



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.**

**To participate in or view SacRT Board Meetings:**

**<http://sacrt.com/board>**

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

**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](mailto: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: 874 4873 5028 or join the meeting online by logging into <https://us02web.zoom.us/j/87448735028>**

**Please note you will not be able to join the live stream until the posted meeting start time. If you wish to make a comment on an item, press the “raise a hand” button. If you are joining the meeting by phone, press \*9 to indicate a desire to make a comment. By participating in this meeting, you acknowledge that you are being recorded.**



# Sacramento Regional Transit District Agenda

**BOARD MEETING**  
**5:30 P.M., MONDAY, JULY 25, 2022**  
**VIRTUAL MEETING**

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**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 June 13, 2022
- 2.2 Resolution 2022-07-072: Authorize the Board of Directors to Teleconference from July 25, 2022 through August 24, 2022, in Compliance with the Brown Act Pursuant to Government Code Section 54953 as Amended by Assembly Bill 361, During the COVID-19 Pandemic (O. Sanchez-Ochoa/T. Smith)
- 2.3 Resolution 2022-07-073: Approving a License for Beneto, Inc. to Install and Monitor a Temporary Groundwater Monitoring well at Folsom Boulevard and Routier Road within SPJPA Property (J. Adelman)
- 2.4 Resolution 2022-07-074: Approve Project List for Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair for Fiscal Year 2023 (J. Adelman)
- 2.5 Resolution 2022-07-075: Approving the RydeFreeRT Student Transit Pass Agreement with the County of Sacramento (J. Adelman)
- 2.6 Resolution 2022-07-076: Delegating Authority to The General Manager/CEO to Approve and Execute Furniture and Fixtures Contracts and Amendments Over \$150,000 for the Q Street Administrative Building Project (J. Adelman)
- 2.7 Resolution 2022-07-077: Approving the Agreement for Bulky Waste Removal and Disposal Services with the County of Sacramento and Delegating Authority to the General Manager/CEO to Execute Amendments to the Agreement to Extend the Term (L. Ham)
- 2.8 Resolution 2022-07-078: Approving the Contract for Ultrasonic Rail Flaw Testing Services with Pro-Traxx, Inc. (R. Forrest)

- 2.9 Resolution 2022-07-079: Approving a Sole Source Third Amendment to the Commercial Sales Agreement with Johnson Controls for Fire and Burglar Alarm Services and Delegating Authority to the General Manager/CEO to Amend the Commercial Sales Agreement with Johnson Controls (L. Ham)
- 2.10 Resolution 2022-07-080: Conditionally Approving the Contract for On-Call Cummins Cylinder Head Reconditioning Services with B & R Head & Block Repair (C. Alba)
- 2.11 Resolution 2022-07-081: Approving the First Amendment to Contract for Revenue Vehicle Tire Lease and Services with Bridgestone Americas Tire Operations, LLC (C. Alba)
- 2.12 Resolution 2022-07-084: Approving a Cost-Sharing Agreement for Operation of Route E37 Commuter Bus Service With the University of California Davis (L. Ham)
- 2.13 Resolution 2022-07-085: Approving Work Order No. 11 to the Contract for General Engineering Support Services – 2020 with Mark Thomas and Company, Inc. to Provide Final Design for the Watt I-80 Transit Center Improvement Project (L. Ham)

**3. INTRODUCTION OF SPECIAL GUESTS**

**4. UNFINISHED BUSINESS**

**5. PUBLIC HEARING**

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

**7. NEW BUSINESS**

- 7.1 Resolution 2022-07-082: Annual Performance-Based Evaluation for the General Manager/CEO, Henry Li, and Fifth Amendment to Employment Contract (S. Valenton)
- 7.2 Resolution 2022-07-083: Declaring an Emergency and Delegating Authority to the General Manager/CEO to Approve and Execute a Contract Over \$150,000 for Replacement of a Damaged Overhead Contact System Pole (L. Ham) **[Note: Resolution Requires 4/5<sup>th</sup> vote]**
- 7.3 Information: Proposed Citizens' Transportation Tax Initiative in Sacramento County (L.Ham)

**8. GENERAL MANAGER'S REPORT**

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

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

9.1 Capital Corridor JPA Meeting Summary – June 15, 2022

**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**

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**\*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 29<sup>th</sup> 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.sacmetro.cable.tv](http://www.sacmetro.cable.tv) on July 27 @ 2:00 p.m. and July 29 @ 1:00 p.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**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Tabetha Smith, Clerk to the Board  
**SUBJ:** APPROVAL OF THE ACTION SUMMARY OF JUNE 13, 2022

### RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT  
BOARD OF DIRECTORS  
BOARD MEETING  
June 13, 2022**

**ROLL CALL:** Roll Call was taken at 5:32 p.m. via Zoom. PRESENT: Directors Budge, Harris, Howell, Jennings, Nottoli, Schenirer, Serna, Valenzuela and Vice Chair Kennedy. Absent: Chair Miller. Director Nguyen joined the meeting at 5:48 p.m.

**1. PLEDGE OF ALLEGIANCE**

**2. CONSENT CALENDAR**

- 2.1 Motion: Approval of the Action Summary of May 9, 2022
- 2.2 Resolution 2022-06-057: Authorize the Board of Directors to Teleconference from June 13, 2022 through July 12, 2022, in Compliance with the Brown Act Pursuant to Government Code Section 54953 as Amended by Assembly Bill 361, During the COVID-19 Pandemic (O. Sanchez-Ochoa/T. Smith)
- 2.3 Resolution 2022-06-058: Approving the Third Amendment to the Agreement with County of Sacramento for Discount Purchase and Sale of Prepaid Fare Media (J. Adelman)
- 2.4 Resolution 2022-06-061: Approving the First Amendment to the Contract for SacRT GO Vehicle Cleaning, Fueling, and Maintenance Services with Paratransit, Incorporated to Exercise Contract Option Year 3 (C. Alba)
- 2.5 Approving the Second Amendment to the Amended and Restated Agreement for California State University Sacramento Student and Employee Transit Pass Program and Modifying the Fare Structure (09-10-0174) to Redefine Group Pass (J. Adelman)
  - A) Resolution 2022-06-062: Approving the Second Amendment to the Amended and Restated Agreement for California State University Sacramento Student and Employee Transit Pass Program; and
  - B) Resolution 2022-06-063: Amending the Fare Structure to Modify the Definition of Group Pass
- 2.6 Resolution 2022-06-064: Approving the Amended and Restated Personal Services Contract with Robin Haswell for Capital & Operational Project Management and Coordination Services (S. Valenton)

- 2.7 Resolution 2022-06-065: Approving the Third Amendment to Ground Lease for Parking Purposes with R11 Properties, LLC and Delegating Authority to the General Manager/CEO to Amend the Easement Agreement Pedestrian Access with R11 Properties, LLC (J. Adelman)
- 2.8 Resolution 2022-06-066: Awarding a Contract to Folsom Lake Ford for the Purchase of Ten Police Interceptor Utility Vehicles (C. Alba)
- 2.9 Resolution 2022-06-067: Approving the Contract for On-Call ZF Transmission Overhaul/Rebuild Services with Harbor Diesel & Equipment Inc. doing Business as HD Industries (C. Alba)
- 2.10 Resolution 2022-06-068: Approving Work Order No. 7 to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. to Provide Design Support During Construction of the Dos Rios Light Rail Station Project (L. Ham)
- 2.11 Resolution 2022-06-069: Approval of the Renewal of the Excess General Liability, Employment Practices Liability, Property, Boiler and Machinery, Excess Workers' Compensation, Crime, Cyber Privacy and Network Liability, Pollution Liability - Underground Tanks, Pollution Liability – Elk Grove, and Flood Insurance for the Period of July 1, 2022, Through June 30, 2023 (J. Adelman)
- 2.12 Resolution 2022-06-070: Conditionally Approving the Contract for On-Call Roll Up Door Repair and Replacement Services with J T Lewis, Inc. DBA National Garage Door (L. Ham)
- 2.13 Resolution 2022-06-071: Approving a Sole Source Procurement and Statement of Work No. 3 to the Master Services Agreement with Enterprise Networking Solutions Inc. (S. Valenton)

Public comment was taken by phone from Jeffery Tardaguila.

Mr. Tardaguila requested an explanation for personal service contracts.. He asked for clarification on the low floor dimensions regarding the Dos Rios construction and whether the rewarding of the contract for the Gold Line Folsom is a separate project. He then questioned the use of transcription for the public hearing and his concern of the Roseville Road safe parking having limited capacity when there are well over 300 unhoused there currently.

Vice Chair Kennedy asked Mr. Li if he would like to respond to Mr. Tardaguila's concerns specific to the low floor dimensions for Dos Rios and the Light Rail in Folsom.

Mr. Li answered that Folsom Gold Line and Dos Rios are two separate projects and staff will reach out to Mr. Tardaguila to address his concerns and comments.

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

### **3. INTRODUCTION OF SPECIAL GUESTS**

### **4. UNFINISHED BUSINESS**

### **5. PUBLIC HEARING**

- 5.1 Public Hearing and Adoption of the Fiscal Year (FY) 2023 Operating and Capital Budgets (J. Johnson/J. Adelman)
- A. Accept Public Comments; and
  - B. Resolution 2022-06-059: Adopt the FY 2023 Operating and Capital Budgets; and
  - C. Resolution 2022-06-060: Authorizing the Filing of the FY 2023 Transportation Development Act Claim Based on the Adopted Budget

Jamie Adelman explained that the Operating and Capital budget that was presented in May is what is proposed to move forward, and she is available for questions.

Public comment was taken by phone from Jeffery Tardaguila.

Mr. Tardaguila asked if the Watt I-80 elevator expense and surrounding service is in the Capital budget or related to the next project which is the stairwell. He also commented about the transcription of public hearing comments.

Vice Chair Kennedy offered Mr. Li a chance to respond.

Mr. Li shared that the budget for the capital improvements at Watt I-80 are included in the current budget and details will be shared with Mr. Tardaguila.

***ACTION B & C: APPROVED - Director Harris moved to close the public comment and adopt Resolutions 2022-06-059 and 2022-06-060; Director Howell seconded. Motion was carried by roll call vote. Ayes: Directors Budge, Harris, Howell, Jennings, Nguyen, Nottoli, Schenirer, Serna, Valenzuela and Vice Chair Kennedy. Noes: None; Abstain: None; Absent: Chair Miller.***

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

The Clerk read two written public comments into the record from Jeffrey Tardaguila and Tara Ursell.

Mr. Tardaguila was thankful for the addition and restoration of several shelters. He asked for an update on the emergency electronic signs upgrade at 29<sup>th</sup> Street Light Rail and if the transcription feature would be used for the public hearing. Mr. Tardaguila shared he was involved in a bus incident on route 51.. He was told that Risk assessment could not read his contact information, and this is the second time the reporting system has had a problem contacting him. He requested a review of the process. Mr. Tardaguila asked how many graduates there were from the Transit Citizen Academy and expressed his concern regarding bus cancellations.

Ms. Ursel is requesting the installation of seatbelts on primarily freeway-traveling vehicles such as the Causeway Connection and the airport bus.

Vice Chair Kennedy requested that Mr. Li have staff follow up with Mr. Tardaguila and Ms. Ursel.

Public comment was taken by phone from Paul Asturi.

Mr. Asturi lives in the vicinity of Florin, French and Gerber Roads approximately four and a half miles from Consumnes River College (CRC). Many people including himself are cut off to bus and light rail connections and he is proposing, if funding is available, to add additional fixed bus route service in the area to connect to Florin Mall or CRC so they can transfer and go anywhere in the Sacramento area.

Vice Chair Kennedy provided his office phone number for Mr. Asturi to call and set up a meeting.

Director Nottoli understood that some of the funding from County service area 10 would be used to promote ride share and some would be used to bring additional services to the area of South Sacramento, Florin and Vineyard which would then give constituents the ability to connect to other light rail and bus services.

Mr. Li mentioned SmaRT Ride service was expanded in two areas including Florin/Gerber and east of Elk Grove but SacRT is open to discuss options further.

Vice Chair Kennedy is happy to have Director Nottoli join this meeting with Mr. Asturi.

## **7. NEW BUSINESS**

## **8. GENERAL MANAGER'S REPORT**

- 8.1 General Manager's Report
  - a. Major Project Updates
  - b. Sacramento Placerville Transportation Corridor JPA Special Meeting Summary - May 16, 2022 (Budge)
  - c. San Joaquin JPA Meeting Summary - May 20, 2022 (Hume)
  - d. SacRT Meeting Calendar

Mr. Li wished everyone a happy Pride Month. He shared that he participated in the APTA Rail Conference in San Diego last week and then visited Mexico. He was impressed with Mexico's bus rapid transit network, one of the most impressive networks in North America, and proposed the possibility of a delegation trip there in the future.

Mr. Li provided a ridership update announcing that last month was SacRT's strongest month since the onset of the pandemic for both light rail and bus service carrying nearly 1.1 million riders.

Mr. Li gave a brief update on the status of the approved Safe Parking Program at the Roseville Road light rail station. SacRT and the City have been meeting weekly to coordinate in preparation for the launch and are hopeful Caltrans will sign off on the final leasing agreement this week. SacRT will immediately request approval from the FTA.

Mr. Li proudly reported that SacRT successfully completed the 2022 FTA triennial review which covered 23 areas. SacRT received great feedback from reviewers and the FTA staff on responsiveness, organization, and dedication to the review process with specifically high marks for the complete turnaround of the Disadvantaged Business Enterprise (DBE) and Equal Employment Opportunity (EEO) Programs. The review required support and expertise from over 50 SacRT team members and months of dedicated work hours. Mr. Li recognized Jamie Adelman, Shelly Valenton, Coye Carter and Sarah Kerber who collectively led the coordination and managed the FTA triennial review process.

Mr. Li announced that SacRT was recognized by APTA receiving two first place 2022 Ad Wheel Awards. He congratulated the Marketing team.

Mr. Li reminded everyone that youth in grades kindergarten through 12<sup>th</sup> can enjoy more freedom this summer to get to many places by taking advantage of SacRT's RydeFreeRT program. Students/youth can ride the entire SacRT network for free all day anytime during regular service hours.

Mr. Li shared that SacRT, in partnership with Civic Thread, is working on a Bus Stop Improvement Plan for the SacRT service area. The plan will create a comprehensive list of necessary and desired improvements to bus stops, amenities and supporting pedestrian infrastructure. The community survey will remain open through June 17, 2022, and feedback will help SacRT focus the plan on areas with the greatest needs.

Mr. Li announced that SacRT continues to aggressively recruit for new team members to better address the workforce shortage by holding hiring events and offering signing bonuses for new bus drivers.

Mr. Li recognized the hiring of Tony Bizjak, retired SacBee reporter, is now contracted as a writer and a partner to help SacRT get to the next level by sharing stories locally and nationally.

Mr. Li shared a recent event which includes a partnership with Visit Sacramento and the World's Strongest Man organization to solidify Sacramento as a world destination, drawing thousands to the region. On May 29<sup>th</sup>, 30 strong man athletes tested their strength by pulling one of SacRT's new buses, which weighs approximately 40,000 pounds. The SacRT bus and brand were televised around the world as athletes competed for the epic title of World's Strongest Man.

Mr. Li shared some photos which included Assemblymember McCarty, who honored SacRT for community service during the pandemic, SacRT's DBE and Procurement teams who participated in events to help small businesses compete for SacRT contracts and some fun social media photos.

Mr. Li concluded his remarks by recognizing the observance of Juneteenth which is also known as "Emancipation Day" or the "Day of Freedom," to commemorate the abolishment of slavery in the United States.

Vice Chair Kennedy commended Mr. Li on his wise decision-making since becoming general manager and mentioned the hiring of Tony Bizjak was genius.

Public comment was taken by phone from Glenn Mandelkern, Jeffery Tardaguila and Arthur Kettering.

Mr. Mandelkern wanted to bring attention to a Diversity, Equity, & Inclusion (DEI) Transit Certificate being offered by University of the Pacific (UOP). He then shared recruiting ideas referencing the World's Strongest Man event and he wonders if the large Ukrainian population or others with diverse backgrounds could be inspired to become SacRT bus drivers.

Mr. Tardaguila thanked Mr. Li for the free passes which he believes is encouraging more people to ride the bus. He expressed concern that the General Manager report is oral and not included in the Board packet. Mr. Tardaguila is concerned that SacRT has recently lost some key employees that have institutional knowledge that is needed for the future. He then encouraged directors to find out how bus cancellations are affecting regions. Mr. Tardaguila requested that reports from Directors on the meetings that they attend receive additional recognition.

Mr. Kettering shared some concerns and examples where SmART Ride can pick him up where he lives but is unable to take him where he needs to go.

Vice Chair Kennedy asked Mr. Li if staff could get in touch with Mr. Kettering to hear his ideas and concerns.

Mr. Li agreed and said staff would be in touch.

Director Budge proposed that the special separate meeting reports be placed under agenda item 9. Reports, ideas and questions from directors, and communications.

Vice Chair Kennedy and Mr. Li agreed.

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**

The Board recessed to Closed Session at 6:31 p.m.

Roll Call was taken via Zoom: PRESENT: Directors Budge, Harris, Nguyen, Jennings, Nottoli, Schenirer, Serna, Valenzuela and Vice Chair Kennedy. Absent: Directors Howell and Chair Miller

13. **CLOSED SESSION**

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

1) Title: General Manager/CEO

Before recessing to Closed Session, public comment was taken by phone from Jeffery Tardaguila and Arthur Kettering.

Mr. Tardaguila expressed concern that there is no report back after closed sessions.

Vice Chair Kennedy requested that the item be on the agenda at the next meeting because the evaluation is something that should be very public and transparent.

Director Howell mentioned unless there is a new contract for Mr. Li which would be public information it would be considered a personnel matter.

Vice Chair Kennedy would like the public to know what the Board thinks about the general manager in order to maintain the trust in the organization.

Mr. Kettering wanted to ensure that SacRT had his phone number and asked if the 84 Bus Route is on the list for a change in September.

Vice Chair Kennedy said the question would be added to the list.

14. **RECONVENE IN OPEN SESSION**

**15. CLOSED SESSION REPORT**

There was no Closed Session Report.

**16. ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 7:06 p.m.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022

**TO:** Sacramento Regional Transit Board of Directors

**FROM:** Olga Sanchez-Ochoa, General Counsel / Tabettha Smith, Clerk to the Board

**SUBJ:** AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM JULY 25, 2022 THROUGH AUGUST 24, 2022, IN COMPLIANCE WITH THE BROWN ACT PURSUANT TO GOVERNMENT CODE SECTION 54953 AS AMENDED BY ASSEMBLY BILL 361, DURING THE COVID-19 PANDEMIC

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize implementation of AB 361 for Board meetings conducted between July 25, 2022 and August 24, 2022. Meetings conducted during this 30-day period may be conducted via teleconference due to the Covid-19 pandemic.

