



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

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: 831 4200 6480 or join the meeting online by logging into

<https://us02web.zoom.us/j/83142006480>

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, JUNE 13, 2022
VIRTUAL MEETING**

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

Alternates: Directors Kozlowski, Nguyen, Sander, Schaefer

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of 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)

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

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

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

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

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

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. CLOSED SESSION

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

- 1) Title: General Manager/CEO

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

***NOTICE TO THE PUBLIC**

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

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

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

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MAY 9, 2022

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
May 9, 2022**

ROLL CALL: Roll Call was taken at 5:34 p.m. via Zoom. PRESENT: Directors Harris, Howell, Nguyen, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Absent: Directors Budge, Jennings and Kennedy.

1. PLEDGE OF ALLEGIANCE

Chair Miller requested a motion to rearrange the order of the Agenda to hear items 4.3 and 4.4 following the consent calendar in an effort to accommodate Mayor Steinberg and City of Sacramento representatives who were in attendance to participate in these two items.

Director Valenzuela moved; Director Schenirer seconded approval of the motion to rearrange the order of the Agenda to hear items 4.3 and 4.4 first. Motion was carried by roll call vote. Ayes: Directors Harris, Howell, Nguyen, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Directors Budge, Jennings and Kennedy.

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of April 11, 2022
- 2.2 Resolution 2022-05-041: Authorize the Board of Directors to Teleconference from May 9, 2022 through June 7, 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 2022-05-042: Approving the Third Amendment to the Contract for Bus Vehicle Advertising with Lamar Transit LLC (D. Selenis)
- 2.4 Resolution 2022-05-043: Approving the Fourth Amendment to the Lease of Office Space at 2810 O Street (J. Adelman)
- 2.5 Resolution 2022-05-044: Conditionally Approving the Contract for On-Call Plumbing Services with ACCO Engineered Systems, Inc. (L. Ham)
- 2.6 Resolution 2022-05-045: Approving a Title VI Service Equity Analysis and Adopting Service Changes for September 2022 and Future Service (L. Ham)

- 2.7 Resolution 2022-05-046: Declaring Evergreen Properties (APN: 275-0240-074 and -093) Excess to Transit Operations as Surplus (J. Adelman)
- 2.8 Resolution 2022-05-048: Approving the Contract for On-Call Light Rail Vehicle Seat Reupholstery Services with Acme Tops and Tunes, LLC (E. Stanley)
- 2.9 Approving the Student Transit Pass Agreement – 2022-2025 with the City of Sacramento and Conditionally Approving the Issuance of an Annual Student (TK-12) Pass to Students without a Full Fare Subsidy (J. Adelman)
 - A. Resolution 2022-05-049: Delegating Authority to the General Manager/CEO to Approve the Student Transit Pass Agreement – 2022-2025 with The City of Sacramento
 - B. Resolution 2022-05-050: Conditionally Authorizing Students (TK-12) Residing in or Attending School Within SacRT’s Service Boundary to Obtain an Annual Student (TK-12) Pass Prepaid Fare Valid from July 1, 2022 through June 30, 2023 Without Full Payment by a Sponsoring Entity
- 2.10 Police Services Personal Services Contract Employees (L. Hinz)
 - A. Resolution 2022-05-053: Approving the First Amendment to the Amended and Restated Personal Service Contracts with 1 Security and Safety Administrator, Mark Sakauye and 2 Security and Safety Program Specialists, Tino Bamberger and Benjamin Louie; and
 - B. Resolution 2022-05-054: Approving the First Amendment to the Contract for Personal Services with 1 Background Investigator, Stephen Lau
- 2.11 Security Operations Center Personal Services Contract Employees (L. Hinz)
 - A. Resolution 2022-05-051: Approving the Amended and Restated Personal Services Contracts for Temporary Employment with 1 Security Operations Center Manager, 2 Security Operations Center Lead Specialists, and 6 Security Operations Center Specialists. This includes Amending the Contracts to Update the Benefit Terms for 1 Security Operations Center Manager, 2 Security Operations Center Lead Specialists and 6 Security Operations Center Specialists; and

B. Resolution 2022-05-052: Approving the First Amendment to the Personal Services Contract for Temporary Employment with 1 Security Operations Center Specialist

Public comment was taken by phone from Jeffery Tardaguila and Nick Bryant.

Mr. Tardaguila was concerned about the transcription ability with the use of a webinar during the Public Hearing.

Mr. Bryant shared that there is graffiti on the bus shelters.

Chair Miller stated it is best to report graffiti as soon as possible.

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

4.3 Motion: Roseville Road Safe Parking Program (O. Sanchez-Ochoa)

Olga Sanchez-Ochoa shared there have been several meetings with the City of Sacramento and SacRT staff since the April 11th Board meeting to work through the remaining issues on the Roseville Road lease. She thanked City Counsel Susana Alcalá-Wood for being open and responsive to SacRT's concerns. The primary remaining issue is enforcement within the Public Safety Zone (PSZ) that the City is obligated to establish pursuant to the terms of the proposed lease. The authority that was delegated to the General Manager to enter into the three-party lease between SacRT, the City and Caltrans required that the lease contain an obligation that the City remove any unauthorized campers outside of the safe parking zone.

After discussions, the City clarified its position and agreed to enforce within those areas of the PSZ that are on or within 25 feet of critical infrastructure as defined in the City's Ordinance. The City has committed to enforce the restrictions imposed by the City's Critical Infrastructure Ordinance within the PSZ to the extent permitted by law. The area that will be covered by the City's agreement to enforce covers approximately 85% of the proposed zone; however, leaving approximately 15% of the PSZ that will not be covered, and enforcement will only take place within those areas to the extent the unauthorized campers are engaged in illegal activities. To help mitigate those potential issues, SacRT, the City and Caltrans will meet on a weekly basis to coordinate any issues that come up within the PSZ and review the monitoring metrics. Staff is asking that the Board authorize the General Manager to enter into the lease understanding the enforcement will not take place in a very small portion of the station.

A second issue that was discussed is whether the City would indemnify SacRT for any claims arising from the City's enforcement of the Critical Infrastructure Ordinance within the PSZ. The City confirmed that it would indemnify SacRT and Caltrans and the

language that will be included in the lease agreement has been agreed on.

The final issue that SacRT staff and City staff discussed was the issue of Sacramento Police Department officers assigned to SacRT and their ability to enforce the City's Critical Infrastructure Ordinance within SacRT's property. The City advised that if SacRT adopts the City's Critical Infrastructure Ordinance, Sacramento Police Department officers assigned to SacRT could enforce the Ordinance to achieve that. SacRT is proposing amending the Prohibited Acts Ordinance which is found at Title 15 of the SacRT Administrative Code, and adding language that prohibits camping within 25 feet of critical infrastructure as defined in the City's Ordinance and incorporating the City code by reference. Ms. Sanchez-Ochoa then turned it over to General Manager/CEO Mr. Henry Li.

Mr. Li thanked the parties involved and shared that SacRT and City staff have significantly improved communication skills to navigate this complicated process to find an innovative solution. Mr. Li gave a shout out to the legal team and acknowledged everyone's collaborative spirit and due diligence to reach a reasonable deal to enforce safety and indemnify SacRT. Mr. Li shared that SacRT staff will be looking for potential grants for this project so that SacRT will be able to support cities and the unhoused population.

Mr. Li thanked Mayor Steinberg for attending the Board meeting and spearheading this extremely important project for the whole region.

