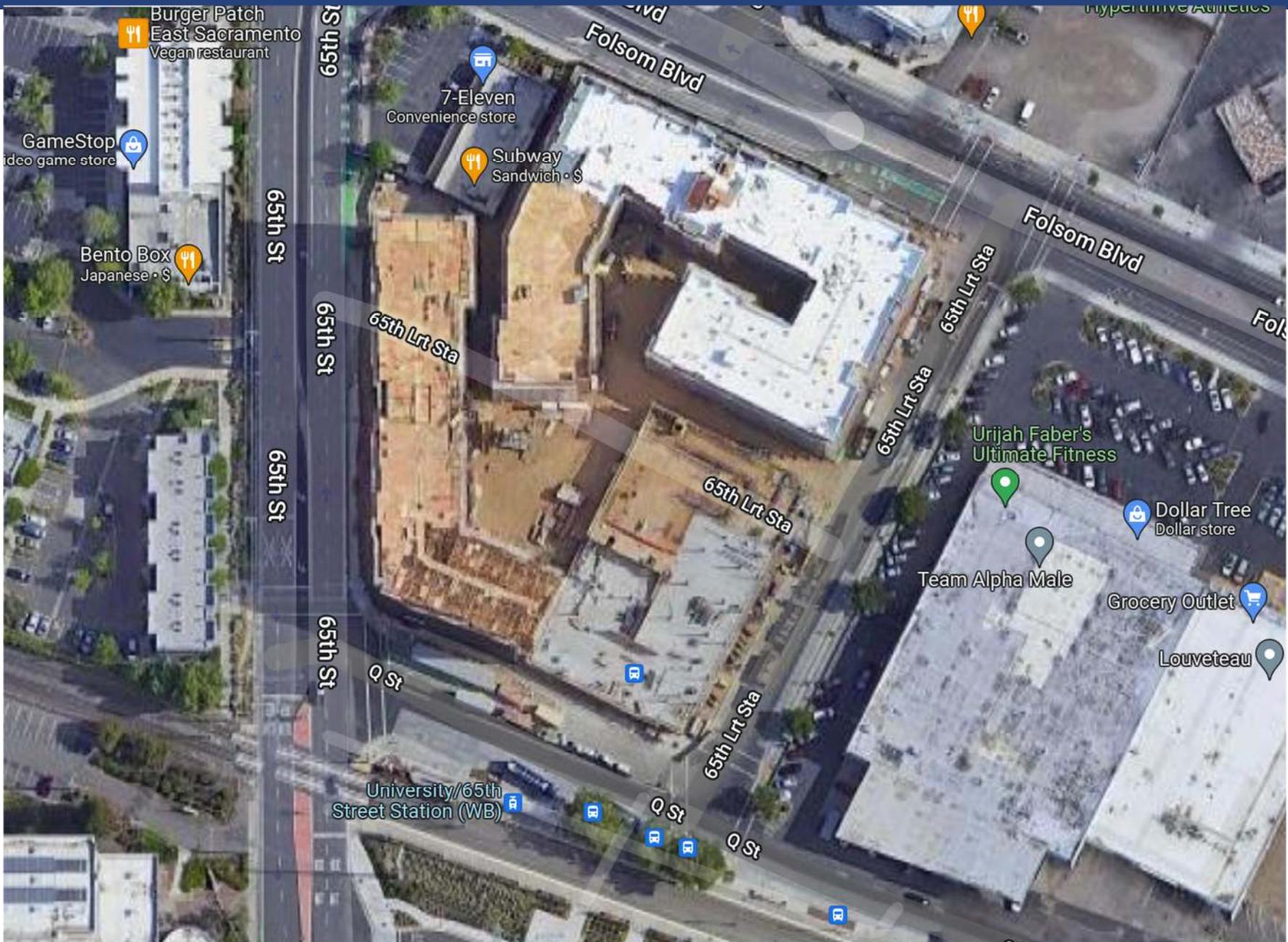


Sacramento  Regional Transit

Replacement Buses



University/65th Street



Arden Way



Transit Oriented Development



Sacramento Railyards

SMUD 59th Reuse Project



Mirasol Village



AB 2015

AB-2015 Across the Desk



California
LEGISLATIVE INFORMATION

Please do not reply to this automated message

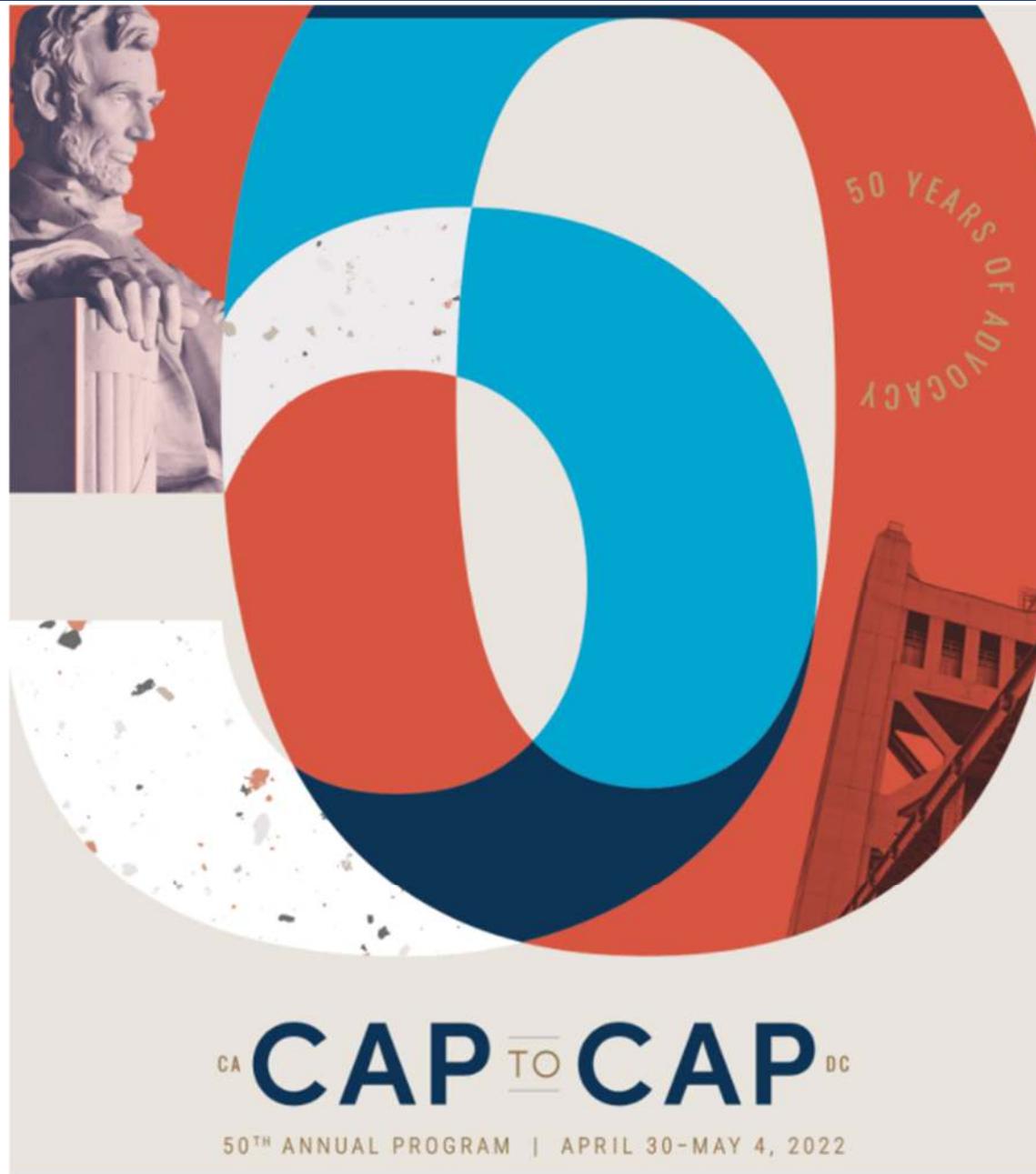
Tracking Notification:

AB-2015: Sacramento Regional Transit District: board of directors: voting procedures: contracting authority: retirement board.

On 06-APR-22 the following history action was applied:

"From committee: Do pass and re-refer to Com. on P.E. and R. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 6). Re-referred to Com. on P.E. and R."

Cap To Cap 2022



Sustainable Transportation Planning Grant



Travel



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Sustainable Transportation Planning Grants

Caltrans Announces the FY 2022-23 Sustainable Transportation Planning Grant Awards

The California Department of Transportation (Caltrans) is pleased to announce the Fiscal Year (FY) 2022-23 Sustainable Transportation Planning Grant Awards. A statewide total of 131 grant applications were received with requests totaling approximately \$42.5 million for Sustainable Communities Competitive and Strategic Partnerships Grants. Of these applications, 67 were selected for grant awards, totaling approximately \$22.2 million. The grant award and non-award lists for each grant are provided below. Later this spring, Metropolitan Planning Organizations will receive \$12.5 million in Sustainable Communities Formula grants to further their Regional Transportation Plan/Sustainable Communities Strategy. Grant applicants are encouraged to contact Caltrans district staff to request feedback for unsuccessful applications and receive technical assistance with application development.

The Sustainable Transportation Planning Grant Program includes:

- **Sustainable Communities Grants** (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- **Strategic Partnerships Grants** (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.