### FISCAL IMPACT

There is no fiscal impact.

### DISCUSSION

Governor Newsom signed an executive order on September 17, 2021 waiving the application of Assembly Bill 361 (“AB 361”) until October 1, 2021, when the provisions of a prior executive order that established certain requirements for public agencies to meet remotely during the COVID-19 emergency would expire. AB 361 amended the Ralph M. Brown Act to authorize modified procedures for remote (teleconference) meetings held during a state of emergency and when state or local officials impose or recommend measures to promote social distancing. See *Cal. Gov. Code* § 54953(e). These new rules supersede and replace similar rules in the Governor’s Executive Order No. N-29-20, which the SacRT Board had been adhering to since its adoption at the onset of the COVID-19 pandemic. To avail itself of these modified procedures, the Brown Act requires the Board find, by a majority vote, that it has reconsidered the circumstances of the state of emergency, and (i) the state of emergency continues to directly impact the ability of the members to meet safely in person and/or (ii) state or local officials continue to impose or recommend measures to promote social distancing. The findings must be made no later

than 30 days after using the modified procedures, and every 30 days thereafter. Unlike many of SacRT's member agencies, SacRT's auditorium is significantly small, making it difficult to safely space out members of the Board, staff and the public to meet safely in person. Because the peril of transmission has not declined, masks mandates have been lifted and COVID cases are currently on the rise, the safest course of action is to continue meeting virtually for the next 30 days. Therefore, staff recommends that the Board adopt the attached Resolution authorizing the Board to meet virtually as allowed under AB 361, beginning and including July 25, 2022, through August 24, 2022.

An additional requirement of AB 361 is that members of the public be allowed to participate in real time during the virtually held Board meeting. Thus, members of the public can virtually participate in the Board meetings in real time.

RESOLUTION NO. 2022-07-072

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

July 25, 2022

**AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM JULY 25, 2022 THROUGH AUGUST 24, 2022, IN COMPLIANCE WITH THE BROWN ACT PURSUANT TO GOVERNMENT CODE SECTION 54953 AS AMENDED BY ASSEMBLY BILL 361, DURING THE COVID-19 PANDEMIC**

THAT, on March 4, 2020, Governor Gavin Newsom issued a Proclamation of State of Emergency in response to the novel coronavirus (a disease now known as COVID-19); and

THAT, on November 10, 2021, Governor Gavin Newsom signed Executive Order N-21-21 extending the declaration of a State of Emergency in response to the novel coronavirus to March 31, 2022; and

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

WHEREAS, the Sacramento County Health Officer declared a local health emergency related to the COVID-19 on March 6, 2020. The County Administrator, acting in his capacity as the Director of Emergency Services, proclaimed the existence of a local emergency related to COVID-19 on March 6, 2020; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended and modified the teleconferencing requirements under the Brown Act (California Government Code section 54950 et seq.) so that local legislative bodies can hold public meetings via teleconference (with audio or video communications, without a physical meeting location), as long as the meeting agenda identifies the teleconferencing procedures to be used; and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021, did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which extended the provision of N-29-20 concerning the conduct of public meetings through September 30, 2021, and the Governor subsequently signed legislation revising Brown Act requirements for teleconferenced public meetings (Assembly Bill 361, referred to hereinafter as “AB 361”); and

WHEREAS, as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to California Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent Resolution in the state Legislature; and

WHEREAS, as of the date of this Resolution, neither the County Health Officer nor the County Administrator have exercised their powers to lift the local health emergency and local state of emergency declared and proclaimed on March 6, 2020; and

WHEREAS, the County Health Officer has confirmed that continued local rates of transmission of the virus and variants causing COVID-19 are such that meeting in person would present imminent risks to the health or safety of attendees of public meetings; and

NOW, THEREFORE, BE IT RESOLVED AND FOUND as follows: 1. The Board of Directors hereby finds that the facts set forth in the above recitals are true and correct, and establish the factual basis for the adoption of this Resolution; 2. There is an ongoing proclaimed state of emergency relating to the novel coronavirus causing the disease known as COVID-19 and as a result of that emergency, meeting in person would present imminent risks to the health or safety of attendees of in-person meetings of this legislative body within the meaning of California Government Code section 54953(e)(1). 3. Under the present circumstances, including the risks mentioned in the preceding paragraph, the Board of Directors determines that authorizing teleconferenced public meetings consistent with Assembly Bill 361 is necessary and appropriate beginning and including July 25, 2022, and continuing through August 25, 2022. 4. Staff are directed to take all actions necessary to implement this Resolution in accordance with the foregoing provisions and the requirements of Government Code section 54953, as amended by Assembly Bill 361, including but not limited to returning for ratification of this Resolution every 30 days after teleconferencing for the first time pursuant to Assembly Bill 361 for so long as either of the following circumstances exists: (a) the state of emergency continues to directly impact the ability of this legislative body to meet in person; and/or (b) state or local officials, including but not limited to the County Health Officer, continue to impose or recommend measures to promote social distancing.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Jamie Adelman, Acting VP, Finance/CFO  
**SUBJ:** APPROVING A LICENSE FOR BENETO, INC TO INSTALL AND MONITOR A TEMPORARY GROUNDWATER MONITORING WELL AT FOLSOM BOULEVARD AND ROUTIER ROAD WITHIN SPJPA PROPERTY

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approval of the recommended action will result in Sacramento Regional Transit District (SacRT) granting Beneto, Inc. a license for installation and monitoring of a temporary groundwater monitoring well within Sacramento-Placerville Joint Powers Authority's (SPJPA) owned property subject to Federal Transit Administration (FTA) approval.

### FISCAL IMPACT

Execution of the License Agreement will generate revenue of \$1,000.

### DISCUSSION

Beneto, Inc. has requested a license allowing installation and monitoring of a temporary groundwater monitoring well within SPJPA's property located at APN 077-0010-020-0000 south of Folsom Boulevard and west of Routier Road in the City of Rancho Cordova. Installation, monitoring and then removal will be completed within a time period of 18 months or less. Well monitoring will be conducted on a semi-annual basis to better understand the southeastern boundary of a contaminated groundwater plume. The work is subject to a valid permit from the Sacramento County Environmental Management Department. SacRT's grant of the license is conditioned on the SPJPA and FTA concurring in the proposed use by Beneto, Inc.

Staff recommends approval of the license with Beneto, Inc. for installation of a temporary groundwater monitoring well and monitoring at the location described above, subject to the SPJPA and FTA concurring.

RESOLUTION NO. 2022-07-073

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

July 25, 2022

**APPROVING A LICENSE FOR BENETO, INC TO INSTALL AND MONITOR A TEMPORARY GROUNDWATER MONITORING WELL AT FOLSOM BOULEVARD AND ROUTIER ROAD WITHIN SPJPA PROPERTY**

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

THAT, the License Agreement to Install a Temporary Groundwater Monitoring Well Within Sacramento-Placerville Joint Powers Authority's (SPJPA) Parcel known as Assessor Parcel Number 077-0010-020-0000 by and between Beneto, Inc ("Permittee"), the SPJPA and SacRT, whereby SacRT grants Beneto, Inc an 18-month license subject to a \$1000 fee and SacRT's right to terminate pending SPJPA and Federal Transit Administration's ("FTA") concurrence, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing License Agreement, upon receipt of SPJPA and FTA's concurrence.

\_\_\_\_\_  
STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

# STAFF REPORT

**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Jamie Adelman, Acting VP, Finance/CFO  
**SUBJ:** APPROVE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR FOR FISCAL YEAR 2023

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

Approving the project list for funding under the Roadway Repair and Accountability Act (SB1), State of Good Repair (SGR) for Fiscal Year 2023 will allow SacRT to request funding from Caltrans for the cost associated with the listed project.

## FISCAL IMPACT

Funding in the amount of \$3,254,038 was allocated to SacRT in FY23. This amount includes \$312,059 of funding provided to SacRT due to the annexation of the City of Elk Grove Transit service. The SGR funding is included in the FY 23 Capital Budget.

## DISCUSSION

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

## **FY 23SGR Project List:**

<b>ID #</b>	<b>Project</b>	<b>Funding</b>
B173	Replacement CNG Buses includes funding for new buses for Elk Grove	\$3,254,038
<b>Total</b>		<b>\$3,254,038</b>

RESOLUTION NO. 2022-07-074

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

July 25, 2022

**APPROVE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR FOR FISCAL YEAR 2023**

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

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

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

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

THAT, the Board authorizes the Replacement CNG Buses project, for which SGR funding is hereby committed.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## STAFF REPORT

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Jamie Adelman, Acting VP, Finance/CFO  
**SUBJ:** APPROVING THE RYDEFREE RT STUDENT TRANSIT PASS AGREEMENT WITH THE COUNTY OF SACRAMENTO

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approval of the agreement will provide funding for continuation of the RydeFreeRT student transit pass program.

### FISCAL IMPACT

Execution of this agreement will generate an additional \$350,000 of fare revenue for SacRT in Fiscal Year (FY) 2023, above what was budgeted for the RydeFreeRT program. Staff was in discussion with the County about participation prior to adoption of the SacRT budget on June 13, 2022; however, the funding was not approved in the County Budget until after SacRT's budget was adopted on June 13, 2022.

### DISCUSSION

SacRT launched the RydeFreeRT program in October 2019, allowing students in grades TK-12th to board SacRT buses and light rail vehicles using an Annual Student (TK-12) Pass at no cost. The program has been a major success, with student ridership more than doubling in the first five months following the launch. Ridership declined temporarily due to COVID; however, with students returning to the classroom throughout the region, student ridership has rebounded strongly, recovering fully to pre-pandemic levels in recent months.

Funding partnerships are an important piece of securing the future of the RydeFreeRT program. Earlier this year, the Board approved a multi-year agreement with the City of Sacramento that will streamline the annual renewal of the program with the City in future fiscal years. Staff has also finalized agreements with the cities of Folsom, Rancho Cordova and Elk Grove and is in the process of finalizing an agreement with the City of Citrus Heights.

In addition to the anticipated funding from cities within SacRT's service area, the County of Sacramento has allocated \$350,000 in its FY23 budget to support the RydeFreeRT program. When the agreement is approved, FY23 will mark the first time that RydeFreeRT will be fully funded by all jurisdictions within SacRT's service area.

The continued success of the RydeFreeRT program has been a bright spot for SacRT, garnering interest from transit agencies across the country. The program is appreciated by students and parents alike, making transportation more affordable and easier to access, and removing a barrier to student success. The increased interest from local jurisdictions to fund the program is a testament to its success.

RESOLUTION NO. 2022-07-075

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

July 25, 2022

**APPROVING THE RYDEFREE RT STUDENT TRANSIT PASS AGREEMENT WITH THE COUNTY OF SACRAMENTO**

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

THAT, RydeFreeRT Student Transit Pass Agreement, by and between the County of Sacramento (therein "County") and the Sacramento Regional Transit District (therein "SacRT") wherein the County agrees to pay \$350,000 in quarterly installments of \$87,500 as consideration for SacRT to permit students who live in or attend school within the boundaries of the County or who are unhoused or in foster care within the County to ride SacRT services at no cost for the period from July 1, 2022 until June 30, 2023, using an Annual Student (TK-12th) Pass, is hereby approved.

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

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Jamie Adelman, Acting VP, Finance/CFO  
**SUBJ:** DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE FURNITURE AND FIXTURES CONTRACTS AND AMENDMENTS 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, with one or more vendors, to purchase furniture, fixtures, and installation 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 furniture and fixtures that will be purchased through competitively-bid procurements. The independent cost estimate for the furniture, fixtures, assembly, and installation at the new building is approximately \$475,000. The Q Street Administrative Building Project Capital Improvement Project (CIP) budgeted an amount of \$550,000 for all new furniture and fixtures under WBS V102.07.01. Project V102 is fully funded.

### DISCUSSION

SacRT executed a lease for approximately 19,000 square feet of office space at 1102 Q Street, in February 2022. The leased space is comprised of four office suites, one of which was materially furnished by the previous tenant and is currently available to SacRT for set up and use (Suite 4100). The three other suites being leased require tenant improvements and will need to be furnished. The goal is to have equity amongst all the suites, provide a more refreshed workspace than the current administrative offices, and be on par with our industry peers and other local government offices. Most of these spaces will be shared among staff using an office hoteling system, thereby saving cost while allowing SacRT to remain competitive as an employer by adapting to new work standards as a result of the pandemic.

Due to the short time frame of needing the furniture and supply chain delays affecting multiple industries, waiting to seek Board approval to execute furniture and service-related procurement contracts could delay the transition to the new office space. Therefore, staff is requesting a standing delegation of authority to the General Manager/CEO to approve procurement actions in excess of the General Manager/CEO's 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 must approve the contract before it can be executed and the Board 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.

Staff has identified multiple competitively-bid contracts that can be used consistent with Section 1.407 of the SacRT Procurement Ordinance, which permits the use of cooperative purchasing agreements and government schedules if the bidding procedures followed by a public entity for any such contract satisfy the bidding requirements set out in this Procurement Ordinance and if the contract does not violate any federal or state requirements applicable to SacRT. Use of these contracts will allow SacRT to more quickly obtain the necessary furnishing and fixtures while still obtaining competitive pricing.

The Procurement department will ensure that all purchasing is compliant with the Board-approved Procurement Ordinance. Procurement will identify the most-efficient path forward while ensuring that competitive pricing is obtained.

RESOLUTION NO. 2022-07-076

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

July 25, 2022

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE FURNITURE AND FIXTURES CONTRACTS AND AMENDMENTS 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 and amendments, to one or more vendors, that would otherwise be in excess of his authority, as set forth in the Procurement Ordinance (21-10-01), up to a maximum aggregate amount of \$475,000, 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 March 31, 2023.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVING THE AGREEMENT FOR BULKY WASTE REMOVAL AND DISPOSAL SERVICES WITH THE COUNTY OF SACRAMENTO AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE AMENDMENTS TO THE AGREEMENT TO EXTEND THE TERM

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Adopting the resolution will provide a means for SacRT to have the County perform bulky waste removal services to better maintain SacRT's right of way in a clean and safe condition for a term of 5 years, with an option to renew up to four additional years by mutual agreement.

### FISCAL IMPACT

Until June 30, 2023, SacRT will pay a fully-loaded daily rate of \$1,634 per day (7:00 am to 1:30 pm) for bulky waste material collection and disposal. The rate may be adjusted for future fiscal years at the County's discretion with notice provided no later than January 10<sup>th</sup> with implementation of new rates occurring July 1. The anticipated cost for Fiscal Year 23 is included in the operating budget based on service every other Saturday. All costs for future years will be incorporated into the appropriate fiscal year budget. The agreement can be terminated on 30 days' advance written notice if any rate increases would result in exceeding the budgeted amount.

<b>Budget Year</b>	<b>Amount</b>
FY23	\$42,484
FY24	\$42,484
FY25	\$42,484

FY26	\$42,484
FY27	<u>\$42,484</u>
Estimated Total:	\$212,420

## DISCUSSION

To address the ongoing need to clean vacant former encampments of unhoused people and to help dispose of large, illegally-discarded items at SacRT's light rail stations and various SacRT-owned properties and right of way, the Facilities Maintenance department recommends that the Board approve a contract with the County of Sacramento, Department of Waste Management and Recycling (DWMR) to remove bulky waste material from SacRT facilities. The DWMR has a knuckle boom truck (a dump truck with a mechanical arm/claw to pick up large items of debris) to make it more efficient and safer to remove and dispose of the waste material.

RESOLUTION NO. 2022-07-077

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

July 25, 2022

**APPROVING THE AGREEMENT FOR BULKY WASTE REMOVAL AND DISPOSAL SERVICES WITH THE COUNTY OF SACRAMENTO AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE AMENDMENTS TO THE AGREEMENT TO EXTEND THE TERM**

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

THAT, the Board hereby approves the Agreement for Bulky Waste Removal and Disposal Services with the County of Sacramento, Department of Waste Management and Recycling (DWMR) for a five-year term, with four option years.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute amendments to the agreement to extend the term.

\_\_\_\_\_  
STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



# STAFF REPORT

**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Ronald Forrest, Acting VP Light Rail Operations  
**SUBJ:** APPROVING THE CONTRACT FOR ULTRASONIC RAIL FLAW TESTING SERVICES WITH PRO-TRAXX, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Awarding this Contract will allow for performance of ultrasonic rail flaw testing for the required ultrasonic inspections of the rails, scanning for internal defects.

FISCAL IMPACT

The 5-year contract has a total not-to-exceed amount of \$227,694.50, broken down by fiscal year below. The FY23 amount is included in the current year Operating budget. All future year costs will be included in the Operating budget for the relevant fiscal year.

<u>Fiscal Year</u>	<u>Amount</u>
FY23	\$45,538.90
FY24	\$45,538.90
FY25	\$45,538.90
FY26	\$45,538.90
FY27	\$45,538.90
FY28	<u>\$45,538.90</u>
Total	\$227,694.50

DISCUSSION

The light rail system has 85 miles of track that requires annual flaw detection that looks for internal defects in the rail as required by 49 CFR §213.237.

On May 10, 2022, SacRT released a Request for Quote on the PlanetBids e-Procurement system for Ultrasonic Rail Flaw Testing Services for a 5-year term. There were 151 vendors notified of the contracting opportunity. On June 1, 2022, SacRT received two responsive bids as follows:

- |                                   |              |
|-----------------------------------|--------------|
| 1. Pro-Traxx Inc.                 | \$227,694.50 |
| 2. Smith Emery Laboratories, Inc. | \$300,000.00 |

The bid from Pro-Traxx compares to similar work in previous contracts plus inflation and, in addition, is significantly lower than the second bid; therefore, the price from Pro-Traxx Inc. was determined to be fair and reasonable. Pro-Traxx was determined by Procurement to be the lowest responsive and responsible bidder and a Notice of Intent to Award was issued June 7, 2022.

RESOLUTION NO. 2022-07-078

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

July 25, 2022

**APPROVING THE CONTRACT FOR ULTRASONIC RAIL FLAW TESTING SERVICES WITH PRO-TRAXX INC.**

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

THAT, the Contract for Ultrasonic Rail Flaw Testing Services by and between Sacramento Regional Transit District, therein "SacRT" and Pro-Traxx Inc., therein "Contractor," whereby Contractor agrees to perform the rail flaw testing services specified in the Contract for an amount not to exceed \$227,694.50, is hereby approved.

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

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVING A SOLE SOURCE THIRD AMENDMENT TO THE COMMERCIAL SALES AGREEMENT WITH JOHNSON CONTROLS FOR FIRE AND BURGLAR ALARM SERVICES AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AMEND THE COMMERCIAL SALES AGREEMENT WITH JOHNSON CONTROLS

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approving these actions will allow SacRT to continue fire and burglar alarm services with its longstanding provider, including adding and deleting equipment and locations as needed, for several more years.