Mayor Steinberg shared that he is a former SacRT Board Member and thanked Mr. Li, SacRT Chief Counsel, City Manager - Howard Chan, Susana Alcala-Wood, and all the respective teams. He cited that these issues are not easy, but the product is worth it in his opinion because it establishes an important precedent. Even though SacRT and the City are separate governing bodies, the intersection of this issue impacts everyone regardless of what the responsibilities in leadership are. To be able to provide relief and alleviate the burden on Roseville Road itself and other parts of the City and County and to use this as the beginning of a pathway for people and families out of homelessness is a heroic act. Mayor Steinberg commended Mr. Li for wading through the issues.

Chair Miller thanked Mayor Steinberg for his comments.

Director Serna thanked Mr. Li, SacRT staff and the City of Sacramento's team and stated this has been a compliment to everything that both the City and County have been working on to address the ongoing complexities of unsheltered constituents in a compassionate way. Director Serna thanked Councilmember Loloee and Supervisor Desmond and stated he will be supporting this.

Public comment was taken by phone from Jeffery Tardaguila, Nick Bryant, Barbara Stanton and Rick Hodgkins.

Mr. Tardaguila is concerned for those that are outside of the Roseville Road site, specifically with regards to the sidewalks, because code enforcement has not been very effective at the W. Street site.

Mr. Bryant thanked Mayor Steinberg and offered to help with unhoused in the community.

Ms. Stanton stated that RiderShip for the Masses fully supports this action.

Mr. Hodgkins, a disabled individual, is concerned about the safety pertaining to the unhoused at the light rail stations.

Director Harris stated that this is a good compromise, and it is imperative that that the SacRT station and surrounding area is protected in order for the safe camping ground site to be effective and meaningful. He moved approval of the item.

Chair Miller thanked the City of Sacramento for the indemnification and requested a monthly report back from SacRT staff on some key performance indicators such as ridership and incidents so that there is an eye on things and mentioned he would be in support of the item.

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

- 4.4 Resolution 2022-05-056: Amending Title XV, Prohibition of Specified Acts Committed in or on RT Vehicles or Facilities, of the SacRT Administrative Code, to Provide Notice of Conduct Prohibited Under Public Utilities Code Section 99170 (O. Sanchez-Ochoa)

Olga Sanchez-Ochoa stated that SacRT is asking the Board to amend Title 15 to add camping as a prohibited act under Public Utilities Code Section 99170 and will be incorporating the City's Critical Infrastructure Ordinance into the Prohibited Acts Ordinance so that both SacRT police officers or the police officers assigned to SacRT and the City of Sacramento can enforce within Roseville Road and other properties owned by SacRT.

Director Schenirer moved; Director Nguyen seconded approval of the item as written but noting a correction to the staff report that the Public Utilities Code Section referenced should be 99170. Motion was carried by roll call vote. Ayes: Directors Harris, Nguyen, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Directors Budge, Howell, Jennings and Kennedy.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

4.1 Resolution 2022-05-055: Adopting the Short-Range Transit Plan – SacRT on the Move (Fiscal Years 2022-2027) (L. Ham)

Laura Ham acknowledged that the Short-Range Transit Plan (SRTP) presentation work is a culmination of efforts over the past many months and was developed in-house by SacRT's small planning team. Ms. Ham thanked the Board for input at the February 14th meeting when the plan was released for public comment. She then provided a quick recap explaining a SRTP is required for SacRT as a direct recipient of federal funding. The new plan spans fiscal years 2022-2027 and includes the September service changes authorized on consent and will be updated as needed in that time period. Ms. Ham announced that the public comment period is now complete and public outreach efforts have been documented in the plan and in the written staff report. She thanked all including the many partner agencies that have provided input on the document.

Ms. Ham added that a primary goal of the project was to incorporate all the public comment and lessons learned since the SacRT forward network redesign in 2019 and to encourage extensive feedback on what comes next to allow SacRT to develop a sensible plan for moving ahead. Ms. Ham shared that future service considerations which include SacRT Forward project goals, the pandemic, regional growth and development, unmet transit needs, the budget, ridership building and recovery, equity, and climate action.

Ms. Ham stated the financial forecast model used to establish service levels does not assume a local sales tax measure and if a new funding source becomes available, the model and the SRTP would be amended accordingly and SacRT would propose adding service where a need has been identified.

Ms. Ham added that 95 written comments were received and expressed appreciation for those that took the time to participate in outreach meetings and comment. She then provided some explanations to the top five common requests that were received during the comment period.

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

Mr. Tardaguila believes that when the public is given the opportunity to comment, it results in a more helpful plan. He then offered some suggestions and insight on a few issues.

Mr. Hodgkins is hoping that the local sales tax measure on the ballot will pass. He is glad that SacRT will be bringing more service to Natomas and questioned the intended location of the light rail that would be going there. He is hoping there will not be any additional cuts to service.

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

- 4.2 Resolution 2022-05-047: Approving a Visual Artwork Policy and Standards Pertaining to The Approval and Placement on SacRT Property (D. Selenis)

Devra Selenis provided an update on the visual artwork policy which was amended to address some of the matters raised during the March 28th Board meeting including art in public places in and public memorials. She added that the discussion regarding window coverage will also be addressed in future Board light rail advertising procurements.

Director Serna thanked Ms. Selenis and Mr. Flores for taking the time to meet with him one on one which helped shape a slightly improved policy which he will be supporting.

Public comment was taken by phone from Barbara Stanton.

Ms. Stanton expressed concern about the window coverings affecting the ability to see out of the light rail and hoping that issue will be resolved.

Ms. Selenis responded that when bus and light rail advertising contracts are brought back to the Board, the advertising will only cover a maximum of 50 percent of the windows. She recognized that advertising on windows is a safety concern and a maintenance issue.

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

5. PUBLIC HEARING

- 5.1 Public Hearing: Preliminary FY 2023 Operating and Capital Budgets (J. Adelman)
- A. Accept Public Comment on the Sacramento Regional Transit District Preliminary FY 2023 Operating and Capital Budget; and
 - B. Motion: To Continue the Public Hearing to June 13, 2022

Jamie Adelman stated that she is pleased to be presenting a balanced budget to the Board. Ms. Adelman went over FY23 Budget assumptions that were looked at strategically. She explained that the operating budget includes provisions to maintain all current service levels with minor modifications throughout the year and that the budget supports the four strategic objectives identified by the Board and Executive Management

by focusing on customer satisfaction, operational excellence, community value, and employee engagement. Ms. Adelman stated that SacRT will continue to utilize federal stimulus funds to offset fare revenue shortfalls and does not anticipate making any changes to the fare rates in the current year. She stated no staffing reductions will occur, more frontline positions will be added, and all employees will receive their annual increases.

Ms. Adelman announced that the FY23 operating budget is currently coming in at approximately \$230.9 million with a healthy focus on operations at 77% and 23% of the budget for administrative support. The capital budget is continuing to grow as SacRT identifies strategic infrastructure projects that need to progress forward.

Ms. Adelman explained that 90% of revenues come from three sources which are state assistance (Local Transportation Fund), Measure A (local sales tax) and the federal stimulus funds. If SacRT continues to spend based on this target SacRT will have about \$70 million of ARP funds available for the FY24 and future budgets. The remaining 10% is comprised of fares and other miscellaneous income.

Ms. Adelman introduced the FY23 capital budget, still in development, with a current mix of projects heavy on revenue vehicle replacement. She announced that SacRT's current operating cash reserve account balance is \$23.5 million which demonstrates that SacRT has been acting in a fiscally responsible manner and setting aside reserves to manage potential shortfalls in the future.

Ms. Adelman stated SacRT is on pace to end FY22 with an operating surplus of approximately \$3.5 million which would achieve the policy target. Ms. Adelman said this achievement would not be possible without the fiscally responsible leadership from the Board, Mr. Li and the Executive Management Team.

Ms. Adelman provided a financial outlook for SacRT noting additional funding needs for state of good repair projects, that COVID is still impacting ridership and that SacRT's cash position has improved. She then added that SacRT has not used the credit line since September of 2020 which is unprecedented and has saved SacRT hundreds of thousands of dollars in interest expense. Also, thanks to the bipartisan infrastructure law SacRT is seeing an increase in funds used for operations which will assist in providing financial stability.

Chair Miller stated this great news.

Public comment was taken by phone from Jeffery Tardaguila, Rick Hodgkins, Nick Bryant and Helen O'Connell.

Mr. Tardaguila offered comments about the operating budget and the charts presented. He appreciates seeing that the credit line has not been utilized in the last couple of years. He is supportive of submitting more applications for additional state funding.

Mr. Hodgkins is unsure if this pertains to the capital budget or the SRTP but forgot to mention changes to the light rail and a new bus bay at the Amtrak station for SacRT buses. He wanted to be sure there is signage available not just in print but also auditorily and/or in braille.

Mr. Bryant would like for connect cards to be put inside the light rail vehicles and inside SacRT Go Paratransit buses.

Ms. O'Connell is glad that there is a surplus and recommends concentrating on improving on time services for SacRT Go and reducing the number of missed trips for the bus system.

Director Nguyen moved; Director Harris seconded approval to continue the Public Hearing to the June 13, 2022 SacRT Board Meeting. Motion was carried by roll call vote. Ayes: Directors Harris, Howell, Nguyen, Nottoli, Schenirer, Serna, Valenzuela and Chair Miller. Noes: None; Abstain: None; Absent: Directors Budge, Jennings and Kennedy.

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Barbara Stanton, Allison Kustic, Rick Hodgkins and Jeffery Tardaguila.

Ms. Stanton expressed concern regarding the number of bus cancellations and the best way to notify riders of cancellations. She also requested for the agenda to be posted earlier..

Ms. Kustic encouraged the Board to conduct oversight on the effectiveness and success of the SacRT Smart Ride program and offered her assistance to help to improve the service.

Mr. Hodgkins is also concerned about the graffiti on the new elevator doors at the Watt I-80 light rail station and is recommending implementation of an auditory system, like what BART and San Francisco Muni uses, to inform visually impaired passengers of arrivals, departures and in the event that the elevators are out of order.

Mr. Tardaguila also echoed concerns about graffiti and asked why there are not security cameras outside or inside the elevators. He is concerned that there is going to be a more senior population and is wondering how SacRT is directing the concern of the master plan on aging. He recommended making space on buses for a second electronic wheelchair, acquiring the ability for the system to acknowledge a delay and addressing the reliability of both Smart Ride and the standard bus system.

The Clerk read one written public comment into the record from Glenn Mandelkern.

Mr. Mandelkern expressed appreciation for the many forms of Free Ride flyers that have been made available and has made use of them attending several local events. He had hoped to be able to attend the meeting this evening but an incidence at the Fruitridge Station where he was wrestled and had his phone stolen prevented his attendance.

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. Capital Corridor JPA Meeting Summary – April 20, 2022 (Miller, Harris)
 - c. SacRT Meeting Calendar

Mr. Li began his report by wishing all the mother's a belated Happy Mother's Day. He then recognized that the annual May is Bike Month tradition that is well underway, and that transit and cycling make a great team in helping to combat climate change.

Mr. Li provided a legislative update noting that at the end of April, the California State Senate released their budget plan which includes \$20 billion for infrastructure over the next four years.

Mr. Li thanked Chair Miller, Directors Budge, Harris, Jennings and Nottoli as well as SacRT staff that were back in Washington DC last week advocating for investments in public transit. As congress prepares for the FY23 budget, there will be another opportunity for members to seek community project funding. House members are limited to 15 requesters and SacRT is extremely honored to have been informed that Congressman Bera will move forward with SacRT's request for funding the low-flow conversion of several stations along the gold line. SacRT has submitted the delegation to the capital and are waiting to hear back.

Mr. Li announced that the elevators at the Watt and I-80 station have been renovated and are open for riders. Mr. Li thanked everyone for their patience during the upgrade process. He shared that future improvement plans are underway for the Watt I-80 Transit Center including the reconfiguring of the east and west stairwells to increase visibility and safety, and upgrading the transit center by enhancing safety, lighting, seating, and widening the bus loading zone with an anticipated final design complete by summer next year.

Mr. Li provided a brief real estate update announcing that at the end of last month he signed the lease agreement for office space at 1102 Q. Street which is conveniently served by all three light rail lines and several bus routes. The building will host SacRT's administrative staff and phase one of the move will begin later this summer.

Mr. Li congratulated and thanked the budget team and agency-wide staff for a smooth

budget process, a fiscally responsible budget and for identifying new and innovative funding sources. He thanked the leadership team for having a strong sense of responsibility and ownership for the fiscal health of the agency and ensuring a highly responsible, accountable, and reasonable budget that will ensure equitable service to the community. He announced that SacRT's FY22 budget document received the Government Financial Officers Association's Distinguished Budget Presentation Award again.

Mr. Li concluded his remarks with a topic several community leaders have raised regarding bus cancellations stating that SacRT has been working diligently to address the workforce strategy and is working hard to find the best balance for reducing cancellations and whether it should involve cutting services.

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 7:04 p.m.

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

13. **CLOSED SESSION**

13.1 Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation

- a. Johnson v. SacRT
Case Number 34-2020-00282348
- b. Vickers v. SacRT
Case Number 34-2017-00218342

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 7:18 p.m.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 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 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

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize implementation of AB 361 for Board meetings conducted between June 13, 2022 and July 12, 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 has 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 in person. Because the peril of transmission has not significantly 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 June 13, 2022, through July 12, 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. 2022-06-057

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

June 13, 2022

AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE 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

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 June 13, 2022, and continuing through July 12, 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.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: APPROVING THE THIRD AMENDMENT TO THE AGREEMENT WITH COUNTY OF SACRAMENTO FOR DISCOUNT PURCHASE AND SALE OF PREPAID FARE MEDIA.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the Third Amendment to the DHA Discount Fare Agreement will extend the terms of the agreement to June 30, 2023.

FISCAL IMPACT

The contract with Sacramento County Department of Human Assistance (DHA) generates \$2,215,136 in revenue for SacRT. This revenue is included in the preliminary operating budget for FY 2023 submitted to the Board for review.

DISCUSSION

SacRT has been working with Sacramento County DHA since 1991 to provide discounted transit passes for individuals receiving General Assistance from the County. SacRT and Sacramento County DHA would like to extend the agreement, most recently approved by the Board on April 12, 2021, through June 30, 2023. There will be no changes to any of the other contract provisions other than the term. The Agreement allows DHA to purchase monthly stickers at \$34 each, with a minimum purchase of 5,000 stickers per month, and purchase Basic Single Ride tickets, and Basic Daily passes at a 50% discount as needed. However, if DHA needs additional stickers, they will be able to receive up to 1,784 additional stickers per month at no additional charge, so long as 45 days' advance notice is provided to SacRT of the requested quantity increase. If the need is over 6,784 stickers per month, DHA will be charged \$40 per sticker. The cost of \$40 per sticker is consistent with contract language dating to 2013.

RESOLUTION NO. 2022-06-058

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

June 13, 2022

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

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

THAT, the Third Amendment to the Agreement with the County of Sacramento (therein "County") for the purchase and sale of discounted prepaid fare media at a discount exceeding the percentage established in SacRT's Policy for Discount Sale of Prepaid Fare Media, whereby the term is extended one year to terminate June 30, 2023, is hereby approved.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: 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

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adopting the Resolution will extend the contract with Paratransit, Incorporated for one year and increase the Total Consideration by \$615,100 to allow for continued vehicle maintenance services.