### FISCAL IMPACT

The annual cost for fire and burglar alarm services is currently estimated at \$18,500 per year, with an estimated 6% cost increase each year. Staff is requesting that the amendment add \$150,000 to the maximum total consideration, from \$150,000 to \$300,000. The Fiscal Year 2023 Operating Budget for the Facilities department contains a provision for ongoing fire and burglar alarm services. Costs for future years will be incorporated into the appropriate budget year.

### DISCUSSION

SacRT entered into a Commercial Sales Agreement with Tyco Integrated Security LLC in 2015 for fire and burglar alarm services. In 2016, Tyco merged with Johnson Controls Security Solutions LLC (Johnson Controls). SacRT currently receives service from Johnson Controls.

In February 2018, the First Amendment to the Commercial Sales Agreement increased the total consideration to \$100,000 and authorized the removal of the 3-year term in favor of an auto-renewal agreement up to the maximum total consideration. In October 2018, the Second Amendment to the Commercial Sales Agreement increased the maximum

total consideration to \$150,000 (consistent with the General Manager/CEO's increased authority under the Procurement Ordinance).

By July 31, 2022, SacRT will reach the maximum total consideration of \$150,000. Staff has been in discussions with Johnson Controls since late last year regarding potential use of a competitively-solicited cooperative purchasing agreement for continued services, but has encountered several obstacles to that procurement strategy. The prices offered under the competitive cooperative are consistent with what SacRT has been paying.

There is insufficient time at this juncture to engage in a competitive solicitation for these services. While the burglar alarm services are discretionary, maintaining fire alarm services is a regulatory requirement. Therefore, at minimum a short-term extension of services with Johnson Controls is necessary. While there are other services providers that could provide these services in the long term, due to the need for equipment installation for these services, there is significant effort involved in changing service providers.

There have been internal staff discussions about bringing burglar alarm monitoring in-house to the SacRT Security Operations Center (SOC). SacRT staff, including the IT Department, will be heavily involved in this project. Due to current IT project loads, it is not anticipated that this project can be implemented for several years.

In addition, due to the upcoming changes to SacRT facility locations and future plans, it is not in the best interest of SacRT to change vendors through a competitive solicitation at this time.

Staff anticipates releasing a competitive solicitation within the next 5 years for fire alarm services, and potentially burglar alarm services, pending the outcome of internal discussions and assessment regarding SacRT's capacity to bring it in-house. Until that time, it is in SacRT's best interest to continue services with Johnson Controls by amending the current Commercial Sales Agreement. Adding \$150,000 to the maximum total consideration should provide sufficient funding for services for at least the next 5 years, though the contract rates are established on a year-to-year basis and are not guaranteed.

RESOLUTION NO. 2022-07-079

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

July 25, 2022

**APPROVING A SOLE SOURCE THIRD AMENDMENT TO THE COMMERCIAL SALES AGREEMENT WITH JOHNSON CONTROLS FOR FIRE AND BURGLAR ALARM SERVICES AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AMEND THE COMMERCIAL SALES AGREEMENT WITH JOHNSON CONTROLS**

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

THAT, due to the need for consistent uninterrupted services and the effort involved in changing service providers, it is in the best interest of SacRT to amend the existing service contract for fire and burglar alarm services with Johnson Controls Security Solutions LLC without compliance with the competitive solicitation procedures set forth in Article III of the Procurement Ordinance as set forth in Section 1.405.B.2 of the Procurement Ordinance (21-10-01).

THAT, the Third Amendment to the Commercial Sales Agreement with Johnson Controls, LLC, as successor in interest to Tyco Integrated Security LLC, for fire and burglar alarm services, whereby the maximum total consideration is increased by \$150,000, from \$150,000 to \$300,000, is hereby approved.

THAT, the General Manager/CEO is authorized and directed to execute the foregoing Third Amendment.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute riders, addenda and further amendments to the Commercial Sales Agreement as needed to change equipment or service locations during the term of the Agreement.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Carmen Alba, VP, Bus Operations  
**SUBJ:** CONDITIONALLY APPROVING THE CONTRACT FOR ON-CALL CUMMINS CYLINDER HEAD RECONDITIONING SERVICES WITH B & R HEAD & BLOCK REPAIR

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Conditionally approving a Contract for cylinder head reconditioning services with Kutsch, Inc. doing business as B & R Head & Block Repair will allow for continued operation and reliability of Sacramento Regional Transit's (SacRT) 2006 Orion VII, 2008 Orion VII, 2015 Gillig, and 2016 Gillig model year low-floor buses.

### FISCAL IMPACT

The price bid for the 3-year contract term is \$233,310, plus applicable sales tax, based on an estimated quantity of 37 cylinder head reconditioning, and 5 direct cylinder head exchanges during the term of the contract.

FY 2023 - \$77,770  
FY 2024 - \$77,770  
FY 2025 - \$77,770

### DISCUSSION

SacRT's current bus fleet includes 40-foot Daimler (Orion) VII low-floor buses (model year numbers 2006 and 2008) and 2015/2016 Gillig buses with Cummins engines. To keep these vehicles in service, cylinder head reconditioning is periodically required.

A Request for Quote (RFQ) for a 3-year contract was released on PlanetBids for the reconditioning service on May 10, 2022 and 24 vendors were notified. Three potential bidders downloaded the solicitation. Only 1 quote was received. The bid was initially deemed to be responsive and Notice of Intent to Award was issued to B&R on June 15, 2022. However, on further review of the bid, a minor irregularity was discovered, so a new

Notice of Intent to Recommend Award was issued, and the protest period has not yet been exhausted.

SacRT Legal and Procurement reviewed the scope of services prior to release of the RFQ to PlanetBids. The scope was not considered restrictive of competition. Consistent with federal procurement requirements, because SacRT received only one bid, on June 1, 2022, Procurement sent a Non-Bidder Status Survey to the prospective bidders that had downloaded the solicitation asking them to provide SacRT the reasons it did not bid. SacRT did not receive any responses. This process was repeated on June 2, 2022, and again, SacRT did not receive a response. Staff has determined that these repair services are specialized with a limited pool of available contractors.

Procurement and Operations staff completed a thorough review of the pricing provided by B & R Head & Block Repair, which shows an approximate price increase of 1.35% from the just-expired contract to the new contract. Based on the review, the pricing was determined fair and reasonable.

RESOLUTION NO. 2022-07-080

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

July 25, 2022

**CONDITIONALLY APPROVING THE CONTRACT FOR ON-CALL CUMMINS  
CYLINDER HEAD RECONDITIONING SERVICES WITH B & R HEAD & BLOCK  
REPAIR**

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

THAT, the Contract for On-Call Cummins Cylinder Head Reconditioning Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Kutsch, Inc., dba B & R Head & Block Repair, therein referred to as "Contractor," wherein Contractor agrees to provide On-Call Cummins Cylinder Head Reconditioning Services, for an amount not to exceed \$233,310.00, plus applicable sales tax, is hereby approved, conditioned on not receiving a protest during the protest period.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Contract for On-Call Cummins Cylinder Head Reconditioning Services with Kutsch, Inc., dba B & R Head & Block Repair upon satisfaction of the foregoing condition.

\_\_\_\_\_  
STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

# STAFF REPORT

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Carmen Alba, VP, Bus Operations  
**SUBJ:** APPROVING THE FIRST AMENDMENT TO CONTRACT FOR REVENUE VEHICLE TIRE LEASE AND SERVICES WITH BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Exercising the option to include the Bridgestone IntelliTire Tire Pressure Monitoring System (TPMS) will allow for increased fleet reliability and maximize tire life through real time tire pressure monitoring at the shop level.

FISCAL IMPACT

FY 23	\$ 81,991
FY24	\$ 89,445
FY25	\$ 89,445
FY26	\$ 89,445
FY27	\$ 67,084
<b>*Total</b>	<b>\$ 417,410.00</b>

\*Total funds, plus applicable sales taxes and fees.

DISCUSSION

Sacramento Regional Transit (SacRT) currently has 445 vehicles in its entire revenue fleet. Monitoring the condition of all the tires has become a challenge, leading to increased tire wear due to tire pressure issues and pull-out delays due to tire-related issues. IntelliTire is designed to reduce tire-related costs and improve fleet efficiency. Through a series of in-tire and in-yard sensors and receivers, Bus Maintenance personnel will be able to use IntelliTire to perform real-time monitoring of inflation pressure, temperature, and tread depth for every tire on every vehicle in the fleet. This technology will help reduce downtime and lower total cost of fleet operation. Smart tire technology and advanced data analytics tools like Bridgestone IntelliTire can also improve overall fleet safety and

performance, aid in the proper maintenance of tires, extend the lifespan of tire casings, and ultimately reduce natural resource consumption.

Staff released an Invitation for Bid (IFB) on January 3, 2022 via PlanetBids e-Procurement system; the IFB included the option to lease and for Contractor to maintain a TPMS for each bus to enhance tire life through predictive maintenance.

On March 14, 2022, under Resolution number 2022-03-25, the Board awarded a Contract to Bridgestone Americas Tire Operations, LLC for the base bid only.

At this time, Staff is recommending that the Board approve the First Amendment to the Contract to exercise the option to lease the TPMS for the remaining term of the Contract. The option price was determined to be fair and reasonable at the time of the original award.

RESOLUTION NO. 2022-07-081

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

July 25, 2022

**APPROVING THE FIRST AMENDMENT TO CONTRACT FOR REVENUE VEHICLE TIRE LEASE AND SERVICES WITH BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC**

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

THAT, the First Amendment to the Contract for Revenue Vehicle Tire Lease and Services by and between the Sacramento Regional Transit District (therein "SacRT") and Bridgestone Americas Tire Operations, LLC (therein "Contractor"), whereby Contractor agrees to provide SacRT with a Tire Pressure Monitoring System (TPMS) and related services, as further set forth therein, and the total consideration is increased by \$417,410.00, from \$ 2,940,090.35 to \$3,357,500.35, plus applicable sales taxes and fees, 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**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVING A COST-SHARING AGREEMENT FOR  
OPERATION OF ROUTE E37 COMMUTER BUS SERVICE WITH  
THE UNIVERSITY OF CALIFORNIA DAVIS

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approval of the proposed cost-sharing agreement will fund capital and operating costs for a new bus Route E37 commuter bus service from Elk Grove to Sacramento for a four-year term with service beginning on or around September 2023.

### FISCAL IMPACT

Staff anticipates no net fiscal impact from this Agreement. The University of California Davis Health (UC Davis Health) would provide an operating contribution of \$1,822,622 over the four years of service, covering 100 percent of the estimated increase in operating and maintenance cost arising from the new service, with the first year of service amounting to \$432,422.

Costs were estimated using Fiscal Year 2022 cost data, escalated two years at 3.5 percent per year, to reflect a planned opening in Fiscal Year 2023. Years 2 to 4 include additional 3.5 percent annual escalators, which staff believes is reasonable. There is no ADA paratransit requirement for peak-only routes. SacRT has not budgeted for any additional indirect costs (e.g., general administration) but any arising would be borne by SacRT.

Because the contribution from UC Davis Health is fixed, there is some cost risk if SacRT's actual costs exceed the estimate; the fixed costs are based on SacRT's current budget forecasts.

UC Davis Health would also provide an upfront capital contribution not exceeding \$817,011 to purchase one new full-size CNG bus under SacRT's existing contract with Gillig. Payment from UC Davis Health would be due to SacRT upon delivery and acceptance of the new bus, which would be expected around July 2023.

## DISCUSSION

*Purpose and Need* – UC Davis Health owns and operates the UC Davis Medical Center (UCDMC), a 625-bed hospital and Northern California’s only level I trauma center, on a 142-acre campus, located in Sacramento, on Stockton Boulevard, in the Elmhurst/Oak Park area. As part of campus trip reduction efforts and in response to planned closures of several parking structures, UC Davis Health approached SacRT in 2021 about partnering to create a new express commuter bus service serving UCDMC from Elk Grove, where many employees reside.

*Route E37* – Using anonymized employee home address data, SacRT and UC Davis Health staff developed a route focused on the Bruceville Road corridor in Elk Grove, from Whitelock Road to Laguna Blvd, with additional stops east of Highway 99 at Laguna Blvd and at the Sheldon Road Park-and-Ride lot. Riders would be able to catch the bus at any of the existing bus stops in this corridor; however, the southern terminal at Whitelock Road and Bruceville Road was chosen in part because it is accessible for parking or drop-off, for residential areas west of Bruceville Road. From the Sheldon PNR lot, the bus would travel non-stop to Sacramento via Highway 99. UCDMC would be the Sacramento destination, although there would be stops at the intersection of Stockton Boulevard and Broadway as well, serving several government employers in addition to UCDMC (such as the DMV and Sacramento County Public Health).

*Schedule* – The bus will typically spend about 13 minutes on its pick-up route, traversing Elk Grove and providing convenient access to residents before the approximate 20-minute journey to Sacramento and UCDMC, which will provide a time-competitive option, compared to driving an automobile. Arrivals at UCDMC are scheduled for every 30 minutes, from 6:15 am to 8:45 am. Afternoon departures will likewise be every 30 minutes, from 4:15 pm to 6:45 pm. Service would run Monday to Friday, with the exception of SacRT’s standard seven holidays per year.

*Branding* - The four buses that are designated for the service will have standard SacRT livery, but would feature large, side-mounted, removable advertising-style signage promoting UC Davis Health as the primary destination for this service. The number E37 is a tentative route number, with the “E” prefix denoting the fact that it is expected to operate out of SacRT’s Elk Grove division and the number 37 being a number that is currently unused, but which has some historical precedent, as the number for a former route serving primarily the Elmhurst and Tahoe Park neighborhoods, near UCDMC, and being similar to Route 38, which is the only existing bus route directly serving UCDMC.

*Fleet* – The new service will increment SacRT’s peak vehicle requirement by three buses in the morning and four in the afternoon. Originally, the parties intended to purchase four new 27-foot cutaway buses for the service, at a total cost of around \$800,000. With the automotive industry’s ongoing supply chain problems, however, cutaway buses are currently unavailable for order. Maintenance staff reviewed existing fleet and identified three full-size CNG buses in the existing fleet with mileage low enough to reliably be used for the four-year term of the agreement. By mid-2023, with the arrival of new replacement buses for SacRT’s full-size fleet, Maintenance expects that the scheduled disposition for these buses could be delayed, and they could be retained for service on the new route.

Given a typical 12-year useful life for a full-size bus and given that Route E37 would have much lower-than-normal mileage per year, staff believes it would be financially sustainable and fair to both parties to include a capital contribution sufficient to purchase and equip one new standard full-size transit bus under SacRT's existing contract with Gillig. If the agreement with UC Davis Health is later extended for additional terms, SacRT would expect subsequent capital contributions, in amounts sufficient to purchase and equip an additional full-size bus at the beginning of each four-year period. In this way, over a period of a hypothetical 12-year relationship, SacRT would acquire three new full-size buses, each with an official useful life of 12 years, to be used on a low-mileage service where it could be reasonably expected that they might live on beyond their typical useful lives.

*Start Date* – The start date is expected to be in late August or early September 2023, when SacRT ordinarily adjusts schedules and operators re-bid their shifts. The critical path item is delivery of the new bus, which Gillig can reportedly accomplish within 12 months if an order is placed before the end of August 2022.

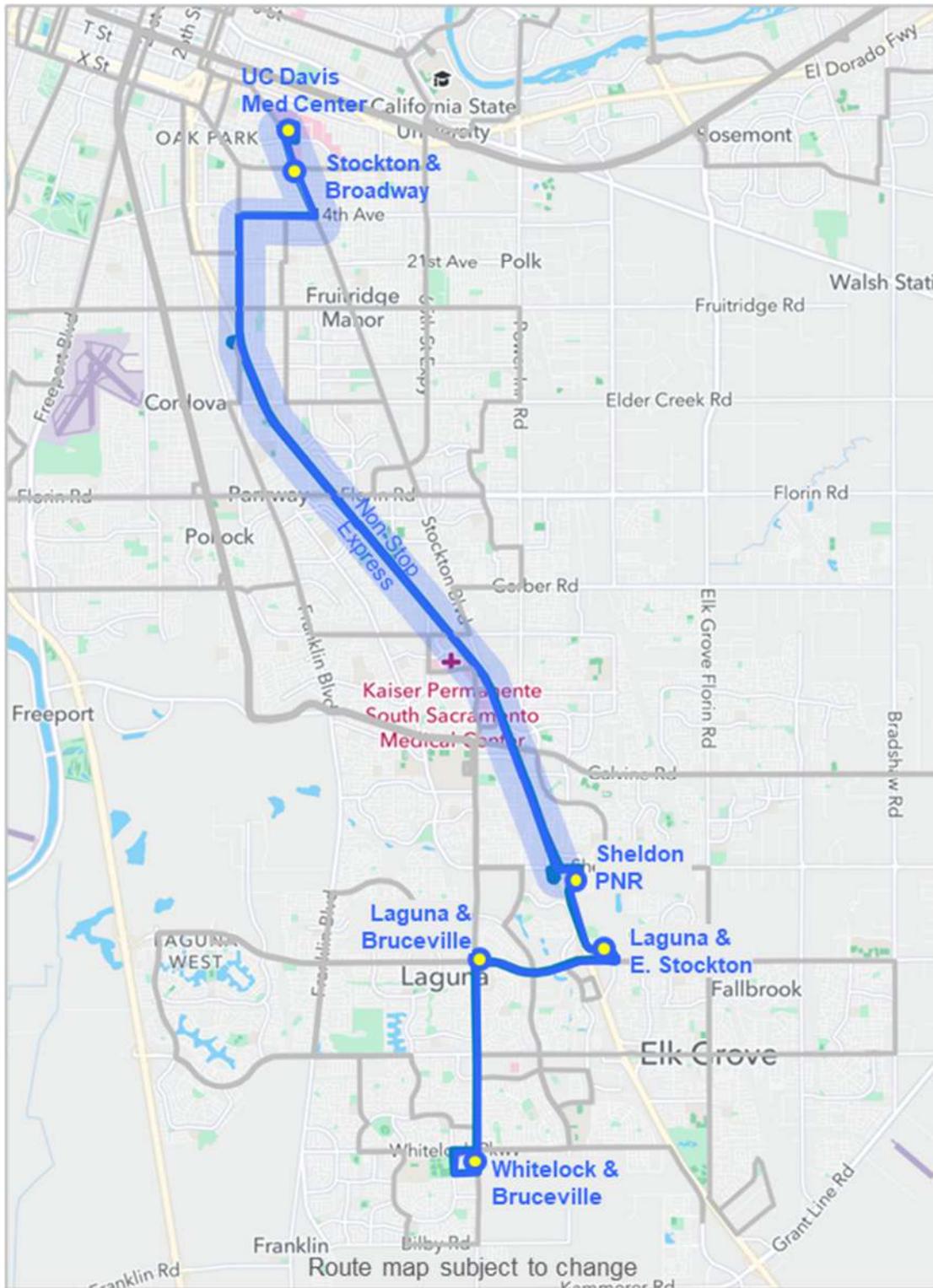
*Public Review* – As a new route, under SacRT's major service change policy, a Title VI service equity analysis and 30-day public review is required before approving creation of the new service. The proposed new route was reviewed as part of a Title VI service change equity analysis presented to and approved by the SacRT Board on May 9, 2022, following a standard 30-day public review period.