FISCAL IMPACT

Description	Option Year 3
Total Fully Loaded Vehicle Costs for 40 Vehicles	\$ 313,600
Estimated Excess Mileage Costs for 40 Vehicles	\$ 231,600
Total Fully Loaded Vehicle Costs for 10 Vehicles	\$ 62,000
Estimated Excess Mileage Costs for 10 Vehicles	\$ 7,900
Total	\$ 615,100

DISCUSSION

On June 28, 2020, after a competitive solicitation, the Board awarded a Contract for SacRT GO Vehicle Cleaning, Fueling, and Maintenance Services to Paratransit, Incorporated, for an amount not-to-exceed \$1,174,600.00, plus fueling costs. The initial Contract was awarded for a 2-year term with a SacRT option to renew for up to 3 additional 1-year periods. Staff is recommending that the Board exercise an option year to extend the Contract term and increase the total consideration by \$615,100, which was the bid amount for Year 3. Staff has analyzed the cost proposal and the services provided to date and believes that it is in SacRT's best interest to exercise Option Year 3 at this time.

Staff meets on a quarterly schedule with Paratransit, Incorporated and continuously reviews performance of the contract. Paratransit, Incorporated completes preventative maintenance on time, keeps accurate maintenance records, and has provided daily and monthly maintenance reports during the first two years of the contract.

Since Paratransit, Incorporated has satisfactorily met the terms of the maintenance contract, staff recommends exercising Option Year 3.

RESOLUTION NO. 2022-06-061

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

June 13, 2022

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

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 SacRT GO Vehicle Cleaning, Fueling and Maintenance Services by and between Sacramento Regional Transit District (therein "SacRT") and Paratransit, Incorporated, (therein "Contractor") whereby the term is extended by one year, and the total consideration is increased by \$615,100, from \$1,174,600.00 to \$1,789,700.00, plus applicable sales taxes and fees and fueling costs, is hereby approved.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: 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

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolutions will modify the student and employee transit pass agreement with California State University Sacramento (Sac State) and will allow for students and employees to insert their Sac State ID card into a generic (clear) sleeve, affix a semester sticker to the sleeve, and use this media as a valid Group Pass under the Fare Structure.

FISCAL IMPACT

The proposed actions affect only the forms of fare media and do not have any fiscal impact to SacRT.

DISCUSSION

Sac State provides students and employees with a school ID card (commonly referred to as the "One Card"). Historically, students and employees who rode transit would also receive a paper sleeve (with semester validity information printed on it) in which to insert their One Card. The One Card inserted into the current semester sleeve is considered valid fare on SacRT fixed route bus, rail, and SmART Ride services based on the "Group Pass" description in the adopted Fare Structure.

Recently, Sac State informed SacRT that the school was having difficulties procuring the traditional paper sleeve due to supply chain issues. Sac State staff presented an alternative solution to procure clear plastic sleeves and stickers separately. Sac State would affix the stickers to the sleeve prior to distribution and provide them to students requesting them. Staff views this as an acceptable alternative that will provide students with a seamless transition to fall semester.

The proposed solution from Sac State will require a minor change to the Transit Pass Program Agreement, as well as the SacRT Fare Structure. The current Transit Pass Program Agreement requires the sleeve to be a “paper” sleeve and does not allow for the use of a sticker. The proposed amendment will account for these changes. Similarly, the current SacRT Fare Structure identifies the need for a paper sleeve in the definition of “Group Pass.” The relevant Fare Structure language is shown below:

". . . that is inserted inside a paper sleeve with a clear plastic window through which the information on the ID Card is visible and the window side of the sleeve contains printed or other information as required by the applicable Group Pass Agreement."

Staff is proposing changing the language in the Fare Structure shown above to read as follows:

". . . that is inserted inside a sleeve with a clear plastic window through which the information on the ID Card is visible and the window side of the sleeve contains an affixed sticker, printed or other information as required by the applicable Group Pass Agreement."

The suggested changes will modify the Transit Pass Program agreement and SacRT's Fare Structure so that Sac State students are able to ride SacRT fixed route bus, rail, and SmaRT Ride services under the terms of the Transit Pass Program agreement.

RESOLUTION NO. 2022-06-062

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

June 13, 2022

APPROVING THE SECOND AMENDMENT TO THE AMENDED AND RESTATED AGREEMENT FOR CALIFORNIA STATE UNIVERSITY SACRAMENTO STUDENT AND EMPLOYEE TRANSIT PASS PROGRAM

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

THAT, that the Second Amendment to Amended and Restated Agreement for California State University, Sacramento Student and Employee Transit Pass Program – 2020 by and between the Sacramento Regional Transit District (therein “RT”) and the California State University, Sacramento, (therein “SAC STATE”) whereby an additional potential alternative form of transit pass is authorized, is hereby approved.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-06-063

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

June 13, 2022

AMENDING THE FARE STRUCTURE TO MODIFY THE DEFINITION OF GROUP PASS

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

THAT, the fare structure set out in Resolution 09-10-0174, as previously amended, is further amended as follows; and

THAT, the definition of "Group Pass," as set out in Section II, "Fare Structure Definitions" of Resolution No. 09-10-0174 is hereby amended to read in its entirety as follows:

"Group Pass means either: 1) an ID Card to which an RT sticker or an RT-approved sticker, logo or insignia is affixed, or 2) an ID Card that is inserted inside a sleeve with a clear plastic window through which the information on the ID Card is visible and the window side of the sleeve contains an affixed sticker, printed or other information as required by the applicable Group Pass Agreement."

THAT, all other provisions of the Fare Structure, as previously amended, remain in full force and effect.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, VP, Integrated Services and Strategic Initiatives/
Chief of Staff
SUBJ: APPROVING THE AMENDED AND RESTATED PERSONAL
SERVICES CONTRACT WITH ROBIN HASWELL FOR CAPITAL
& OPERATIONAL PROJECT MANAGEMENT AND
COORDINATION SERVICES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolution will amend and restate the Personal Services Contract for Robin Haswell, extending the contract through June 30, 2025.

FISCAL IMPACT

Funding for the PSC Contract is budgeted in the IT operating budget. Total Contract consideration is increased by \$264,878 over the three-year term. The new total contract amount from the beginning of the contract in March 2013 to June 30, 2025 (over 12 years) is \$913,118.

DISCUSSION

Under the General Manager/CEO's authority, SacRT entered a Contract with Robin Haswell on March 29, 2013, for capital project support. Since 2013, Ms. Haswell's contract has been amended and extended as project funding became available.

Ms. Haswell provides project coordination, logistical support, vendor management, and budget and grant reporting. In addition, Ms. Haswell delivers general project management assistance including compiling project status reports, coordinating project schedules, managing project meetings, procurement activities, and identifying and resolving technical issues. Ms. Haswell assists with project budgets, schedules, and scope management.

During Ms. Haswell's tenure, she has developed a high degree of technical knowledge related to SacRT systems, project management methodologies, finance, procurement,

and grant processes and has been instrumental in the successful implementation of multiple projects.

The Amended and Restated Contract for Personal Services will increase Ms. Haswell's total compensation by \$264,878 over the three-year term of the agreement. Included in this agreement are 48 vacation hours and 40 sick leave hours each year, which will be banked at the initiation of the agreement and replenished annually, with her vacation bank being replenished on July 1st of each year of the contract and her sick leave bank being replenished each January 1st. Any vacation accruals remaining on June 30th of each year or sick leave accruals remaining on December 31st of each year will be rolled over to the next year and added to the accruals earned in the subsequent year. In addition, on July 1st of year 2 and year 3 respectively, Ms. Haswell will receive a 3% increase in her hourly rate of pay. If funding is unavailable, SacRT will have the option to terminate Ms. Haswell's contract by providing at least 5-days written notice.

Ms. Haswell has unique experience with the implementation of technology projects at SacRT including complicated multi system technology installations. Ms. Haswell is also adept with administrative and procurement processes and her continued support is essential to the timely delivery of critical technology projects for the agency.

Staff recommends that the Board approve the Amended and Restated Contract for Personal Services (IT Project Manager) with Ms. Haswell.

RESOLUTION NO. 2022-06-064

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

June 13, 2022

APPROVING THE AMENDED AND RESTATED PERSONAL SERVICES CONTRACT WITH ROBIN HASWELL FOR CAPITAL & OPERATIONAL PROJECT MANAGEMENT AND COORDINATION SERVICES

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

THAT, the Amended and Restated Contract for Personal Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Robin Haswell, therein referred to as "TEMPORARY EMPLOYEE," whereby the not-to-exceed amount of the Contract is increased by \$264,878 from \$648,240 to \$913,118, , the term of the Contract is extended to June 30, 2025, and Ms. Haswell is provided with vacation and sick leave on an annual basis, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute the Amended and Restated Contract for Personal Services (IT Project Manager).

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: 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

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the Third Amendment will allow an extension to the ground lease for parking purposes with R11 Properties, LLC through July 31, 2022, with an option to extend through August 31, 2022 unless construction on adjacent pedestrian easement improvements is completed sooner. Additionally, the Easement Agreement Pedestrian Access (Easement) will be modified to authorize R11 Properties, LLC to place their dumpsters anywhere within the Easement area, so long as the location does not interfere with SacRT operations.

FISCAL IMPACT

Period	Revenue Amount
07/01/2022 - 07/31/2022	\$1,690.27
08/01/2022 - 08/31/2022	\$1,690.27

DISCUSSION

On April 6, 2017, Sacramento Regional Transit District (SacRT) entered into a short-term lease with R11 Properties, LLC (Lessee) where SacRT (Lessor) leased a portion of the SacRT 13th Street Railyard property (APN 006-0274-010-0000), adjacent to 10th Street for parking at the buildings south of the parcel. The lease was to expire on May 23, 2022 but was extended through June 30, 2022, under General Manager authority while Lessee performs construction of improvements within the Easement area on the same parcel to provide safe parking for Lessee’s employees. The construction may take more than a

month to complete. R11 Properties, LLC is also requesting an amendment to their Easement on the same parcel to allow placement of dumpsters anywhere within their existing Easement area, so long as the location does not interfere with SacRT operations. The current Easement specifies a location for placement of the dumpsters which does not reflect the actual location of the dumpsters. To give R11 Properties flexibility in the placement of their dumpsters, staff recommends amending the Easement so that a location is not specified.

Staff recommends that the Lease be amended to extend the term for one additional month through July 31, 2022 and that an option to extend for the month of August be added to the Lease that could be granted by the General Manager/CEO in his sole discretion, if extending the lease does not interfere in SacRT's operations and R11's construction within the Easement area is not completed by July 31, 2022 and construction activities need to extend into August. If granted, the 31-day Lease extension will automatically terminate on August 31, 2022, or upon completion of construction activities by R11, whichever first occurs. Any rent paid by R11 for August 2022 will be prorated and the unused portion will be returned to R11 if the lease is terminated early due to the end of construction activities.

Staff recommends extending the lease one additional month through July 31, 2022 with an option to extend through August 31, 2022, as needed for the Lessee to complete the work, so long as the extension does not interfere with SacRT operations, and amending the Easement Agreement Pedestrian Access, as described above. All other terms of the lease and the Easement will continue to remain in effect.

RESOLUTION NO. 2022-06-065

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

June 13, 2022

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

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

THAT, the Third Amendment to Ground Lease for Parking Purposes by and between Sacramento Regional Transit District (therein "SacRT") and R11 Properties, LLC (therein "Lessee"), whereby the term is extended until July 31, 2022, with an option to extend for an additional month if needed to complete construction within the Pedestrian Easement Area, so long as the extension does not interfere with SacRT's operations, is hereby approved.

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

THAT, the Board hereby delegates authority to the General Manager/CEO to execute an amendment extending the Lease for one additional month if it is necessary to complete Lessee's construction project within the adjacent Pedestrian Easement area, if the General Manager/CEO determines in his sole discretion that the lease extension will not interfere with SacRT's operations.

THAT, the Board hereby delegates authority to the General Manager/CEO to enter into an amendment to the Easement Agreement Pedestrian Access (Easement) agreement allowing the placement of R11's dumpsters anywhere within the easement area, so long as the location does not interfere with SacRT operations and execute all documents necessary to amend and record the amended Easement Agreement.

STEVE MILLER, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: AWARDING A CONTRACT TO FOLSOM LAKE FORD FOR THE PURCHASE OF TEN POLICE INTERCEPTOR UTILITY VEHICLES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

This will allow the replacement of current police vehicles and equipment acquired in 2004/2009 that have surpassed their useful service life and have become unreliable and difficult to maintain.

FISCAL IMPACT

Purchase of ten 2022 Police Interceptor Utility vehicles through State of California Contract number 1-22-23-14C will cost \$365,332.80, plus applicable state and local taxes and fees. The funding needed to cover this contract has been secured and released on project N001 Police Vehicle Replacement.

DISCUSSION

The Police Services fleet has become unreliable and requires excessive maintenance. SacRT is also having trouble sourcing replacement parts.

There is a need to replace ten Police Interceptor Utility vehicles that have either accumulated over 100,000 life miles or been in service well over 5 years. The replacement vehicles will be used for direct support of Police Services and will replace those aged vehicles that now provide critical and direct support to SacRT operations. All ten vehicles have exceeded the end of their service life, in accordance with the Federal Transit Administration (FTA) guidance.

SacRT's Procurement Ordinance, as well as FTA guidelines, allow SacRT to use competitively-bid contracts from other public agencies. SacRT has used State of California schedules on numerous occasions to purchase non-revenue vehicles. Folsom Lake Ford has been awarded State of California Contract Number 1-22-23-14C for Ford Police Interceptor Utility SUVs.

Staff recommends the award of a Contract for the Purchase of Ten Police Interceptor Utility Vehicles to Folsom Lake Ford for an amount not to exceed \$365,332.80, plus applicable state and local taxes and fees.

RESOLUTION NO. 2022-06-066

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

June 13, 2022

AWARDING A CONTRACT TO FOLSOM LAKE FORD FOR THE PURCHASE OF TEN POLICE INTERCEPTOR UTILITY VEHICLES

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

THAT, the Purchase Order for Purchase of Ten Police Interceptor Utility Vehicles between Sacramento Regional Transit District, therein referred to as "Purchaser," and Folsom Lake Ford, therein referred to as "Vendor" whereby Vendor agrees to provide ten 2022 Police Interceptor Utility Vehicles, as specified in the State of California Contract Number 1-22-23-14C for \$365,332.80, plus applicable sales taxes and fees, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Purchase Order.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: APPROVING THE CONTRACT FOR ON-CALL ZF TRANSMISSION OVERHAUL/REBUILD SERVICES WITH HARBOR DIESEL & EQUIPMENT, INC. DOING BUSINESS AS HD INDUSTRIES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving award of a Contract for transmission overhaul/rebuild to Harbor Diesel and Equipment, Inc. dba HD Industries will allow for continued operation and reliability of SacRT's 2008 model year Orion VII low floor buses.