*Equity Analysis* – Users of Route E37 are expected to be 71.8 percent minority and only 5.3 percent low-income, based on best estimates of the demographics of riders on existing Elk Grove commuter bus routes. This is above-average for minority composition but well-below average for low-income benefits; however, in its Title VI service equity analysis of May 9, 2022, staff recommended and the SacRT Board officially found that there is a substantial legitimate justification to implement the new route, based on the fact that the costs of the new service would be covered by others and not borne by SacRT.

*Next Steps* – Staff recommends the Board adopt the resolution, approving the agreement with UC Davis Health which will direct the General Manager/CEO to implement the new route as specified in the exhibit and provide for the full funding of the new service from UC Davis Health.

# #E37 Elk Grove UCDCM Commuter Bus

Effective September 2023  
(subject to change)



**#E37 Elk Grove UCDCM Commuter Bus**

**Cost-Sharing Agreement**

Operating Assistance

Contract Year	Begin Date	End Date	Contract Amount
1	9/1/23	8/31/24	\$432,422
2	9/1/24	8/31/25	\$447,554
3	9/1/25	8/31/26	\$463,221
4	9/1/26	8/31/27	\$479,424
Operating Subtotal			<b>\$1,822,622</b>
Capital Contribution			<b>\$817,011</b>
Contract Total			<b>\$2,639,633</b>

RESOLUTION NO. 2022-07-084

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

July 25, 2022

**APPROVING A COST-SHARING AGREEMENT FOR OPERATION OF ROUTE E37 COMMUTER BUS SERVICE WITH THE UNIVERSITY OF CALIFORNIA DAVIS**

WHEREAS, SacRT and UC Davis Health intend to enter into an agreement whereby UC Davis Health would compensate SacRT for the operating and capital cost required to create a new Bus Route E37; and

WHEREAS, on May 9, 2022, in accordance with SacRT's Service Change Policy, the SacRT Board of Directors approved a Title VI service equity analysis of the proposed new Route E37 that would be created pursuant to the proposed agreement;

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

THAT, the Cost-Sharing Agreement for Operation of Route E37 Commuter Bus Service by and between the Sacramento Regional Transit District (therein "SacRT") and the University of California, acting for and on behalf of University of California Davis Health (therein "UC Davis Health") whereby UC Davis Health agrees to provide operating and capital support for Route E37 Commuter Bus Service from Elk Grove to the UC Davis Medical Center, is hereby approved; and

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

THAT, the General Manager/CEO is hereby directed to implement the creation of the proposed new Route E37 as described in the Cost-Sharing Agreement and consistent with the Title VI service equity analysis approved on May 9, 2022.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** APPROVING WORK ORDER NO. 11 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES - 2020 WITH MARK THOMAS & COMPANY, INC. TO PROVIDE FINAL DESIGN FOR THE WATT I-80 TRANSIT CENTER IMPROVEMENT PROJECT

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approving this Work Order will allow for completion of final design for the Watt I-80 Transit Center Improvement project so that it is ready to move to construction when funding is identified.

### FISCAL IMPACT

Work Order No. 11 will provide for Mark Thomas to complete final design for the Watt I-80 Transit Center Improvement Project. The total cost of these services is not to exceed \$1,273,382.98. Work Order No. 11 will continue work that Mark Thomas previously performed under Work Order No. 21 to the General Engineering Support Services –2016 contract and Work Order No. 6 (as amended) to the Contract for General Engineering Support Services – 2020 for additional preliminary engineering.

The current hard construction cost estimate for the improvements that will be designed under the Work Order is approximately \$14,000,000. The total project (inclusive of design and construction support costs as well as internal labor) is projected to cost approximately \$19,000,000. Approximately \$11,600,000 of capital project funding has been identified and is available. Staff is actively seeking additional funding to complete the construction of the project.

### DISCUSSION

The current Watt I-80 Transit Center (Transit Center) is one of the busiest transfer centers in the Sacramento region. It has been prone to safety and security issues throughout the years because of the location of the Transit Center, which is situated both above and below a major freeway, with steep enclosed stairwells, and in a high-crime community.

SacRT completed a visioning effort to re-imagine the Transit Center in 2018 with participation by a range of community stakeholders. With the community-envisioned upgrades, this facility will attract and accommodate more riders, as well as accommodate additional bus service from regional operators and expansion of high-capacity transit connecting to American River College, Arden-Arcade, Citrus Heights, McClellan Park, and North Highlands.

On February 10, 2020, the Board delegated authority to the GM/CEO to award Work Order No. 21 under the 2016 General Engineering Support Services Contract for preliminary and final engineering for the Watt I-80 Transit Improvement Project. However, after internal review, valid concerns were brought up that required significant design modifications and additional preliminary engineering. The updated design expanded the scope to address the concerns and include a structure widening. The revised design approach required additional coordination with Caltrans, additional upgrades to the connection on the east side of Watt Avenue (new open stairwell, colored concrete plaza), upgrades to the area under Watt Avenue to increase safety, and the addition of upgrades to the operator bathrooms and breakroom at the station. On August 23, 2021, the Board conditionally approved Work Order No. 6 to complete the preliminary engineering to include the re-design and required coordination. The preliminary engineering is nearing completion. Work Order No. 11 will complete the final design for the Watt I-80 Transit Improvement Project, including preparation of Plans, Specifications and Estimates for the construction so that the project will be “shovel ready” once funding is identified.

RESOLUTION NO. 2022-07-085

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

July 25, 2022

**APPROVING WORK ORDER NO. 11 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES - 2020 WITH MARK THOMAS AND COMPANY, INC. TO PROVIDE FINAL DESIGN FOR THE WATT I-80 TRANSIT CENTER IMPROVEMENT PROJECT**

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

THAT, Work Order No. 11 to the Contract for General Engineering Support Services - 2020 between the Sacramento Regional Transit District, therein referred to as "SacRT," and Mark Thomas & Company, Inc., therein referred to as "Consultant," whereby Consultant agrees to provide Final Design for the Watt I-80 Transit Center Improvement Project, for a total amount not to exceed \$1,273,382.98, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Work Order No. 11.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Shelly Valenton, VP, Integrated Services and Strategic Initiatives/  
Chief of Staff  
**SUBJ:** ANNUAL PERFORMANCE-BASED EVALUATION FOR THE  
GENERAL MANAGER/CEO, HENRY LI, AND FIFTH  
AMENDMENT TO EMPLOYMENT CONTRACT

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

Approve the Annual Performance-Based Evaluation for the General Manager/CEO, Henry Li, (GM/CEO) and the Fifth Amendment to the GM/CEO's Employment Contract.

### FISCAL IMPACT

Performance-based salary increase of 3% of base pay, similar to what the Management and Confidential Employee Group ("MCEG") and other employee union groups received in recent years and the rate budgeted in the FY 2023 Operating Budget, equivalent to an annual amount of \$10,329.

### DISCUSSION

The Board of Directors met in closed session on June 13, 2022, to conduct the General Manager's Annual Performance Evaluation. Two weeks before that meeting, the Board was provided with a comprehensive list of SacRT's accomplishments for the Fiscal Year (FY) 2022. Highlights include:

1. The Elk Grove City Council annexed their transit services back into SacRT's system, providing seamless service within the region.
2. Expanded on-demand SmaRT Ride microtransit service zones to better serve residents in south Sacramento and Elk Grove, making this program the largest in the nation.
3. Continued the RydeFreeRT fare-free for youth program, now into its third year, and after annexation, expanded the program to include Elk Grove. Student ridership

to date is higher than pre-pandemic levels, demonstrating the vital need for fare-free transit service.

4. Progressed SacRT on The Move, SacRT's Short-Range Transit Plan, that will make service recommendations over the next five years.
5. Offered free transit rides through March 2022 to everyone who needed to get to and from a scheduled COVID-19 vaccine appointment location.
6. Launched the SacRT GO paratransit service mobile app, which provides an additional option for customers to manage their paratransit transportation while on the go.
7. Partnered with the California Department of Transportation (Caltrans), Visa, Littlepay, and SC Soft to add a contactless method for payment onboard light rail trains – a first in the state.
8. Partnered with Caltrans to address transportation challenges during the FixSac99 bridge closing project.
9. Launched a new peak hour bus, route 124, operating from Fair Oaks and Orangevale to Rancho Cordova, with connections to the Gold Line Sunrise Station.
10. Advanced SacRT's light rail modernization project and multiple capital expansion projects, hosting a press event at the Siemens Mobility facility to promote the manufacturing of our modern new low-floor light rail trains.
11. Supported the Sacramento region by providing transportation assistance for major community events such as the Aftershock Festival, Folsom City Blues Half Marathon, California International Marathon, and many others.
12. Hired a full-time social service practitioner, connecting persons experiencing homelessness with vital resources.
13. In partnership with the City of Sacramento and Caltrans, progressed the Safe Parking Program.
14. Provided vital transportation for Sacramento's most vulnerable populations to warming centers and temporary housing.
15. Officially opened the Morrison Creek light rail station along the Blue Line between the Meadowview and Franklin stations – SacRT now serves 53 light rail stations.
16. Successfully hosted the California Transit Association's 56th Annual Fall Conference - the first time it was held in Sacramento.
17. In response to a national workforce shortage, SacRT hosted several hiring events in 2021 and 2022 that garnered significant media attention, attracting over 400 individuals interested in employment with SacRT.
18. Seamlessly worked with multiple key stakeholders including Congresswoman Doris Matsui, City of Sacramento, and City of West Sacramento, significantly progressed Riverfront Streetcar/Light Rail Small Starts Project with a smooth transfer of the ownership from The Project JPA to SacRT.

## Recent Major Awards

- American Public Transportation Associations (APTA) – 2021 North America’s Outstanding Public Transportation System of the Year Award for accomplishment and innovations in public transportation
- 2021 national APTA Rail Security Gold Award recipient for multi-faceted and innovative approach to reducing crime and fare evasion
- 2022 national APTA First Place AdWheel Award for Comprehensive Campaign for RydeFreeRT promotion
- 2022 national APTA First Place AdWheel Award for Comprehensive Campaign for Contactless Fare Payment
- 2022 national APTA First Place AdWheel Award for Comprehensive Campaign for Drive the Vote
- 2021 Women’s Transportation Seminar (WTS) Sacramento - Innovative Transportation Solutions Award for SacRT’s Social Worker Program
- 2021 American Planning Association’s Award of Merit in Public Outreach for the SacRT Forward campaign
- 2021 Government Finance Officers Association Distinguished Budget Presentation

The following documents, also attached to this report, were provided to the Board two weeks prior to the June 13, 2022, Closed Session:

- Attachment 1 - Letter to the Board
- Attachment 2 - FY 22 GM Performance Goals and Accomplishments
- Attachment 3 - The Year in Pictures
- Attachment 4 - Strategic Plan Q1-Q3 Performance Scorecard
- Attachment 5 - FY 23 GM Performance Objectives and Goals

The FY 22 goals and accomplishments and FY 23 performance objectives and goals presented to the Board are in line with SacRT’s FY 2021-2025 Strategic Plan, guided by the four pillars that drive SacRT’s strategic priorities: Operational Excellence, Customer Satisfaction, Employee Community Value, and Employee Engagement. The new strategic plan introduced SacRT’s performance scorecard, with quarterly metrics, tactics and milestones for achieving SacRT’s goals. Attachment 4 presents SacRT’s FY 22 Q1-Q3 performance scorecard with an overall score of 91.42, indicating that SacRT is making tremendous progress in all performance areas, even while operating during a pandemic.

The Board has determined that the GM/CEO has met, and in most cases, exceeded, the key performance goals set for FY 2022. In recognition of this, the Board proposed that the GM/CEO receive a 3% performance-based salary increase, similar to what the Management and Confidential Employee Group (“MCEG”) and other employee union groups received in recent years.

In addition, the Board intends to amend Section 8.D. (Termination) of the GM/CEO’s employment contract, which states that upon termination of the employment contract without cause, the GM/CEO will receive an amount equal to 1/12 of basic annual salary

times the lesser of: 1) six; or 2) the number of months that remained under the employment contract. Staff conducted research on comparable GM/CEO contracts within California transit systems and local public agencies and determined that severance pay for termination without cause the equivalent of 12 months' pay is more in line with current standards. The fifth contract amendment will amend the multiplier in calculating the severance pay from six to 12 (months) and remove the second multiplier option (number of months remaining under the employment contract) as it no longer applies due to the automatic renewal provision in the amended employment contract.



## Regional Transit

### Sacramento Regional Transit District

A Public Transit Agency  
and Equal Opportunity Employer

### Administrative Offices

1400 29th Street  
Sacramento, CA 95816  
916-321-2800

### Mailing Address

P.O. Box 2110  
Sacramento, CA 95812-2110

### Human Resources

2810 O Street  
Sacramento, CA 95816  
916-556-0299

### Customer Service & Sales Center

1225 R Street  
Sacramento, CA 95811

### Route, Schedule & Fare Information

916-321-BUSS (2877)  
TDD 916-483-HEAR (4327)  
sacrt.com

Public Transit Since 1973

## General Manager/CEO Performance Evaluation

*SacRT Mission: Moving you where you want to go, when you want to go.*

June 13, 2022

Dear Chair Miller and SacRT Board of Directors:

Through a clear vision, renewed strategic plan and data-driven approach; numerous public-private partnerships; strengthened community collaboration; innovative mobility programs; competitive grant funding awards for our State of Good Repair and capital expansions; sales of excess properties; and bold business optimization initiatives, SacRT concludes Fiscal Year (FY) 2022 stronger than ever. As I enter into my 7th year as SacRT's General Manager/CEO, I am thrilled and proud of the numerous achievements that our dedicated team has been able to accomplish during another historic and challenging year, and look forward to what lucky number seven will deliver. As SacRT transitions into a new normal out of the pandemic, I remain humbled and proud of our tremendous work over this past year, culminating with the 2021 American Public Transportation Association's Outstanding Public Transportation System Achievement Award, in recognition of the best of the best transit systems in North America. We should be proud of the vital role SacRT continues to play in this amazing community and the industry at large.

While the last two years have brought about many challenges and unpredictability, it's been truly amazing how much we (staff, board, unions, and all partners working together seamlessly), have been able to accomplish despite the consequences of a global pandemic. As SacRT turns our attention to FY23, we know innovation and flexibility will continue to be essential in helping to invigorate the economy, address social equity, and exceed climate goals. We have been able to stay steps ahead to become a trendsetter for innovative partnerships and projects, helping to re-shape the transit industry landscape by continuing to raise the bar for creative mobility solutions.

Attached to this letter are copies of the FY22 GM Accomplishments and FY23 GM Performance Goals and Objectives, all of which follow SacRT's strategic plan approach focused on four key strategic priorities: Operational Excellence; Community Value; Employee Engagement; and Customer Satisfaction. Our organizational success aligns with these priorities. Goals and tactics have been thoughtfully developed and measured on a quarterly basis to align directly with one of the four strategic priorities that have successfully guided our work over the last fiscal year resulting in numerous noteworthy national and local achievements and awards. Please allow me to highlight a few:

### Achievements

1. The Elk Grove City Council annexed their transit services back into SacRT's system, providing seamless service among the region.
2. Expanded our on-demand SmarT Ride microtransit service zones to better serve residents in south Sacramento and Elk Grove, making this program the largest in the nation.
3. Continued the RydeFreeRT fare-free for youth program, now into its third year, and after annexation, expanded the program to include Elk Grove. Student ridership to date is higher than pre-pandemic levels, demonstrating the vital need for fare-free transit service.
4. Progressed SacRT on The Move, SacRT's Short-Range Transit Plan, that will make service recommendations over the next five years.

5. Continued to offer free transit rides through March 2022, to everyone who needed to get to and from a scheduled COVID-19 vaccine appointment location.
6. Launched the SacRT GO paratransit service mobile app, which provides an additional option for customers to manage their paratransit transportation while on the go.
7. Partnered with the California Department of Transportation (Caltrans), Visa, Littlepay, and SC Soft to add a contactless method for payment onboard light rail trains – a first in the state.
8. Partnered with Caltrans to address transportation challenges during the FixSac99 bridge closing project.
9. Launched a new peak hour bus, route 124, operating from Fair Oaks and Orangevale to Rancho Cordova, with connections to the Gold Line Sunrise Station.
10. Advanced our light rail modernization project and multiple capital expansion projects, hosting a press event at the Siemens Mobility facility to promote the manufacturing of our modern new low-floor light rail trains.
11. Supported the Sacramento region by providing transportation assistance for major community events such as the Aftershock Festival, Folsom City Blues Half Marathon, California International Marathon, and many others.
12. Hired a full-time social service practitioner, connecting persons experiencing homelessness with vital resources.
13. In partnership with the City of Sacramento and Caltrans, progressed the Safe Parking Program.
14. Provided vital transportation for Sacramento's most vulnerable populations to warming centers and temporary housing.
15. Officially opened the Morrison Creek light rail station along the Blue Line between the Meadowview and Franklin stations – SacRT now serves 53 light rail stations.
16. Successfully hosted the California Transit Association's 56th Annual Fall Conference. The first time it was held in Sacramento.
17. In response to a national workforce shortage, SacRT hosted several hiring events in 2021 and 2022 that garnered significant media attention, attracting over 400 individuals interested in employment with SacRT.
18. Seamlessly working with multiple key stakeholders including Congresswoman Doris Matsui, City of Sacramento, and City of West Sacramento, significantly progressed Riverfront Streetcar/Light Rail Small Starts Project with a smooth transfer of the ownership from The Project JPA to SacRT.

### Awards

- 2021 national APTA Outstanding Public Transportation System of the Year Award for accomplishment and innovations in public transportation.
- 2021 national APTA 2021 Rail Security Gold Award recipient for multi-faceted and innovative approach to reducing crime and fare evasion.
- 2021 national APTA First Place AdWheel Award for Comprehensive Campaign for Drive the Vote.
- 2021 Women's Transportation Seminar (WTS) Innovative Transportation Solutions Award for SacRT's Social Worker Program.
- 2021 American Planning Association's Award of Merit in Public Outreach for the SacRT Forward campaign.
- 2021 Government Finance Officers Association Distinguished Budget Presentation

Thankfully, after years of discussion, the federal government passed a historic Bipartisan Infrastructure Law (BIL) at the end of last year, underscoring the importance in investing in our future through infrastructure and public transit. The BIL provides \$108.2 billion for public transit over five years (FY 2022 through FY 2026), an increase of \$42.4 billion (64 percent) from current levels. This is a transformational funding package and will provide historic and generational investments in public transportation that will provide access to opportunities, create family-wage jobs, advance equity, and tackle climate change.