FISCAL IMPACT

The price bid for the 5-year contract is \$743,620.82, plus applicable sales tax, based on an estimated quantity of 34 transmission rebuilds, divided evenly between the smaller-scale "soft rebuild" and larger effort "hard rebuilds," during the term of the contract.

FY 2023 - \$195,988.82

FY 2024 - \$173,247

FY 2025 - \$178,960

FY 2026 - \$96,240

FY 2027 - \$99,185

DISCUSSION

Sacramento Regional Transit's (SacRT) current 2008 model year Orion buses have more than 500,000 miles. The transmissions require rebuilding to allow for the extension of useful service life. There were 91 buses purchased from Orion Industries in 2008 and 60 are currently still in service. These buses will remain in service for up to 5 more years as SacRT seeks funding to replace them with zero emission or CNG buses according to its ICT and Fleet replacement plans.

A Request for Quote (RFQ) for a 3-year contract was released on PlanetBids for this rebuild service on December 5, 2021. Only 1 quote was received, with exceptions to SacRT's contract provisions and scope. The quote was deemed not responsive and on January 14, 2021, a Notice of Non-Responsiveness was issued to the Bidder.

Staff then reviewed the current services and determined that a 5-year contract is more advantageous to SacRT. Staff also made adjustments to the scope of work and contract terms in response to the issues raised in the exceptions for the prior solicitation

An Invitation for Bid (IFB) was released on PlanetBids for this rebuild service on March 16, 2022, and 205 vendors were notified. Five potential bidders downloaded the solicitation. One potential bidder asked for an extension of the bid due date to provide more time to bid, which was granted, but only one bid was received. SacRT determined the bid was responsive and a Notice of Intent to Award was issued on April 21, 2022.

The bid received from Harbor Diesel increases the 2022 pricing roughly 1% from 2021 pricing. Based on the past 3 years of historical data, the pricing is considered fair and reasonable.

RESOLUTION NO. 2022-06-067

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

June 13, 2022

APPROVING THE CONTRACT FOR ON-CALL ZF TRANSMISSION OVERHAUL/REBUILD SERVICES WITH HARBOR DIESEL & EQUIPMENT, INC. DOING BUSINESS AS HD INDUSTRIES

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 ZF Transmission Overhaul/Rebuild Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Harbor Diesel and Equipment, Inc. dba HD Industries, therein referred to as "Contractor," wherein Contractor agrees to provide On-Call ZF Transmission Overhaul/Rebuild Services, for an amount not to exceed \$743,620.82 plus applicable sales tax, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Contract for On-Call ZF Transmission Overhaul/Rebuild Services with Harbor Diesel & Equipment, Inc. doing business as HD Industries.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 13, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: 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

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Work Order No. 7 to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. will allow Mark Thomas, which performed preliminary and final design for the Dos Rios Station project under prior Work Orders, to provide design support during construction of the Dos Rios Light Rail Station.

FISCAL IMPACT

The not-to-exceed amount for Work Order No. 7 is \$239,991.44 and has been fully funded.

DISCUSSION

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

On June 10, 2019, the Board approved Work Order No. 11 and conditionally approved Work Order No. 12 for the Dos Rios Station design by Mark Thomas & Company, Inc. under the Contract for General Engineering Support Services – 2016, which expired in February 2020. Work Order No. 11 for \$149,662.99 included preparing the 30% Design Development Plans and Estimates to include the concepts for the Center for Public Interest Design (CPID) study and preliminary engineering activities to support SacRT for Right of Way acquisitions and utility relocations. Work Order No. 12 for \$924,914.99 included the Final Design Plans, Specifications & Estimate (PS&E) for the light rail station roadway, platform, track, station architecture, structures, landscape, and systems design elements. On April 12, 2021, the Board approved Work Order No. 2 for \$154,747.15 to complete the final PS&E in preparation for bidding of the Dos Rios Light Rail Station Project.

The 100% design is complete, and the construction contract is being prepared to go out to bid. Once the Project enters construction, Staff will need the support of the design consultant to review submittals, Requests for Information (RFIs), and other design support activities during construction.

RESOLUTION NO. 2022-06-068

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

June 13, 2022

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

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

THAT, Work Order No. 7 to the Contract for General Engineering Support Services – 2020 between Sacramento Regional Transit District, therein referred to as “SacRT,” and Mark Thomas & Company, Inc., therein referred to as “Consultant,” whereby Consultant agrees to provide design support during construction of the Dos Rios Light Rail Station Project, for a total amount not to exceed \$239,991.44, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute Work Order No. 7.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Jamie Adelman, Acting VP, Finance/CFO

SUBJ: 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.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the renewal of the Excess General Liability, Employment Practices Liability, Property, Boiler & Machinery, Excess Workers' Compensation, Crime, Cyber Privacy & Network Liability, Underground Storage Tank Pollution Liability, Elk Grove Pollution Liability, and Flood Insurances for the period of July 1, 2022, through June 30, 2023.

Authorize the General Manager/CEO to negotiate the renewal of the excess general liability insurance at a not to exceed amount of \$8,977,044.00 for the period of July 1, 2022, through June 30, 2023.

FISCAL IMPACT

FY22-23 Insurance Policy Renewal Coverages and costs are summarized below and attached for easy reference as Attachment 1. Attachment 1 includes a fiscal year historical comparison of insurance policy renewal premium costs by coverage type.

FY22-23 Insurance Renewal Premium Summary						Attachment 1
Policy Coverage Type	FY2022-23	FY2021-22	FY2020-21	FY2019-20	FY2018-19	FY2017-18
	Premium	Premium	Premium	Premium	Premium	Premium
Excess General Liability	\$ 8,977,044	\$ 8,420,507	\$ 5,650,899	\$ 2,480,000	\$ 2,095,799	\$ 2,095,799
Employment Practices	79,379	75,524	73,321	73,154	70,163	70,163
Property, Buses, LRVs, Equip,	2,600,647	2,523,616	1,500,000	716,777	564,711	537,883
Boiler & Machinery	14,239	11,999	10,817	11,205	10,632	10,158
Excess Workers' Compensation	242,000	217,692	184,632	159,087	150,139	150,902
Crime, Errors & Omissions	15,454	16,266	17,123	18,024	8,664	8,664
Cyber Privacy & Network	93,529	93,529	25,080	23,690	23,690	15,996
Pollution Liability -Tanks	6,017	5,527	5,025	4,876	4,798	5,329
Pollution Liability -EG	3,614	3,614	3,606	3,612	n/a	n/a
Flood	12,345	12,345	12,346	12,500	12,338	14,735
Total Premium	\$ 12,044,268	\$ 11,380,618	\$ 7,482,849	\$ 3,502,925	\$ 2,940,934	\$ 2,909,629

Attachment 1 represents estimated not to exceed amounts that are included in the proposed FY23 Operating Budget. Once all coverages are finalized, if the actual premium amounts, including any applicable taxes, fees, and rebates, are greater than the amounts included in the approved budget, a budget amendment will be submitted to the Board for approval during FY22-23.

FY22-23 Fiscal Impact: \$12,044,268.00

DISCUSSION

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

The following is a summary of the significant changes, coverages and premiums for SacRT's FY 22-23 insurance placements.

Excess General Liability Insurance:

SacRT annually purchases commercial general liability coverage inclusive of auto and professional liability coverages. SacRT is required to maintain a per occurrence general liability limit up to the Federal FAST Act rail passenger transportation liability cap (inclusive of the \$2,000,000 Self-Insured Retention), with no less than a double aggregate limit to comply with Union Pacific (UP) contract requirements. The FAST Act limit was raised to \$322,864,228 from \$294,278,983 on February 25, 2021. The cap is adjusted per the consumer price index every five years. This limit is the federal cap, or maximum, amount a railroad is liable for passenger injuries incurred in a single occurrence. There is no cap, or maximum amount, set on a federal or state level for liabilities incurred by pedestrians, or bus passengers. No one insurer can provide a policy meeting this limit, so multiple carriers are engaged to secure the amount required. UP's requirement

represents 25% of the total general liability premium cost, a significant amount even under less extreme market conditions.