However, we know that for a project to be awarded federal funds, it will need to show benefits on a variety of measures, including a reduction in greenhouse gas emission, a focus on disadvantaged communities, and a catalyst for smart growth. To be competitive with our peers for these oversubscribed programs, a strong local funding match will be critical. We are truly at a historic moment where SacRT can transform our region's mobility network for the next 50 years. But first, we most convey our vision to the community.

Although I have covered a lot in this letter, the details of SacRT's accomplishments are outlined in the attached FY22 GM Goals and Accomplishments. All of these accomplishments were a result of the hard work and dedication of the entire SacRT team, and they are so deserving of the one-time \$750 cash incentive after SacRT received the APTA System of the Year Award, as well as the one-time \$1,500 Pandemic Resilience Bonus that we provided early this year.

In closing, I would like to express my sincere appreciation of the Board's continued strong leadership, and our highly collaborative team of SacRT professionals who always find successful solutions to make the Sacramento region a better place to work, live and play, no matter how big or small the challenges we are facing.

With gratitude,



Henry Li  
General Manager/CEO  
Sacramento Regional Transit District

Attachments:

1. FY22 GM Accomplishments
2. The Year in Pictures
3. Strategic Plan Q1-Q3 Performance Scorecard
4. FY23 GM Performance Objectives and Goals

## Sacramento Regional Transit District (SacRT) General Manager/CEO Fiscal Year 2022 Performance Objectives & Accomplishments

It is the intent of this document to track the performance progress for the Sacramento Regional Transit District's (SacRT) General Manager/Chief Executive Officer (GM/CEO) for Fiscal Year 2022. Performance objectives, goals or expectations address progress toward SacRT Board adopted goals and execution of our strategic vision.

While the ongoing pandemic may have impacted some of our original FY22 goals, it provided us an opportunity to live our mission, vision and values. This was truly a year of providing community value in the Sacramento region and staff prides itself on not only maintaining service levels but delivering a variety of innovative solutions throughout the year. The result of staff successfully pivoting to address rapidly changing priorities is seen in our rider survey, which reported high levels of customer satisfaction. The report below provides additional details on our purpose-driven work and strategic accomplishments.

### SacRT Major Performance Goals and Accomplishments in Fiscal Year 2022

(As of May 2022)

**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 service continues to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring operational excellence for our customers.

GM/CEO PERFORMANCE GOALS	FY22 ACCOMPLISHMENTS	STATUS
<p><b>1. Budgeting Modernization</b> - 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.</p>	<p>Starting in the fall of 2021, SacRT's Office of Management and Budget, in coordination with the IT department, began implementing a budget software modernization project to improve transparency, accountability, and project delivery for the agency. The budget team is actively redesigning reporting tools using Microsoft PowerBI to create improved resources for leadership to manage and review their budget information, with the ultimate goal of creating interactive dashboards for departmental staff. In early 2022, new PowerBI reporting tools were introduced to departments during the budget review process.</p>	
<p><b>2. Accounting, Payroll, Retirement Services</b> - 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 removing paper processes.</p>	<p>The Finance team is actively pursuing a variety of initiative and process improvements to create a more efficient and fiscally sound program for SacRT. Revenue Bond Refinancing was completed in 2021 and the updated debt service payments will save SacRT \$1.5M annually for the next 5 years. The procurement card program was streamlined to increase security, reporting and processing efficiency. The disability retirement process has been improved significantly by improving the documentation of communications with applicants, improving the review and retention of supporting medical records, and utilizing a third party Independent Medical Examiner service to ensure that the correct type of physician is selected for the specific disability applicant. Initiatives for payroll optimization are underway and staff successfully implemented system changes to timely and accurately implement a wide variety of payroll and benefits adjustments.</p>	

<p><b>3. Procurement Procedure Efficiency</b> - 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.</p>	<p>The Procurement department developed and continues to refine tools to track procurement progress and identify possible areas for improvement to create additional efficiencies. There are multiple factors that can impact the procurement process and timelines including Board meeting schedules, vendor insurance compliance, reassignment of projects, resolving vendor responsibility issues, and reprioritization of high priority or emergency procurements.</p> <p>Procurement staff continue to drive project success with internal stakeholders, provide training and based on feedback, continues to modernize and update processes including creating new forms and templates to streamline processes.</p>	
<p><b>4. Revenue and Analytics</b> - 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.</p>	<p>Ridership has begun to rebound noticeably on our bus system, due largely to students going back to school and riding the bus. In May 2022, student ridership is near 25% of total ridership. In September 2021, SacRT continued our promotion of the RydeFreeRT youth fare program, with new RydeFreeRT cards distributed to schools. These cards are valid from October 1, 2021, through June 30, 2022. Staff are working to further expand the program and finalize agreements with all six jurisdictions to be able to fund this program across our entire service area. The success of our first in the nation program has been copied and implemented across the country.</p> <p>As part of the California Integrated Travel Project (Cal-ITP), staff completed the installation and integration of hardware and tap devices on all light rail vehicles and begin rolling out new functionality to customers. We are anticipating launching discount fares on the Cal-ITP system in the near future. SacRT is in the process of evaluating the contactless fare payment demonstration on board light rail vehicles. The evaluation includes customer feedback, durability of the hardware and flexibility of the back-office management system among other items. We are also looking into the feasibility of adding the physical hardware to our bus fleet (fixed route, SmARt Ride and SacRT GO) if the program were to expand.</p> <p>Staff completed Installation Acceptance Testing (IAT) on new Fare Vending Machines (FVM) and Reliability Maintainability and Accuracy Testing (RMAT) on Phase 2 of the fare vending machine installation on the gold line. Staff continues to monitor performance and success on the blue line while analyzing opportunities to improve accessibility across the system. We anticipate that the final system acceptance milestone may be achieved soon.</p> <p>As part of Elk Grove annexation transition task list, staff completed integration of Elk Grove's connect card data into SacRT programs and data tracking, implemented connect card tariff changes related to annexation, and</p>	

	<p>continue monitoring of data integration and make any necessary changes to Genfare/GFI (farebox system) backend.</p>	
<p><b>5. Risk Management Information System (RMIS)</b> - 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.</p>	<p>The Risk Department actively engages with internal stakeholders to provide regular reports to mitigate risk and loss across the agency. Risk Management has also engaged with EMT and created a suite of risk/loss reports based on a variety of user data requests. Quarterly and monthly risk reports are presented to Bus Operations and Light Rail Operations via scheduled monthly risk department meetings. Risk reporting categories and metrics have been developed based on department user feedback and industry standards and include topics covering workers compensation loss data and reports consisting of injury types, lost-time hours and expenses, light duty assignments, injury and illness logs, total costs, claim types, injury types and causes, auto accidents, driving behaviors and other loss analysis trends.</p>	
<p><b>6. Internal Audit</b> - Provide an independent evaluation and consultation activity to improve SacRT's operational efficiency, comply with laws and regulations, and accurately report financial operations.</p>	<p>The internal Auditor prepared for the 2022 Federal Transit Administration's (FTA) Triennial Review, one of FTA's management tools for examining grantee performance and adherence to current FTA requirements and policies, including coordinating staff participation and documentation, providing guidance and clarity related to the review process and document submission.</p> <p>Staff also prepared for the 2022 Triennial Transportation Development Act (TDA) Performance Audit, which requires regional transportation planning agencies, California Department of Transportation (Caltrans), to conduct triennial performance audits of transit operators that are allocated TDA funding.</p> <p>The Auditor performed a variety of internal audit reports to be presented as required to the Board as part of the Internal Auditors annual report.</p>	
<p><b>7. IT Security Modernization</b> - 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.</p>	<p>The IT Department actively supports the District in a variety of major system upgrades that will create a more modern and secure system. Staff are actively working on system infrastructure modernization by planning file migration, review of systemwide rules, and migrating to a new cloud-based platform, Office 365 OneDrive/SharePoint.</p> <p>In February 2022, staff successfully implemented a major overhaul and upgrade to our passenger transportation management system, Trapeze, which will enable us to deliver better passenger services, at lower costs while meeting safety and performance benchmarks. Currently working on an RFP for SAP modernization and enhancement to our organizational data management system. The team is also working on a variety of procurements such as Digital Messaging Sign (DMS)</p>	

	<p>platform upgrade, facilities tracking through Computerized Maintenance Management System program upgrade, document management application upgrade, cybersecurity infrastructure upgrades, and coordinating new system needs for admin campus relocation.</p>	
<p><b>8. Bus Maintenance Modernization</b>  - 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.</p>	<p>The Bus Maintenance team is actively working to improve our bus efficiency and reliability. Despite facing a severe shortage of parts availability due to ongoing supply chain delays worldwide, the department has continued to deliver safe and reliable vehicles for the district. The team successfully analyzed, updated, and communicated changes for the preventative maintenance program that have significantly reduced missed trips due to equipment availability. As part of the Elk Grove Annexation implementation, they successfully converted all vehicle systems to be compatible with SacRT's systems and infrastructure, including installing new 2-way radios and replacing camera systems on all vehicles. Work is ongoing in the procurement and permitting of above ground fuel systems to modernize our fuel delivery. Zero Emission Vehicles for airport service shuttles were successfully delivered in September 2021, post-delivery inspections and equipment validation and installation was completed timely and the vehicles are currently in service. Improvements are being made to the suspension system for cutaways/shuttles to improve ride quality on vehicles and enhance passenger comfort. Additionally, technology infrastructure is being updated throughout the department and staff are receiving training on how to effectively use the new systems.</p>	
<p><b>9. Light Rail Efficiency</b> - 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.</p>	<p>On August 29, 2021, SacRT officially opened the new Morrison Creek light rail station along the Blue Line between the Meadowview and Franklin stations. We continue to monitor light rail ridership levels to ensure we are efficiently running the appropriate level of car consists while conserving mileage on our aging fleet.</p> <p>Service restoration in the continuing pandemic has presented new challenges to providing reliable service in the middle of COVID surges that significantly impact operator availability. SacRT has pursued innovative solutions to address the worker shortages including hosting in-person hiring events and streamlining our hiring process. We are working to minimize trip cancellations and delays while we implement a variety of initiatives to address the workforce shortage. Light Rail successfully completed a Superintendent recruitment and continues to successfully train and graduate new operators to ensure we are meeting our staff level targets.</p> <p>We continue to support existing staff by providing professional development training, incorporating more return-to-work training, incorporating switch alignment and ramp operations training, and extending operator training</p>	

	<p>by 2 weeks. We recently redesigned rule book training to make it more focused, efficient and ensure we are successfully graduating well trained operators at a 100% rate. As we continue to restore service and work to maintain staffing levels, we wanted to ensure we are supporting our staff with resources to make they successful.</p>	
<p><b>10. Increase Availability of Light Rail Vehicle Fleet</b> - 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.</p>	<p>The California Transportation Commission (CTC) has allocated SacRT \$23.6 million for LRV acquisition. Eight new low-floor LRVs will be purchased for Gold Line service, replacing older vehicles that have exceeded their 25-year useful life. The new LRVs will feature improved accessibility with wider aisles, built-in storage for luggage, and space for bicycles.</p> <p>Staff eagerly anticipates the arrival of the new low-floor light rail cars in 2023 for testing and commissioning. We expect to have the first vehicles ready for revenue service in the early part of summer 2023. The low-floor and high-floor trains will run on the same line but will not be mixed. A train will consist of either all low-floor vehicles or all high-floor vehicles. Light Rail Maintenance staff and Engineering staff are regularly engaged with Siemens to inspect and approve vehicle construction.</p> <p>The Dos Rios Station construction plans are complete and are being prepared for going out to bid. Construction is scheduled to begin in late spring 2022.</p>	
<p><b>11. Capital Improvements and State of Good Repair</b> - 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.</p>	<p>The construction and engineering department are focused on the successful implementation of many major facility improvement projects across the district. Currently, SacRT operates on over 43-miles of track and provides service to 53 stations. Many of the original stations and facilities are still in service and both the technology and design require modernization. This modernization to major facilities includes double-tracking, signal upgrades, station remodeling, and power station replacement, which will improve accessibility and reliability. The department is actively recruiting to help fully support these many exciting projects.</p> <p>SacRT is currently in the process of updating the light rail network with its Light Rail Modernization Project. This project will modernize the light rail system with new low-floor light rail vehicles to replace the aging fleet, updated station platforms to accommodate the new low-floor light rail vehicles, and adding “passing track” to Folsom area stations to allow the light rail system to operate every 15 minutes between Sunrise and Historic Folsom Stations, rather than the existing 30 minutes, and provide major facility improvements for the Watt/I-80 Transit Center and Sacramento Valley Loop.</p>	

	<p>SacRT was awarded \$170 million in funding specifically for the Gold Line to modernize the light rail fleet, including the purchase of 28 new low-floor light rail trains, station modifications, and as mentioned above, a “passing track” near Folsom to provide 15-minute service that will provide better accessibility for passengers with disabilities, bicycles, and strollers, and help reduce traffic congestion on the busy Highway 50 corridor.</p> <p>In December 2021, SacRT and Siemens Mobility executed a contract for the purchase of an additional eight vehicles, on top of the 28 low floor light rail vehicles currently being manufactured. SacRT’s contract with Siemens includes options for the purchase of up to 76 vehicles. SacRT subsequently secured \$46.4 million for the purchase. The first vehicles are scheduled to be ready for revenue service to SacRT by the end of 2023.</p> <p>The majority of SacRT’s existing light rail vehicles have reached their end of useful life. The new low-floor vehicles will have low level boarding at every doorway, a spacious seating design, and large windows for better light and views. They will feature improved accessibility with wider aisles and areas for bicycles. The new low-floor vehicles will increase overall operational flexibility by providing more access to passengers with disabilities.</p> <p>The Watt I-80 Transit Center Improvements Project includes reconfiguring the east and west stairwells to increase visibility and safety, replacing the east and west elevators, and upgrading to the transit center on Watt Ave by enhancing safety, lighting, seating, and widening the bus loading zone. Currently the project is in Preliminary Engineering with an anticipated design completion of April 2023. CEQA/NEPA has been approved. The new east elevator is completed and operational. The new west elevator is expected to be in operation at the end of FY22.</p>	
<p><b>12. Proactive Facilities Maintenance Planning and Implementation of CMMS</b> - 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.</p>	<p>Facilities is working with the IT department to implement an update to our current computerized maintenance management system (CMMS), Manager Plus, which will improve the department’s ability to track and assign work efficiently. This is expected to be complete in 2022.</p> <p>This winter, the Facilities department installed and maintained an emergency generator at the 7th &amp; Capitol Light Rail Station when station power failed due to a broken conduit, and assisted in obtaining quotes for repair. The department installed temporary lighting and conducted light repairs at Roseville Road, which also experienced a major power failure, and made light repairs at other light rail stations. In addition to their routine maintenance, the department conducted ongoing clean ups of SacRT property and areas along our right-of-way and completed the Roseville Road fencing project.</p>	

<p><b>13. Integrated Risk Identification System Implementation and Training</b> - 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.</p>	<p>Although impacted by pandemic restrictions over the past year, safety training continues. Staff are providing just in time training, new employee orientation training, and is planning to implement repeat/refresher training as COVID restrictions ease. Staff are working to update many of our safety compliance and training procedures.</p> <p>The department continues to manage and direct our ongoing pandemic response efforts, including distributing PPE, monitoring and reporting, coordinating on-site testing locations, and providing timely updates, guidance and resources to staff.</p> <p>The department completed the California Public Utility Commission (CPUC) Triennial Safety Audit in October 2021, which resulted in improved experience, a 30% reduction in findings since the 2017 audit, and no major findings in light rail.</p>	
<p><b>14. Grant Application and Request</b> - 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.</p>	<p>The Grants team is actively working to secure additional funding including tracking over 100 open active Capital projects, timely completing external reporting on open federal and state grants. The California Transportation Commission (CTC) allocated more than \$1.4 billion for state projects to improve transportation infrastructure. Of that, SacRT received \$23.6M for Light Rail Vehicle acquisition. Eight new low-floor LRVs will be purchased for Gold Line service, replacing older vehicles that have exceeded their 25-year useful life.</p>	

**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 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.

GM/CEO PERFORMANCE GOALS	FY22ACCOMPLISHMENTS	STATUS
<p><b>1. Communications Plan and Marketing Campaign</b> - 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.</p>	<p>SacRT has been working on a number of campaigns and programs to increase awareness of our services in the region, be a leader in the industry, improve customer outcomes and feedback, and promote our agency at the local, state, and federal level.</p> <p>In 2021, SacRT partnered with the California Department of Transportation (Caltrans), Visa, Littlepay, and SC Soft to add a contactless method for payment on board light rail trains, which will help improve the customer experience. The innovative touch-free fare payment technology will allow riders to tap a contactless credit, debit, prepaid card, or contactless-enabled mobile or wearable device (e.g., smartwatch) to pay fare when boarding light rail trains. SacRT is the first transit agency in California to introduce a contactless payment solution on a light rail train system as part of the Cal-ITP, a Caltrans initiative to facilitate easy and accessible travel planning and payments. Although the pilot ends in June 2022, SacRT is pursuing avenues to fund and extend the program.</p> <p>SacRT is pursuing a variety of initiatives to promote and build back ridership as the pandemic continues. To help keep our region healthy and safe, in March 2021 SacRT began offering free transit rides to scheduled COVID-19 vaccine appointments in Sacramento County within SacRT’s service area, including hospitals, pharmacies, and other immunization locations.</p> <p>SacRT’s continues to offer our award-winning Transit Academy, a free five-class course designed to educate and engage residents, business and community leaders about our planning process and how public transit shapes our communities. Our second class of 20 participants completed their program in October of 2021, and our third class started in May 2022. SacRT looks for participants that live and work in communities throughout our service area. Academy participants represent Sacramento’s diverse population, which may include a mix of students, business professionals, seniors, individuals with disabilities, appointed and elected officials, key stakeholders and community-minded individuals. Graduates will be recognized as knowledgeable representatives for public transit and be encouraged to engage the community in conversations about the region’s mobility needs. In January 2022, the Sacramento Metro Advocates for Rail and Transit (SMART) was awarded a \$10,000 grant from APTA to help continue advocating for</p>	