SacRT has met with UP and is currently evaluating a proposed UP designed insurance deviation process. This process consists of UP asking counsel of their choosing in California to opine as to whether there are other avenues of recovery for UP if a catastrophic event occurs causing exposure to UP at or near the federal rail cap and SacRT does not have insurance to the cap. This process does not evaluate the risk (or lack of risk) posed by SacRT's light rail service along the subject areas of track. SacRT will continue to engage with UP staff on a proposed insurance deviation process if markets or fiscal capacity cannot allow for coverage up to the FAST ACT rail cap, thereby making it impossible for SacRT to comply with the requirements and place SacRT in breach of its agreement with UP.

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

This is the second year of uncertain and historically severe market conditions for this line of coverage and continue to be the worst since 1985. Driven in part by the pandemic and to significant exposure to increased jury verdict awards in California, the lack of predictability in outcomes has driven many carriers to avoid the California general liability market altogether. Further, SacRT has continued to expand operations which brings increased risk and exposures that underwriters must consider when calculating premiums. For example, the expansion of the bus fleet and bringing the SacRT GO service in house. The excess liability insurance market has been hit with unprecedented losses due to extreme settlement awards by jury's and as a result underwriters have left the market or decreased capacity. While SacRT has had some larger settlements, we have been successful in settling those claims within the \$2 million self-insured retention (SIR). The fact that SacRT did not have to increase the SIR to \$3 million for FY23 demonstrates successful claims management and is recognized as positive in the insurance market.

Few new carriers have entered the excess commercial general liability class given the overall adverse loss experience. The entire global market of carriers was accessed for replacement quotes, and 35 carriers were marketed in the United States, London, and Bermuda. As of June 3, 2022, the entire \$322,864,228 that SacRT is again required to purchase, is formally quoted. (Attachment 2).

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

FY22-23 Excess Liability Renewal Premium: \$8,977,044.00

Employment Practices Liability (EPL):

Arch Insurance Company continues to offer competitive quotes and act as a stable partner, providing a \$2 million limit and \$250,000 deductible with a 10% increase in the rate as expiring for FY22-23. The premium is increasing due to the overall hard market conditions. This placement reflects a 5% rate increase.

FY22-23 Employment Practices Liability Renewal Premium: \$79,379.00

Property Insurance (Non-LRVs):

Travelers, the current carrier on the property program, increased its rate substantially on all SacRT property during the prior FY21-22 renewal, with a proposed increase of 107% for the Light Rail Vehicles (LRVs) in addition to doubling their deductible. This was driven by general market conditions and Travelers’ payout of two large property claims, one involving a crash between two LRVs and one a totaled bus. They also paid for a total fire loss to a vacant building that occurred on June 10, 2020, after the renewal was already priced and bound for the FY20-21 term.

During the FY21-22 renewal period, Travelers declined to quote property coverage for light rail vehicles. This was in response to a May 2021 collision, where a passenger van struck a train causing it to derail at 10th and O Streets. Although fault lies with the driver of the van, the collision resulted in the total loss of one CAF light rail car. The driver carries insufficient insurance to cover the \$5,000,000.00 replacement value of the light rail car.

This caused SacRT and Alliant to conduct a last-minute separate marketing initiative to secure coverage for light rail cars through a consortium of inland marine providers. Travelers continues to quote and provide property insurance for buildings, property contents, buses, non-revenue vehicles, equipment, and parts and supplies. Tokyo Inland Marine, Chubb, and a consortium of other inland marine carriers provide property insurance for light rail vehicles since FY21-22.

For the FY22-23 Property insurance renewal, Traveler’s has provided a more modest premium increase of 30% from prior year proposal. Property insurance applies on a blanket basis to a coverage or type of property for which a Limit of Insurance is shown below. Property coverage is underwritten on Deluxe Property Form Coverage, allowing SacRT to consolidate multiple property coverage provisions and property types under one blanket policy.

Property Coverage Limits of Insurance & Deductibles

Buildings, Business Personal Property Contents, Personal Property of Others:

Buildings	\$86,027,199
Business Personal Property Contents	\$58,850,020
Personal Property of Others	\$100,000
Basic Deductible	\$250,000

Property Coverage Limits of Insurance & Deductibles

Revenue vehicles (non-LRVs), non-revenue vehicles, short term leased or rented vehicles not included on the vehicle schedule, light rail specialty vehicles and miscellaneous scheduled property. No coverage is provided for light rail trains railroad rolling stock, as they are insured under separate Property-Inland Marine policies.

Property Limit of Insurance per Occurrence	\$20,000,000
Flood Limit & Flood Aggregate of Insurance	\$10,000,000
Earth Movement Limit & Aggregate of Insurance	\$10,000,000
Basic Deductible, except as noted	\$500,000
Specialty Vehicles	\$250,000
Police Vehicles	\$250,000
Flood Deductible	\$500,000
Earth Movement Deductible	\$500,000
Windstorm Deductible	\$500,000

FY22-23 Property (Buildings, Buses, Non-Revenue) Premium: \$822,932.00

Property Insurance – Railroad Rolling Stock (LRVs):

For the FY22-23 Property insurance renewal for light rail vehicles, Mitsui Inland Marine, Chubb, and a consortium of inland marine carriers provide up to \$50,000,000 of property insurance coverage for LRVs. Alliant was successful in negotiating a 22-23 premium decrease of 3% for the light rail vehicles while maintaining coverage, deductibles, and policy limits.

Property Coverage Limits of Insurance & Deductibles

Railroad rolling stock (LRVs)

Inland Marine Limits of Insurance per Occurrence	\$50,000,000
Flood Limit & Flood Aggregate of Insurance	\$10,000,000
Trackbed and Catenary	\$10,000,000
Earth Movement Limit & Aggregate of Insurance	\$10,000,000
Deductible, comprehensive	\$500,000
Deductible, collision, except as noted	\$1,000,000
Collision (LRV vs. LRV)	\$2,000,000
Flood Deductible	\$500,000
Earth Movement Deductible	\$500,000
Windstorm Deductible	\$500,000

FY22-23 Property-Inland Marine-Rolling Stock Premium: \$1,777,715.00

Boiler & Machinery Insurance:

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

Boiler & Machinery Limits of Insurance & Deductibles

Comprehensive Coverage per SacRT Scheduled Statement of Values:

Limits of Insurance:	\$10,000,000
Utility interruption	\$250,000
Hazardous substance	\$250,000
Ordinance or Law	\$500,000
Water Damage	\$250,000
Deductible	\$25,000

FY22-23 Boiler & Machinery Premium: \$14,239.00

Excess Workers' Compensation:

SacRT is required to provide Statutory limits for this coverage to meet contract requirements and accepted a proposal to join the largest JPA risk pool in the country, PRISM. The Board approved joining PRISM during its May 10, 2021, Board Meeting. PRISM continues to be a cost effective, service-oriented provider of Statutory Excess Workers' Compensation coverage and services. PRISM has improved program integrity with utilization of its claims audit division in conjunction with SacRT's third party claims administrator.