	<p>local funding to modernize and expand public transit in the Sacramento Region.</p> <p>In November 2021, SacRT hosted the California Transit Association (CTA) for the 56th Annual Fall Conference &amp; Expo, presented by Proterra, where transit experts and knowledgeable peers broadened the dialogue around public transit, shared new ideas, and learned what solutions are being implemented to address today's challenges. Staff participated as subject matter expert panelists in several sessions, coordinated a packed Zero Emission Bus (ZEB) infrastructure tour, and a Siemens tour to show the exciting construction of our new modern low-floor trains in production as part of its \$600 million Light Rail Modernization project.</p>	
<p><b>2. Governmental and Community Relations</b> - 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.</p>	<p>After years of discussions, Congress passed and the President signed a historic 5-year infrastructure bill. The program reauthorizes the surface transportation program and increases public transportation funding by approximately 63%. Successfully supported Federal H.R. 3684 - Infrastructure Investment &amp; Jobs Act &amp; H.R.5376 - Build Back Better Infrastructure Fast Act &amp; Community Project Funding – a advocating for transit inclusion and interests. The Infrastructure Investment and Jobs Act will prepare the Sacramento region for the next 100-years by rebuilding and replacing infrastructure that is nearing the end of its useful life. Formula and competitive funding to SacRT will promote safety, help us combat the climate crisis, and advance equitable access to transportation. SacRT envisions a resilient and more equitable mobility network through increased funding and support, and we could not be more excited about what the future holds. We are prioritizing our Light Rail modernization, zero emission fleet conversion and light rail expansion and bus rapid transit.</p> <p>Staff continues to participate and contribute to the CalTrans Multimodal Planning on various corridor planning to ensure SacRT will be eligible for future grant funding.</p> <p>On September 23, 2021, Governor Newsom signed into law changes to SacRT's enabling legislation (AB 1196, Assemblymember Ken Cooley (D-Rancho Cordova)) which modernizes and simplified our voting system and brought us in line with other transit agencies across the state. AB 2015, introduced by Asm. Cooley in 2022, will clean up SacRT's enabling legislation if signed into law.</p> <p>In June 2021, SacRT held a kickoff for the ZEV Project with Sacramento Municipal Utilities District (SMUD) and GiddyUp EV, to provide one of the largest high-speed electric vehicle charging hubs in the state at the Power Inn light rail station. The new charging hub was anticipated to go live in October 2021, although project launch has been</p>	

	<p>delayed by ongoing supply chain issues caused by the pandemic.</p> <p>SacRT continues discussions with UC Davis and the City of Sacramento on future transit needs and development around Aggie Square. UC Davis is considering funding a new route to service the campus. The city is finalizing the Stockton corridor plan with the goal of Summer 2023.</p> <p>Staff continue collaboration with the City of Sacramento to finalize details regarding the launch of a safe parking program.</p>	
<p><b>3. Property Access, Management and Acquisitions</b> - 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.</p>	<p>The Real Estate department continues to monitor and pursue opportunities to activate SacRT properties throughout our system to increase community engagement. Staff coordinated several Station Activation projects including the right of entry to PARK for a pop-up art event at Mather/Mills and Sunrise stations, executed agreement with GiddyUp for charging station at Power Inn, and leased Florin station lot to PG&amp;E contractors for construction staging. Staff continues to meet with Urban Land Institute (ULI) working group monthly to discuss community activation opportunities. Real Estate and Marketing worked with Asian Resources Inc., and Vietnamese American Community of Sacramento, in to host the 2022 Sacramento Tet Festival, a cultural tradition on the Lunar New Year, at the Florin Light Rail Station park-and-ride lot. Although the event was canceled due to an increase in COVID restrictions, it was a great start to the relationship and other opportunities to activate our park-and-ride lots.</p> <p>Staff continue to analyze and identify opportunities for utilization of excess property. Project evaluation has included assessing the Evergreen site for operational uses, the right-of-way for storage tracks expansions, and continued discussions with the City of Sacramento about using excess parking lots for Safe Grounds/Parking.</p>	
<p><b>4. Community Bus Service (CBS) Implementation</b> – 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.</p>	<p>Staff continues to implement innovative projects to better serve the communities we serve. In July 2021, SmaRT ride service expanded to better serve residents in south Sacramento along Florin-Gerber, Elk Grove, Folsom, Rancho Cordova, and Downtown. SacRT GO continues to find ways to improve customer satisfaction and provide reliable service. Procurement is currently underway for replacement of 20 vehicles that are beyond their service life and staff are researching vehicle options to provide more efficient service, smoother ride, low floor, ramp access, and to improve safety outcomes. In December 2021, CBS provided transportation for our most vulnerable community members to access warming centers and shelter during unprecedented storms. On December 15, 2021, we transported 160 residents of a senior living facility to shelter following a SMUD substation power outage downtown that caused systemwide power outages.</p>	

	<p>We also provided transportation to a local shoe store as part of the “Shoes for Sac” project. The store is along the route that a SacRT driver named Tony Westbrooks drove for years, fondly known as “Good News Tony” because of his perpetually sunny disposition. The shoe give-away event was conducted in his memory.</p>	
<p><b>5. Innovative Planning Projects -</b>  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.</p>	<p>SacRT on the Move: SacRT's Short-Range Transit Plan (SRTP) for FY2022-2027, will help guide the system on continuing the goals of SacRT Forward and recovering from pandemic impacts. SacRT staff has developed a five-year service plan that considers things such as span and frequency improvements, pandemic recovery, and ridership building initiatives. Staff actively engaged with stakeholders through multiple virtual open houses from November 2021 through March 2022, during the events SacRT staff shared updates and provided opportunities for the community to share their thoughts and ideas about future service plans for the region. The Street Team actively engaged with riders and encouraged participation in the SRTP process. SacRT received over 90 comments which have all been analyzed and considered for potential final changes to the draft document. All comments have also been included into a public comment record, and SacRT staff spent several weeks analyzing the feedback received. The SRTP was approved by the SacRT Board of Directors on May 9, 2022.</p> <p>To meet California’s health-based air quality standards and greenhouse gas emission reduction goals, SacRT took an early lead powering forward with an aggressive ZEV and Charging Infrastructure program and to meet our goal that entire fleet purchases will be 100% zero emission by 2029. We currently have a fleet of 24 ZEVs, charging infrastructure, and future DC fast charging mobility hub site at our Power Inn light rail station. When fully built-out, the charging hub is expected to be one of the largest of its kind in the state of California.</p> <p>As part of the Strategic Planning process, Planning staff evaluated the impact that annexation of Elk Grove into our service area had on key metrics. Our transit accessibility to housing improved for residents living within a half mile walk from a regular all-day fixed route increased from 56% to 76% (excludes smart ride). Out transit accessibility to jobs that are within a half mile of regular all day fixed transit rout also increased from 445,9090 jobs to 513,900 jobs (excludes smart ride). Our average midday headways of fixed route bus routes changed from 33 minutes to 37 minutes, and our percent of bus routes with headways of less than 15 minutes or better all-day service changed from 15% to 8.3%. The percent of our fleet that is classified as Zero Emission went from 5.8% to 3.6%. Our mandated goal is that all new buses be carbon free by 2029, and that our entire fleet be carbon free by 2040. Discussing and understanding how these numbers are changing over time</p>	

	<p>and as we take on new projects and service areas helps us better plan to make changes to meet our goals in the future.</p> <p>SacRT is partnering with Civic Thread, a local non-profit planning and advocacy organization, to complete a Bus Stop Improvement Plan for the entire SacRT service area. This plan will create a comprehensive list of necessary and desired improvements to bus stops, amenities, and supporting pedestrian infrastructure. Engagement will help guide where funding should be prioritized to improve the SacRT bus stops for all residents. A Community Survey available to all residents in SacRT's service area will inform locations for Community Walk Audits. Open Houses are planned for Summer and Fall 2022 and will provide the opportunity for residents to express their personal experiences with transit and inform plan development. Community Walk Audits will be conducted throughout the project term to inform community members about the project, gather feedback from resident experts, and identify bus stops opportunities.</p>	
<p><b>6. Police Services Engagement with Homeless Population</b> - 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.</p>	<p>In fall 2020, SacRT hired a Sacramento State Master of Social Work (MSW) Student Intern through the City's Department of Community Response intern program. Seeing the early success of the intern, SacRT extended the program, secured funding, and developed a full-time Social Service Practitioner (SSP) position at SacRT. The SSP is a professional level classification performing a variety of duties related to social services and counseling programs within SacRT and coordinating the communication efforts between SacRT personnel, customers and the general community. Working in partnership with local and regional mental health stakeholders and agencies, this position is responsible for ensuring that the rights of potentially underserved mental health consumers are upheld; ensuring they are appropriately served when they enter SacRT system and are in contact with law enforcement or may potentially come into contact with law enforcement and other SacRT personnel.</p> <p>In fall 2021, SacRT hired an MSW full-time to lead the SSP program. Our SSP works regularly with the County Community Support Team with Behavioral Health Systems of Care to connect clients with a variety of outreach programs, especially focusing on linking clients to mental health services and improving safety around our transit system. They also work with the County Department of Human Assistance Homeless Outreach Team, which focuses on housing the most vulnerable people with an emphasis on medical conditions and linking clients to medical resources.</p> <p>The MSW serves as a liaison with SacRT, local law enforcement, social service agencies, and the general</p>	

public regarding difficult and often complex situations related to mental health and social services. The MSW manages rapidly growing casework, tracking contacts, and following up with referrals for various services. This work often requires the MSW to be out in the field, along with two sworn officers, to make contact with riders on the SacRT system, or unhoused individuals living along the light rail right-of-way. By establishing personal relationships, we have been able to successfully connect Sacramento's most vulnerable populations with a variety of services and resources. Additionally, this role connected with this often hard to reach population is by holding weekly office hours on site at Sacramento Loaves and Fishes, the largest non-profit organization to serve the region's unhoused and disadvantaged residents, serving nearly 1,000 adults and children daily.

The program also works closely with the SacRT Customer Advocacy and Satisfaction departments to address rider concerns, questions, complaints, and coordinate solutions and next steps with staff. The success of this program led SacRT to expand this outreach and hold additional office hours in the SacRT Customer Service office weekly to directly connect with riders and support SacRT customer service and advocacy staff. In November 2021, SacRT coordinated and sponsored a healthcare resource fair that connected community members and riders to a variety of service providers, food donations from local businesses, and COVID-19 testing and vaccination opportunities. It was a great opportunity for SacRT to connect with persons experiencing homelessness to build trust and start providing long-term positive outcomes.

Since its implementation in late 2020, SacRT has already begun to see a variety of positive outcomes for the community. So far in FY22, the program has connected with 180 unhoused clients and sent 100 referrals to partner agencies on behalf of individuals on SacRT's intake list. In March 2022, SacRT won the 2021 Women's Transportation Seminar (WTS) Innovative Transportation Solutions Award - Sacramento Regional Transit Social Worker Program. We continue to look for opportunities and funding to further grow this program.

**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.

GM/CEO PERFORMANCE GOALS	FY22 ACCOMPLISHMENTS	STATUS
<p><b>1. Customer Service Process Modernization</b> - 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 an effective and efficient manner.</p>	<p>SacRT has embraced a customer-centric culture, building upon its commitment to operational excellence in order to improve the customer experience that benefits not just riders, but the Sacramento community as a whole. As we have continued to adapt and make changes to our system and our service as the pandemic continues to change, our customer service staff have been a critical resource to riders. With an average of 53,000 customer service calls a quarter and 3,000 customer advocacy calls, they serve as our first point of contact and are trained to provide the most current system information.</p> <p>Customer Service is currently overhauling our Lost and Found process to improve outcomes for riders and make it more secure and efficient for staff.</p>	
<p><b>2. Security Support and Fare Inspection</b> - 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.</p>	<p>SacRT has an extremely proactive in-house security team of 68 transit agents who are supported by a team of 28 sworn officers who are assigned by both the Sacramento Police Department and Sheriff's Department. Our team of in-house agents are tasked with customers service and with fare enforcement. SacRT continues to take a customer service first approach in all of our interactions with customers. As pandemic restrictions lift, and riders return to the system, we are seeing an increase in major events downtown that we are able to fully staff and support.</p> <p>Staff are also working to reduce the incidence of trespassers along our right of way to improve safety throughout our system. By implementing new technologies and infrastructure staff has begun to see a reduction year over year in trespass incidents along our right of ways.</p> <p>We are also working to implement innovative programming to help improve enforcement outcomes and be cognizant of the challenges that face some of our most vulnerable riders. In the fall of 2021, we began our e-cite program review and in early 2022, we developed and implemented a program to provide passes for frequently cited individuals who are also experiencing homelessness and have begun tracking outcomes to analyze compliance and a reduction in incidents. Based on the early success of the program, we plan to expand the program and continue to monitor the progress and outcomes.</p>	
<p><b>3. Prioritizing Bus Safety and Customer Satisfaction</b> - Provide efficient and reliable service to ensure our customers feel safe and comfortable returning to our system. Create a workplace that provides the</p>	<p>In August 2021, SacRT implemented several service changes to improve, add, and restore bus service: Restored Airport Express bus route 142 between downtown Sacramento and the Sacramento International Airport; adjusted schedules on Folsom Stage Line Route 10 for better transfers; Added additional stops and service to</p>	

<p>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.</p>	<p>Rancho CordoVan, and launched Route 124 peak-hour commuter bus from Fair Oaks and Orangevale to Rancho Cordova and the Gold Line Sunrise station.</p> <p>Service restoration in the continuing pandemic has presented new challenges to keeping service on the streets in the middle of new COVID surges that is significantly impacting operator availability. SacRT has pursued innovative solutions to address the worker shortages including hosting in-person hiring events, streamlining our hiring process, and providing signing bonuses for bus drivers. While many of our peer Transit Agencies have been forced to suspend routes and reduce service as a result of labor shortages, SacRT maintained 100% service levels for majority of the pandemic period. We are working to minimize trip cancellations while we implement a variety of initiatives to address the workforce shortage.</p>	
<p><b>4. SacRT GO Paratransit Service -</b> 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.</p>	<p>In June 2020, after more than 30 years of contracting, SacRT transitioned the operation of our ADA Paratransit and Non-ADA Demand Response service back in-house. On July 1, 2021, Elk Grove Transit Services became part of the SacRT district. SacRT held two virtual open houses on in June 2021 to answer rider questions about ADA paratransit services. Under the annexation agreement, SacRT will provide fixed-route local, commuter and paratransit services and maintenance operations for Elk Grove. The integration of e-tran and e-van services is another step toward making the system truly regional. This change allows SacRT to expand greater opportunities for regional collaboration, with the goal of providing a smoother experience for riders. In particular, it will offer a more convenient one-seat ride to paratransit users, eliminating the need to change buses when leaving service areas for any of their transit needs.</p> <p>In August 2021, Folsom Dial-a-Ride was fully transitioned to SmarT ride and SacRT GO. Accessible services completely transitioned all riders to SacRT Go eligibility and grandfathered everyone from the Folsom system into SacRT GO, fully reconciling application and eligibility process differences. With the economy opening up and as more people get vaccinated, SacRT has experienced a sharp increase in ADA paratransit trips with SacRT GO, carrying nearly as many riders daily as we were pre-pandemic.</p> <p>In April 2022, SacRT contracted with a Transportation Network Company (TNC), UZURVE, to provide a small percentage of SacRT GO trips in order to meet the increased demand and realize efficiencies in the service, as our labor contract allows. More than half of our paratransit riders are ambulatory, and these brokered services will allow SacRT to meet increased mobility demands.</p>	

**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.

GM/CEO PERFORMANCE GOALS	FY22 ACCOMPLISHMENTS	STATUS
<p><b>1. Employee Retention</b> - 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.</p>	<p>The nationwide challenges in employee recruitment and retention over the past year has affected public transit agencies around the nation, especially in technical fields. To improve service reliability, employee engagement, and customer satisfaction, SacRT has pursued innovative solutions to address the worker shortages and reduce hiring barriers including hosting quarterly in-person hiring events starting in December 2021, participating in local job fairs as opportunities become available, ramping up our digital advertising for recruitment, streamlining our hiring process, and offering increased hiring incentives to bring in more applicants.</p>	
<p><b>2. Labor Engagement and Education</b> - 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.</p>	<p>Labor Relations is actively developing training opportunities for staff and leadership to ensure they have the tools they need to succeed as managers and supervisors. In-person and online trainings are being offered to management staff almost every month starting October 2021. These trainings will help create a well-equipped workforce who will be able manage effectively.</p> <p>Our Drug and Alcohol testing program is on track with no findings during our last FTA Triennial audit.</p>	
<p><b>3. Strategic Planning and Performance Projects</b> - 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.</p>	<p>SacRT is in its second year implementation under the current Strategic Plan (2021-2025). Staff continue to actively engage in meeting and reviewing quarterly metrics, reporting on quarterly milestones, and updating annual goals. In addition to empowering departments to focus on the work that truly matters to their success and being able to measure and adjust in real time, the strategic planning process has enabled increased cross departmental collaboration to ensure the successful delivery of projects across the agency.</p> <p>We are actively recruiting and developing the infrastructure for a Training and Workforce Development Department. The Training and Workforce Development department's</p>	

	<p>position within the Integrated Services division means staff will be working closely with our Human Resources, Labor Relations, and IT departments to help train and support our staff on related topics. This is an exciting opportunity to bring new training expertise, technologies, and industry best practices to our workforce. A variety of trainings have already been provided this year to increase our employee's proficiency with Microsoft Office 365 applications, increase awareness around cybersecurity, recognize and prevent burnout, and review policy and procedure requirements. We have been able to provide training for our leadership staff on a variety of topics. Once this team is fully staffed, we will begin developing a multi-year training program that will increase employee engagement, improve employee outcomes during their tenure at SacRT and create an inclusive workforce where everyone feels confident in bringing their whole selves to work.</p>	
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**Major Awards Received in FY22**

- 2021 National APTA Outstanding Public Transportation System of the Year Award recipient for accomplishment and innovations in public transportation,
- 2020 National APTA Rail Safety Gold Award recipient for multi-faceted and innovative approach to reducing crime and fare evasion
- 2021 National APTA First Place AdWheel Award for Comprehensive Campaign for Drive the Vote.
- 2021 Women's Transportation Seminar (WTS) Innovative Transportation Solutions Award - Sacramento Regional Transit Social Worker Program
- 2021 American Planning Association's Award of Merit in Public Outreach for the SacRT Forward campaign.
- 2021 Government Finance Officers Association Distinguished Budget Presentation



**HAPPY EARTH DAY**

Ride SacRT for FREE to Celebrate Earth Day

Sacramento Friday, April 22, 2022

**TRY OUR NEW ON-DEMAND TRANSIT IN ELK GROVE!**

Download the SacRT SmartRide App today!

**FREE RIDE DAY TUESDAY, JULY 20, 2021**

\*Must present free ride flyer available at [sacrt.com/SmartRide](http://sacrt.com/SmartRide)

Sacramento Regional Transit

*Be sure to thank your driver today!*

March 18, 2022

**TRANSIT DRIVER APPRECIATION DAY.**



**NORTH AMERICA'S 2021 OUTSTANDING TRANSIT SYSTEM OF THE YEAR!**



**Ride SacRT for Free to the Santa Parade**

December 11, 2021

Sacramento Regional Transit

**Now Hiring**

COME WORK WITH US AT SACRT

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**WELCOME**



**DUMP THE PUMP TRY TRANSIT**

ONLY \$2.50 PER TRIP

\$1.25 DISCOUNT FARE

STUDENTS\* RIDE FREE

\*Grades TK-12th

Sacramento Regional Transit



**The APTA HONORS**

Celebrating Excellence & Leadership

SIEMENS Sacramento

Sacramento Regional Transit **TRANSIT ACADEMY**

**REGIONAL TRANSIT**

1460 TWENTY-NINTH

Thank You APTA for Protecting Public Transit!

SacRT TICKETS

**RydeFreeRT Back to School Easy!**

**RYDE FREE RT**

Fare-free transit for youth in grades TK through 12th.

Sacramento Regional Transit

# SacRT Overall Performance Scorecard

Strategy	Overall Metric	FY2022 Performance Goals	FY22 Annual Performance Results			Goal Points	Q3 Earned Points	Definition
			Q1 (July-Sept)	Q2 (Oct-Dec)	Q3 (Jan-March)			
Operational Excellence	Operating Cost Per Vehicle Revenue Hour	FY21 Budgeted Cost Per Hour:						
	Bus:	\$157.56	\$153.33	\$163.54	\$178.59	3	2.60	The average operating cost of an hour of revenue service.
	CBS Fixed:	\$194.11	\$179.82	\$225.99	\$247.77	3	2.17	The average operating cost of an hour of revenue service.
	SmaRT Ride:	\$166.27	\$153.44	\$179.99	\$197.22	3	2.44	The average operating cost of an hour of revenue service.
	SacRT GO:	\$242.13	\$178.11	\$171.99	\$201.08	3	3.00	The average operating cost of an hour of revenue service.
	Light Rail:	\$363.97	\$366.93	\$367.13	\$403.20	3	2.68	The average operating cost of an hour of revenue service.
	On-Time Performance							
	On-Time Performance (Fixed Route)	77%	83.95%	81.4%	82.12%	3	3.00	The percentage of trips completed within the scheduled on-time window.
	On-Time Performance (Paratransit)	85%	79.33%	74.59%	76.00%	3	2.68	The percentage of trips completed within the scheduled on-time window.
	On-Time Departure (LR)	95%	98.60%	96.30%	98.30%	6	6.00	The percentage of trips completed within the scheduled on-time window.
	Mean Distance Between Failures (Miles)							The average miles between mechanical problems that result in a vehicle not completing its scheduled revenue trip, or a vehicle not starting its next scheduled revenue trip.
	Bus	13,700	9,967	12,975	13,622	3	2.98	Total fleet miles divided by total monthly road calls.
	CBS/SacRT GO/ SmaRT Ride	TBD	123,153	87,361	66,125	3	3.00	Total fleet miles divided by total monthly road calls.
	Light Rail	8,100	9,031	8,023	8,487	4	4.00	Total fleet miles divided by total monthly road calls.
System Cleanliness	100%	-	93%	N/A	5	0.00	The average percentage of cleanliness audits for LRT Stations, Bus Stops, bus and light rail vehicle cleanliness metrics.	
Collisions Per 100k Miles (YTD)	1.6	1.0	1.02	1.08	5	5.00	The number of preventable accidents per 100,000 miles on a 12-month rolling average. Calculated by (Preventable accidents/ Revenue Miles) *100,000.	
<b>TOTAL POINTS</b>						<b>47</b>	<b>39.55</b>	
Community Value	Rebuild Ridership Trust	2,408,600	2,480,890	2,737,400	2,852,380	10	10.00	The average number of unlinked trips per revenue hour across all service modes.
	Fare Evasion Rate	2.08%	1.57%	1.53%	1.37%	5	5.00	Fare evasion rate is calculated by percentage of fares inspected divided by the number of citations issued for the month.
	Social Media Engagement							
	Facebook Reach/Impressions	117,000	141,556	180,530	157,801	2	2.00	Total reach/impressions of content shared on SacRT social media platforms. Metrics to be determined by each platform. General goal is to increase followers by 2% on platform.
	Twitter Reach/Impressions	400,000	355,300	467,600	426,700	2	2.00	Total reach/impressions of content shared on SacRT social media platforms. Metrics to be determined by each platform. General goal is to increase followers by 2% on platform.
	Instagram Reach/Impressions	12,000	34,811	31,900	35,635	2	2.00	Total reach/impressions of content shared on SacRT social media platforms. Metrics to be determined by each platform. General goal is to increase followers by 2% on platform.
	LinkedIn Reach/Impressions	6,000	28,999	20,342	34,369	2	2.00	Total reach/impressions of content shared on SacRT social media platforms. Metrics to be determined by each platform. General goal is to increase followers by 2% on platform.
<b>TOTAL POINTS</b>						<b>23</b>	<b>23.00</b>	
Employee Engagement	2019 Employee Survey Results							
	% Agree They Receive Timely Feedback on Performance from Supervisor	68.15%	64.90%	64.90%	64.90%	4	3.81	The % of employees that somewhat agree, agree, or strongly agree that they receive timely feedback on their performance from their supervisors.
	% Agree Teamwork is Encouraged and Practiced	73.92%	70.40%	70.40%	70.40%	3	2.86	The % of employees that somewhat agree, agree, or strongly agree that teamwork is encouraged and practiced.
	% Agree They Receive Enough Training to be Their Best at Work	84.11%	80.10%	80.10%	80.10%	3	2.86	The % of employees that somewhat agree, agree, or strongly agree that they receive enough training to be best their best at work.
	% Overall I am Happy At Work	88.50%	88.50%	88.50%	88.50%	3	3.00	The % of employees that somewhat agree, agree, or strongly agree that they are happy at work at SacRT.
	% Agree they Have a Good Working Relationship with Those Around Me	96.50%	96.50%	96.50%	96.50%	2	2.00	The % of employees that somewhat agree, agree, or strongly agree that they have a good working relationship with those around me.
<b>TOTAL POINTS</b>						<b>15</b>	<b>14.52</b>	
Customer Satisfaction	Overall Customer Satisfaction	3.5	4.14	4.14	3.73	10	10.00	Through customer surveys, using a scale of 0 to 5 of how satisfied the public is with SacRT, the KPI goals needs to be an overall score of 3.5 or higher.
	Service Level for Calls Answered for Customer Service, Customer Advocacy queues							
	Customer Service	80%	74%	63%	81%	2.5	2.50	Percentage of calls answered within 20 seconds for Customer Service.
	Customer Advocacy	80%	65%	62%	59%	2.5	1.84	Percentage of calls answered within 20 seconds for Advocacy queues.
<b>TOTAL POINTS</b>						<b>15</b>	<b>14.34</b>	
<b>OVERALL PERFORMANCE SCORE</b>						<b>100</b>	<b>91.42</b>	

\*Due to COVID-19 the performance goals may be severely impacted

## Sacramento Regional Transit District (SacRT) General Manager/CEO Fiscal Year 2023 Performance Objectives & Goals

### SacRT Major Objectives and Goals in FY 2023

SacRT's ongoing implementation of our current strategic plan focuses the agency's work on four strategic priorities: Operational Excellence, Community Value, Employee Engagement, and Customer Satisfaction. Organizational success is defined by and aligns with these priorities. Annual goals and tactics have been thoughtfully developed to align directly with one of the four strategic priorities. Using the strategic plan tactics and goals to guide our work, progress will be measured by staff using quarterly milestones to ensure that projects are advancing as planned.

**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 service continues to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring operational excellence for our customers.

1. **Community Bus Service System Optimization** – Provide innovative public transit projects to increase customer access to public transportation for essential travel, especially in our disadvantaged communities. By engaging with community partners in projects, SacRT can increase community awareness of our services and boost ridership. Fully funding and staffing programs will increase system reliability, improve customer experience and provide convenient, efficient, and easy to use service.
2. **Financial Services Modernization** – Leverage our technology systems to deliver a better employee self-service experience for payroll related requests, employee benefits, access to information, updating personal information, and reducing or remove paper processes. Create efficiencies and continue to attain clean financial audit results 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.
3. **Grant Project Coordination** – Strategically identify and secure additional funding to support critical projects throughout the agency. Implement strong internal controls to provide robust project monitoring, oversight, and compliance. Recruit and develop staff to provide consistent project management support and customer service to project managers to promote completion of projects in a timely and efficient manner.
4. **Independent Operational Process Evaluation** – The Internal Audit Unit will continue to provide an independent and objective assurance and consulting activity that assists leadership with improving SacRT operational efficiency, comply with applicable laws and regulations, and accurately report organizational activities to stakeholders. Results of engagements conducted will be delivered by way of audit reports that are supported by necessary documentation substantiating professional opinions given.
5. **Information Technology Business Strategic Alignment** – Strategically align agency information system with business goals to ensure the confidentiality, integrity, and availability of IT resources. Continue to eliminate technical debt through leveraging previously unused functionality in existing systems, upgrades to existing systems and/or the implementation of new systems. Leverage IT Service Management (ITSM) to manage all aspects of IT Service delivery and ITSM data to improve internal IT processes including customer outcomes, and project delivery.

- 6. Infrastructure Improvements and Expansion** – Successfully manage projects to modernize and expand our system to provide greater value to the community and better service to our region. Recruit and develop staff to meet all technical capacity requirements for federal grants. Identify additional capital funding sources in coordination with Grants, monitor schedule timelines, and align cost recovery for engineering labor to ensure efficient project delivery and fiscal best practices.
- 7. Light Rail Safety and Service Reliability** – Delivering consistent service and increasing system reliability to improve customer satisfaction and better provide light rail service to get people where they want to go, when they want to go. Actively recruiting and developing staff to ensure we are meeting performance targets, being good financial stewards, and proactively managing workloads to improve employee morale and promote safety best practices.
- 8. Light Rail System Performance Improvements** – Supply operations and customers with clean, reliable light rail vehicles that are ready for service to improve customer satisfaction and deliver community value by delivering consistent service. Review processes for opportunities to reduce task times to better plan proactive maintenance and repair projects, increase system efficiency, and improve performance through state of good repair. Ensure that preventative maintenance targets and spare ratios are met to support required vehicle availability for consistent daily pullout.
- 9. Proactive Facilities Maintenance Planning and Implementation of CMMS** – Initiate process modernizations by fully implementing modern computerized maintenance management system (CMMS) and develop procedures to capture all work through the system. Accurate data tracking and reporting will enable the department to make proactive maintenance decisions, identify efficiencies in work assignments and budgeting, and improve outcomes with internal and external customers. Support the agency during transition to new administrative campus facility to ensure move is well structured, organized, and parts and inventory are appropriately tracked so employees have the equipment needed to successfully complete their work.
- 10. Procurement Procedure Efficiency** – Guide internal customers through the procurement process to ensure that SacRT follows written procurement procedures, policies, and laws. Incorporate additional measures and continue communications with internal customers to reduce procurement processing times and avoid unnecessary delays in the process. Continue to do training with internal customers and procurement staff to build skills and understanding of the procurement process. Compare independent cost estimates to incoming quotes/bids to determine potential cost savings when seeking full and open competition through broader outreach using the e-procurement system.
- 11. Reduce Risk and Liability** – Promote a culture of employee engagement and risk awareness by better identifying and responding to prevention and mitigation opportunities. Successfully implement risk management information system (RMIS) and update risk program processes to improve efficiency, consistency, and reliability of data, prevent adverse loss, and reduce liability for the agency. Improve record management and integrity for long-term document retrieval and consistency with District retention schedule.
- 12. Safety Risk Identification & Assurance** – Provide data information and analysis on safety risk reduction, ensure audit compliance, and safety promotion through employee training. Continuing to perform ongoing proactive inspections to improve safety outcomes and system reliability. Through ongoing monitoring and completion of corrective actions SacRT will be able to provide better, more reliable service to our customers.
- 13. Transitioning Forward with Budget Processing** – Transition the Office of Management and Budget data and reporting to modern budgeting tools to increase access to meaningful data for key decision makers at the agency. Provide information that is readily available, easy to understand, and enables managers to make better data-based business decisions and improve processes and outcomes across the agency.

**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 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.

- 1. Government Contracting Equity Civil Rights Programs** – Operating SacRT’s Disadvantaged Business Enterprise (DBE) Program in good faith and in accordance with federal requirements. The primary goal and objective of the DBE program is to level the playing field on federally-assisted transit contracts and subcontracts relating to SacRT’s construction, procurement, and professional services activities. Benchmarking against and collaborating with other agencies to ensure that SacRT is aligning with industry best practices for its DBE Program and Small and Local Business (SBE/LBE) Program. Ensuring on time reporting of DBE participation and overall DBE goal setting documentation to the Federal Transit Administration (FTA). Collaborating with staff and contractors to implement the requirements of SacRT’s DBE and SBE/LBE Programs. Coordinating and improving vendor outreach and education so that applicants from the DBE and small and local business community have the opportunity to successfully compete for contracts with SacRT.
- 2. Governmental and Community Relations Development** – Continue to raise the agency’s profile throughout the community to demonstrate the impact additional funding would have on our system and region. Work to leverage the historic amounts of funding available to transform our system infrastructure to expand service for riders while addressing the equity and climate needs of our community.
- 3. Innovative Planning and Project Delivery** – Successfully lead district planning initiatives to increase access to public transit and mobility options in our community. Further improve our current system by identifying existing needs, supporting funding and real estate opportunities, and prioritizing projects to make sure rider experience is best in class. Coordinate with local, state, and federal partners will enable SacRT to continue to move riders where they want to go when they want to go by improving service for riders while addressing the equity and climate needs of our community.
- 4. Marketing Strategies for Customer Engagement** – Continue to engage with customers and members of the community to raise awareness of SacRT services, the benefits of public transit, and increase ridership. Create promotional materials that enable staff and riders to feel more confident using our system and services with engaging videos and hands-on workshops. Collaborate with community partners to connect and engage with riders at a variety of community events, festivals, and promotions.
- 5. Property Management and System Support** – Monitor and track use of SacRT property to improve agency operational efficiencies, transit ridership generation, as well as economic, health, safety, quality of life, and environmental impacts of projects. Acquire additional property for system and agency needs. Dispose of surplus property not needed for agency operations. Identify ways to generate revenue from property that would contribute to transit improvements. Show that we are leading toward better economic and community benefits through real estate projects that positively impact transit ridership and contribute toward improving community value and support in the region.

**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.

- 1. Bus Maintenance Modernization** – Pursue a variety of projects to rapidly and efficiently update and modernizing the bus fleet. Successful implementation of these projects will result in decreased maintenance and parts costs, increases in vehicle equipment availability and allow for proactive maintenance on our fleet. These efforts will enable the maintenance department to deliver a fleet to customers that is clean, safe and reliable.
- 2. Fare Revenue Modernization** – Provide timely and accurate reporting data while adhering to all federal standards for reporting District fare revenues and ridership information. Implement new technologies in fare collection to improve rider experiences and service provision while minimizing risk through internal controls. Provide support for innovative fare projects and partnerships and provide oversight of the Connect Card Regional Service Center for SacRT and the participating partner agencies.
- 3. Improving the Customer Experience** – Provide excellent customer service to SacRT employees, riders, and community members by putting the customer experience first in our processes and procedures. Respond to customer inquiries in an effective and respectful manner. Train and empower customer satisfaction employees to engage with members of the public in a way that promotes our core values and improved customer outcomes.
- 4. Providing Reliable and Safe Bus Transportation** – Increasing system reliability to improve customer satisfaction and better provide bus service to get people where they want to go, when they want to go. Improve staffing levels and workforce development training opportunities to not only provide riders with more reliable transportation and efficient service, but also positively impact employee morale, promote safety best practices to eliminate and reduce accidents across our system, and keep passengers and operators safe.
- 5. RTPS & Social Worker Engagement to Improve Safety Along the Right-of-Way** – Collaborate, coordinate, and partner with internal staff and external service providers and agencies to address safety hazards along light rail tracks and right-of-way (ROW). By addressing community concerns and system safety risks we can reduce chronic issues and safety hazards across the system and improve outcomes for our unhoused population. Efforts include piloting innovative solutions to provide targeted learning opportunities for staff and resources to unhoused riders and community members.
- 6. SacRT GO Paratransit Operational Excellence** – Further improve SacRT’s paratransit service, operational performance, and actively engage with riders and employees as service area expands more broadly in the region. SacRT’s focus on operational excellence, efficiency, and reliability will enable us to meet FTA service requirements and improve customer satisfaction.
- 7. Security Support and Customer Service** – Provide robust customer service and promote safety and security across our system to improve customer experience. Focus on developing team members and empowering them to better serve the community, improve customer interactions, and reduce customer service reports and complaints. Staff provide continuous and consistent customer service to all passengers and are the first to respond to resolve security issues, support RTPS sworn officer investigations, and provide real time notification to customers via the public address system and Alert SacRT mobile application.

**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.

- 1. Employee Recruitment and Retention** – Actively promote internal and external recruitment opportunities to connect with wider pool of qualified applicants. Review current policies and procedures to identify opportunities for improvement and creating efficiencies in our recruitment processes. Engage in opportunities for staff development, cross training, and succession planning to improve productivity, employee morale, and retention rates.
- 2. Labor Engagement and Workforce Development** – Develop a best-in-class workforce by engaging with new employees to establish a deep understanding of workplace expectations to improve retention. Continuously train management employees to improve labor management outcomes and compliance with local, state, and federal laws and regulations. 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 Workforce Development** – Implementation of robust outcome-based strategic project management plan, records retention policy program adherence, training and workforce development program activities, and uniform policy and procedure updates. Develop and procure training materials and resources to cultivate a highly skilled, effective, and motivated workforce. Strategies will focus on improving process efficiency and supporting staff across the agency to improve project outcomes.

RESOLUTION NO. 2022-07-082

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

July 25, 2022

**ANNUAL PERFORMANCE-BASED EVALUATION FOR THE GENERAL  
MANAGER/CEO, HENRY LI, AND FIFTH AMENDMENT TO EMPLOYMENT  
CONTRACT**

WHEREAS, Sacramento Regional Transit's General Manager/CEO Henry Li has met and exceeded the SacRT Board of Directors' expectations related to his performance during his tenure at Sacramento Regional Transit District.

WHEREAS, in recognition of his outstanding performance in FY 2022, the Sacramento Regional Transit District Board of Directors desires to provide him with a performance-based salary increase.

WHEREAS, because Mr. Li's contract has an automatic renewal provision, any merit increases must be approved by the Board of Directors in an open Board meeting, listed under New Business pursuant to California Government Code Section 54953(c)(3).

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

THAT, the Board hereby approves a 3% merit pay increase for Henry Li, effective July 1, 2022.

THAT, the Board hereby approves amending Section 8.D. of the Employment Contract to modify the severance payment provision to increase the number of months Mr. Li is entitled to receive if terminated without cause, from 6 months to 12 months of pay and to delete language in Section 8.D. that is no longer relevant because of the automatic renewal provision in Mr. Li's contract.

THAT, SacRT staff are hereby authorized and directed to perform all tasks necessary to effectuate the terms of this Resolution.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary



## STAFF REPORT

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**DATE:** July 25, 2022

**TO:** Sacramento Regional Transit Board of Directors

**FROM:** Laura Ham, VP, Planning and Engineering

**SUBJ:** DECLARING AN EMERGENCY AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT OVER \$150,000 FOR REPLACEMENT OF A DAMAGED OVERHEAD CONTACT SYSTEM POLE

### RECOMMENDATION

Adopt the Attached Resolution.

### RESULT OF RECOMMENDED ACTION

The proposed Resolution will declare the damaged Overhead Contact System (OCS) pole replacement an emergency and allow the General Manger/CEO to enter into a contract over \$150,000 for replacement of the damaged OCS pole.

### FISCAL IMPACT

SacRT requested quotes from three contractors for the emergency OCS pole replacement. A tentative quote was received for \$175,000, which includes the costs of insurance and other contract requirements. Using the capital budget authority approved for project R400 Light Rail State of Good Repair Maintenance, project R390 Emergency OCS Repair was established and funded using available and unallocated State Transit Assistance (STA) funds, in the amount of \$200,000.

### DISCUSSION

Under Public Contract Code section 20321, all contracts for the construction of transit works or transit facilities (including repairs) must be awarded to the lowest responsible bidder after competitive bidding, except in emergency declared by four-fifths vote of the Board.

On June 30, 2022, there was a major OCS failure reported at 4 a.m. that deformed an I-beam OCS feeder pole. A structural analysis was performed, and it was determined that the pole must be replaced in less than 60 days. Wayside has completed a temporary fix and trains are operating through the area on a slow order until the pole is replaced. Another failure in this location could be catastrophic to the system, resulting in damage to property and essential public services. Wayside has the replacement OCS pole but the installation must be performed by an outside contractor.

Due to the urgent nature of the work to be done, there is insufficient time to conduct the full and open procurement that would customarily be used to procure such services. Engineering and Procurement staff have nonetheless requested quotes from three qualified contractors that have experience with OCS systems. Procurement staff will determine that the price is fair and reasonable and Finance staff will determine that funding is available before the Contract is executed.

RESOLUTION NO. 2022-07-083

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

July 25, 2022

**DECLARING AN EMERGENCY AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT OVER \$150,000 FOR REPLACEMENT OF A DAMAGED OVERHEAD CONTACT SYSTEM POLE**

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

THAT, pursuant to Public Contract Code section 20321, the Board declares that an emergency condition exists that could result in imminent harm to property and essential public services, due to the unexpected and catastrophic Overhead Contact System (OCS) failure that resulted in deformation of the OCS pole, which justifies the suspension of competitive bidding to complete the repair required to mitigate the emergency.

THAT, the Board delegates authority to the General Manager/CEO to approve a Contract for Damaged Overhead Contact System Pole Replacement for an amount not to exceed \$200,000 to mitigate the emergency condition subject to a determination by Procurement that the Contract cost is fair and reasonable and a determination by the Finance Department that funding is available for the Contract.

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STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary

## **STAFF REPORT**

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Laura Ham, VP, Planning and Engineering  
**SUBJ:** PROPOSED CITIZENS' TRANSPORTATION TAX INITIATIVE IN SACRAMENTO COUNTY

### RECOMMENDATION

No Recommendation - For Information Only.

### DISCUSSION

Earlier this year, a proposed transportation ballot initiative began circulating for signatures in Sacramento County. If it qualifies, it would place a half-cent (1/2) sales tax measure on the November 8, 2022 countywide ballot. The initiative, known as the Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022—Retail Transactions and Use Tax, is expected to generate \$8.5 billion in local revenue during the forty-year life of the measure (2023-2063). Based on estimates, SacRT is expected to receive over \$3.3 billion over the course of the measure, or approximately \$85 million annually.

Recent court rulings in California have drawn a distinction between tax measures that are proposed by a government body, such as a city council or a school board, and tax measures that are put on the ballot through the citizens' initiative process by voters. Citizens' initiatives only require a simple majority, 50% plus one vote, to pass. Tax measures placed on the ballot by a local public agency require approval by 2/3 of those who vote in the election in order to pass.

Staff will provide the Board a presentation on the Citizens' Tax Initiative.

## **STAFF REPORT**

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**DATE:** July 25, 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

### **SacRT Meeting Calendar**

#### **Regional Transit Board Meeting**

August 8, 2022  
SacRT Auditorium / Webconference  
5:30 P.M

#### **Quarterly Retirement Board Meeting**

September 14, 2022  
SacRT Auditorium / Webconference  
9:00 A.M

#### **Mobility Advisory Council Meeting**

August 4, 2022  
SacRT Auditorium / Webconference  
2:30 P.M

### **SacRT Awarded \$30 million Transit & Intercity Rail Capital Program Funding**

The Sacramento Regional Transit District (SacRT) was awarded \$30 million in state grant funding through the Transit and Intercity Rail Capital Program (TIRCP) to help make major improvements to the Sacramento region's light rail system, reduce greenhouse gas emissions, and support jobs.

The California State Transportation Agency (CalSTA) awarded SacRT funding to help fund three major projects. SacRT will receive \$23.6 million as part of a nearly \$600 million Light Rail Modernization Project an additional \$5 million to support connectivity and

planning at Sacramento Valley Station (SVS) to prepare for future development at the Railyards, and \$1.5 million for contactless fare payment devices onboard buses and light rail vehicles.

- **Light Rail Modernization Project:** SacRT is currently working on modernizing the light rail system with new low-floor light rail vehicles, converting 29 light rail stations on the Gold Line to accommodate new low-floor vehicles, and adding a “passing track” at the Glenn/Robert G. Holderness Station in Folsom to provide 15-minute service, rather than the existing 30 minutes. TIRCP funding will support the purchase of eight new low-floor light rail vehicles to replace vehicles that have passed their useful life. Low-floor light rail vehicles will produce operational efficiencies by speeding up train operating times, and optimizing boarding convenience and safety along with needed increased capacity.
- **Sacramento Valley Station (SVS) Transit Center:** SacRT partnered with the City of Sacramento and Capitol Corridor Joint Powers Authority on a project to improve connectivity of multimodal transit in the downtown core. Funding will support the construction of a new north-south aligned light rail station to connect the SVS to the future Railyards Plaza. This will catalyze the neighboring Railyards and River District developments while prioritizing transit ridership and active transportation.
- **Contactless Fare Payment on Transit:** SacRT partnered with the California Department of Transportation (Caltrans), Visa, Littlepay, and SC Soft to offer a contactless method for payment on board light rail trains to help improve the customer fare payment experience. The innovative touch-free fare payment technology allows riders to tap a contactless credit, debit, prepaid card, or contactless-enabled mobile or wearable device (e.g., smartwatch) to pay fare when boarding light rail trains. The TIRCP funding will help expand the program to buses and on all new light rail trains.

### **8<sup>th</sup> & O Street Construction**

Effective Friday, July 15, 2022, the 8th & O light rail station *west* platform (trains traveling toward the 8th & Capitol Station) will be closed for approximately three years due to major renovation construction of the California Department of Water Resources Building, located at 1416 9th Street.

Light rail passengers should use the Archives Plaza Station *west* platform instead. The 8th & O Station *east* platform (trains traveling toward Archives Plaza Station) will remain open.

Bus stops located at 8th & O and 9th & O streets will also be closed during construction. Northbound bus passengers should use the stop at 8th & P streets, southbound bus passengers should use the stop at 9th & N streets.

The station and adjacent bus stops will reopen when construction is complete, which is estimated to be October 2025. Thank you for your patience during the service disruption.

### **SacRT is Hiring – Join Our Award Winning Team**

SacRT is hiring for many different positions. There are dozens of career opportunities available, which include medical, dental, paid sick leave and retirement benefits, and tuition reimbursement. Also, \$2,000 signing bonuses for bus drivers and paid training!

Come join an award winning team! SacRT was awarded the 2021 Outstanding Transit System of the Year in North America by the American Public Transportation Association.

All SacRT career opportunities are available on the online career portal at [sacrt.com/careers](http://sacrt.com/careers) or call SacRT Human Resources at 916-556-0298.

### **12th Street Right-of-Way Safety Project**

SacRT recently conducted a safety and security analysis in the area of North 12<sup>th</sup> Street, between Ahern and C Streets, along the Blue Line right of way. This section of the Blue Line has a long history of heavy foot traffic and trespassing. The 12<sup>th</sup> Street corridor is a convenient pathway from the social service providers north of the UPRR underpass into the downtown core. Along 12<sup>th</sup> Street, SacRT operates light rail service along a combination of mixed-use and exclusive ROW at grade with 12<sup>th</sup> Street.

A Hazard and Crime Prevention Through Environmental Design analysis was conducted to identify potential safety and security hazards. Based on the information provided, SacRT implemented several steps to mitigate the trespassing issue.

- The first step after conducting the assessment was starting a program of counting all trespassers between the Alkali Flat Station and the UPRR underpass using a camera installed on top of an apartment building at Alkali Flat. Staff began counting on 8/27/20 and the program continues to this day
- The second step was to install new “No Trespassing” signage along this segment of the Blue Line ROW. This was completed on 10/1/2020
- The third step involved increasing enforcement of trespassing laws and monitoring the effect of these actions on trespasser numbers
- A fencing project was initiated to limit incursion into the ROW along the east-side of 12<sup>th</sup> Street at the UPRR underpass. The first segment of the fencing was completed in August 2021 and the final section was completed in June 2022.

As a result of these safety measures, we have seen a 30% decrease in trespassing along this corridor.

### **Responses to Questions Raised at Last Board Meeting**

During the meeting, Mr. Jeff Tardaguila described an incident that occurred to him while riding SacRT’s bus service and indicated he had not received any follow-up from SacRT staff. SacRT staff contacted Mr. Tardaguila five times over the course of the week following the incident and that Risk Management staff are still working with him on the claim.

Risk has intensely reviewed the video and available reports, and has not been able to identify the plate number or driver of the reddish/maroon sedan causing the hard-braking occurrence. Risk will continue to follow up with Mr. Tardaguila regarding his incident.

Mr. Paul Asturi commented about bus service in the vicinity of Florin Road and French Road. SacRT Planning staff had an extensive conversation following the meeting and a

bench has been installed at the Florin Mobile Estates per his request. Another meeting is scheduled with Mr. Asturi on July 28 with the Director Kennedy and Director Notolli.

Mr. Arthur Kettering commented that SmarT Ride is useful, but he occasionally wants to travel outside of the Citrus Heights zone. SacRT staff has coordinated with Mr. Kettering and has completed an ADA paratransit application as well as identified other transportation resources available to him.

Ms. Tara Ursell wrote in a comment requesting that SacRT add seatbelts to the buses that are used for Causeway Connection. SacRT has followed-up with Ms. Ursell via an email response.

Additionally, further questions were raised regarding SacRT's Watt I-80 elevator and stairwell work. The project is split into two capital projects:

It is split between two projects

- R347: Watt I-80 Elevator Replacement, fully funded at \$990,000. Work is pretty much complete with some follow up items with the vendor. Laura, please provide any clarifications or edits needed.
- B150: Watt I-80 Transit Center Design, this is the project that includes the full redesign of the Watt I-80 Transit Center. The project is budgeted at \$18,433,419, and is currently funded at \$11,653,364.

# SacRT GM Update

**ADA 32**   
Americans with Disabilities Act  
Celebrate the ADA! July 26, 2022



Sacramento  Regional Transit

# SacRT Transit & Intercity Rail Capital Program Grant

Sacramento  Regional Transit

## SacRT Awarded \$30 Million to Improve Light Rail System



# Community Funding Project Request



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**Project Sponsor:** Sacramento Regional Transit District

**Project Name:** Gold Line Light Rail Station Conversions

**Project Location:** Watt/Manlove Station (Sacramento, CA 95826), Mather Field Station (Rancho Cordova, CA 95827), Sunrise Station (Rancho Cordova, CA 95742) and Historic Folsom Station (Folsom, CA 95630).

**Requested Amount:** \$3,647,591

**Explanation:** The funding would be used to complete phase 2 construction of 4 low-floor light rail station conversions to accommodate new low-floor light rail vehicles. The project is an appropriate use of taxpayer dollars because the current light rail vehicles and station configurations limit the mobility of many community members and the new vehicles and converted stations would provide increased ADA capacity and accessibility for passengers with bicycles and strollers.

Member Certification Letter

## FY 2023 Congressionally Directed Spending Requests

In accordance with Senate Rules and Committee requirements, Senator Padilla is disclosing all of his requests for Congressionally Directed Spending for Fiscal Year 2023.

Sacramento Regional Transit District	The modernization of the light rail system will increase reliability, improve accessibility, and encourage transit ridership. The existing vehicles and station configuration limit the mobility of many community members since they are high floor vehicles and boarding and alighting must take place via steep stairs.	Sacramento County CA	\$8,700
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# SacRT Launches In the Community Blog Site



## SacRT In the Community Blog

# 8<sup>th</sup> & O Street Platform Closure

## Rider Alert!

**As of Friday, July 15, 2022, the 8th & O light rail station westbound platform and 8th & O and 9th & O bus stops is closed for three years due to construction.**



Sacramento



Regional  
Transit

# 12th Street Safety Project

LRV camera image



# 12th Street Safety Project - Fencing

**Before**



**After**



- First Phase Completed August 2021
- Second Phase Completed June 2022

# Employee Appreciation



# APTA Transit Initiatives & Communities Workshop



# Roseville Road Safe Parking Program Update



# SacRT COVID Update

## Sacramento County

Total Cases  
**325,622**

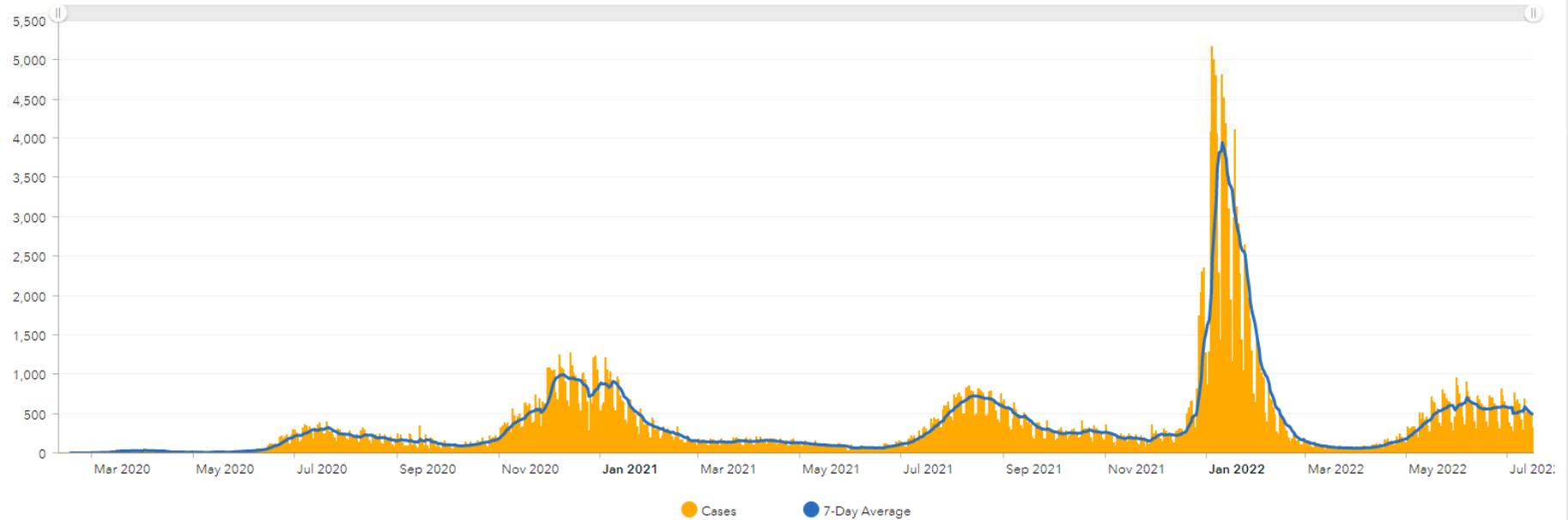
Additional Cases:  
**3,442**

Case Rate  
**30.8**

Total Deaths  
**3,309**

Additional Death  
**26**

Epi-Curve by Episode Date





# STAFF REPORT

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**DATE:** July 25, 2022  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Michael Cormiae Director, Light Rail Maintenance  
**SUBJ:** CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING  
 SUMMARY OF JUNE 15, 2022

## RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board members present: None

## AGENDA

- I. Call to Order - 10:01
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action-Passed*
  1. Approve Continuation of Virtual Meetings During the COVID-19 Pandemic
  2. Approve Minutes of the April 20, 2022 Meeting
  3. Approve Funding Eligibility for Sacramento to Roseville Third Track (Phase One) Project
  4. Authorize Operations Funding for Communications and Database Tool for Mechanical and Operational Systems
  5. Authorize Funding for Marketing, Communications, Database Development, and Customer Care Support for California Integrated Travel Project (Cal-ITP) Minimum Viable Product (MVP) *Action-Passed*
  6. Authorize Funding for Financial and Performance Data Integration for CCJPA's Cal-ITP MVP
- V. Action and Discussion Items
  1. Authorize FY 2022-2023 Marketing & Communications Plan and Advertising *Passed*

2. Authorize Funding for Fare Analysis Study
3. Solano Rail Hub Draft Project Study Report (PSR) Update

*Passed  
Info*

Comments: Dir McPartland over the grade requirements.

Public Comment: Mike Barnbaum, Lack of interconnections during weekends.

- a. Stege Crossover and Signal Upgrade
- b. Davis Station Improvements
5. Legislation and Funding Update – State and Federal
6. Managing Director’s Report  
Public Comment – Mike Barnbaum – please with adding service possibilities.
7. CCJPA Project and Program Updates
  - a. CCJPA Tour with Amit Bose, Federal Railroad Administration (FRA)  
Director’s comments: Houldesheldt, Calvillo, service to Roseville-Auburn.
  - b. Marketing and Communications Activities
  - c. Sacramento to Roseville Third Track Phase One
  - d. Link21
  - e. Connecting Bus Service
  - f. Davis Crossover and Signal Replacement
  - g. California Passenger Display System (CalPIDS) Modernization
  - h. California Integrated Travel Project (CallTP) Minimum Viable Product (MVP) VI.

Board Director Reports

VII. Public Comments

No Comments

VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 21, 2022 – Location TBD