Excess Work Comp Limits of Insurance & Deductibles

Limit of Insurance per each Occurrence:	Statutory Limits
Employers' Liability Limit	\$5,000,000
Exposure Basis	Payroll (per \$100)
Self-Insured Retention	\$2,000,000

FY22-23 Workers' Comp Excess Premium: \$242,000.00

Crime/Employee Dishonesty:

Government Crime Policy and Errors and Omissions including the following coverages:

Limits of Insurance each Occurrence:	\$3,000,000
Deductible:	\$2,500
Forgery or Alteration	
Inside the Premises – Theft of Money and Securities	
Inside the Premises – Robbery & Safe Burglary of Other Property	
Outside the Premises (Money, Securities and Other Property)	
Computer Fraud	
Funds Transfer Fraud	
Money Orders & Counterfeit Money	

FY22-23 Crime Premium: \$15,454.00

Cyber Privacy & Network Liability:

This coverage line continues to be the most volatile of the FY22-23 renewal year, with rate increases quoted in the 100% to 200% range for most placements. The global events in Europe and increased frequency of ransomware and/or malware attacks have affected this market, with underwriters hesitant to insure much risk. The current carrier, Ascent, has non-renewed coverage and is leaving much of the cyber liability market. Alliant Insurance Services is still currently marketing the coverage to maintain options close to expiring as possible. Currently, SacRT has a quote for a \$2M limit, well below the current \$5M limit, for a premium of \$93,529.00 which is the same price as prior placement but with much lower limits.

Cyber Privacy & Network Liability Limits of Insurance & Deductibles

Security & Privacy Liability	\$2,000,000
Network Interruption & Recovery	\$2,000,000
Multimedia & Intellectual Property Liability	\$2,000,000
Network Extortion	\$2,000,000
Privacy Regulatory Defense and Penalties	\$2,000,000
Notification Expenses	\$2,000,000
PCI Fines	\$2,000,000
8 hours for Business Interruption	
Deductible:	\$250,000 Each Claim

FY22-23 Cyber Privacy & Network Liability Premium: \$93,529.00

Pollution Liability - Fuel Storage Tanks

Coverage continues to renew with Liberty and with a 9% increase in the rate due to the age of the tanks, additional years of retro date coverage, and standard inflation/ market rate increases. The underwriter noted the 1985 tank should have a \$500,000 deductible, but they agreed to increase it to \$250,000 (up from \$100,000). The deductibles for the seven (7) 1998 USTs and the 2002 AST remain the same, \$25,000, and \$5,000 respectively.

Pollution Liability (Tanks) Limits of Insurance & Deductibles

Exposure Basis: Number of tanks (9), capacity, contents and monitoring system	
Deductible Each AST:	\$5,000
Deductibles USTs Varies by Tank Age:	\$25,000 & \$100,000
Claim Limit:	\$1,000,000 Each

FY22-23 Pollution (Tanks) Premium: \$6,017.00

Pollution Liability – Elk Grove

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

Pollution Liability (EG) Limits of Insurance & Deductibles

Exposure Basis: Statement of values for buildings and business personal property.	
Deductible:	\$5,000
Limit:	\$1,000,000

FY22-23 Pollution (Elk Grove) Premium: \$3,614.00

Primary Flood

Current insurer, Tokio Marine Specialty, has indicated a renewal submission was not needed this year and offered a flat premium renewal for the Flood coverage effective July 1, 2022.

Flood Limits of Insurance & Deductibles

Exposure Basis: Based on Schedule of values for buildings and business personal property.	
Limits of Insurance per occurrence	
Building Property:	\$2,500,000
Business Personal Property/Contents:	\$1,412,000
Business Income & Extra Expense	\$0
Deductible:	\$50,000

FY22-23 Primary Flood Premium: \$12,345.00

FY22-23 Insurance Renewal Premium Summary

Attachment 1

Policy Coverage Type	FY2022-23	FY2021-22	FY2020-21	FY2019-20	FY2018-19	FY2017-18
	Premium	Premium	Premium	Premium	Premium	Premium
Excess General Liability	\$ 8,977,044	\$ 8,420,507	\$ 5,650,899	\$ 2,480,000	\$ 2,095,799	\$ 2,095,799
Employment Practices	79,379	75,524	73,321	73,154	70,163	70,163
Property, Buses, LRVs, Equip,	2,600,647	2,523,616	1,500,000	716,777	564,711	537,883
Boiler & Machinery	14,239	11,999	10,817	11,205	10,632	10,158
Excess Workers' Compensation	242,000	217,692	184,632	159,087	150,139	150,902
Crime, Errors & Omissions	15,454	16,266	17,123	18,024	8,664	8,664
Cyber Privacy & Network	93,529	93,529	25,080	23,690	23,690	15,996
Pollution Liability -Tanks	6,017	5,527	5,025	4,876	4,798	5,329
Pollution Liability -EG	3,614	3,614	3,606	3,612	n/a	n/a
Flood	12,345	12,345	12,346	12,500	12,338	14,735
Total Premium	\$ 12,044,268	\$ 11,380,618	\$ 7,482,849	\$ 3,502,925	\$ 2,940,934	\$ 2,909,629

FY22-23 EXCESS GENERAL LIABILITY INSURANCE COVERAGES

Attachment 2

COVERAGE LAYER	GENERAL LIABILITY COVERAGE LINE	INSURANCE LIMITS	CARRIER	TOTAL PREMIUM
1	Excess Liab- 5M xs 2M SIR	5,000,000	Munich Re/ The Princeton Excess & Surplus Lines Ins. Co.	\$ 1,340,082
2	Excess Liab- 1.5M (part of 3M xs 5M)	1,500,000	Genesis / General Star Indemnity Company - AmWins	371,477
2	Excess Liab- 1.5M (part of 3M xs 5M)	1,500,000	SiriusPoint Bermuda Insurance Company Ltd./Arcadian	384,969
3	Excess Liab- 10M xs 8M	10,000,000	Allied World National Assurance Company (AWAC) -AmWins	1,342,250
4	Excess Liab- 7M (part of 10M xs 18M)	7,000,000	Lloyds: Inigo/MAP/ Canopus Howden	621,565
4	Excess Liab- 3M (part of 10M xs 18M)	3,000,000	Group Ark Insurance, Ltd. - AmWins	276,060
5	Excess Liab- 15M (part of 20M xs 28M)	15,000,000	Great American Security Ins. Company	835,763
5	Excess Liab- 5M (part of 20M xs 28M)	5,000,000	Hallmark Specialty Ins. Co.	273,456
6	Excess Liab- 11.5M (part of 20M xs 48M)	11,500,000	Lloyds: Hiscox/ Convex/ Canopus Howden	490,861
6	Excess Liab- 8.5M (part of 20M xs 48M)	8,500,000	Watford Re Ltd./Helix - AmWins	362,810
7	Excess Liab- 32M xs 68M	32,000,000	Lloyds: Ascot/ Hiscox/ Aspen/ Markel Howden	924,810
<i>*Insurance below only apply to Union Pacific RR Agreement*</i>				
8	Excess Liab- 100M (100M Occ/ 200M Agg xs 100M)	100,000,000	Argo Re Ltd. Howden	879,005
9	Excess Liab- 123M (123M Occ/ 246M Agg xs 200M Occ/300M Agg)	123,000,000	Lloyds Consortium: Hiscox/ Apollo/ Inigo/Aspen/XL/Hamilton/Convex	873,937
	TOTAL LIMITS PURCHASED	323,000,000		\$ 8,977,044

RESOLUTION NO. 2022-06-069

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

June 13, 2022

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.

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

THAT, the Board hereby approves the renewal of the Excess General Liability, Employment Practices Liability, Property, Boiler & Machinery, Excess Workers' Compensation, Crime, Cyber Privacy & Network Liability, Underground Storage Tank Pollution Liability, Elk Grove Pollution Liability, and Flood Insurances for the period of July 1, 2022, through June 30, 2023.

THAT, the Board hereby authorizes the General Manager/CEO to negotiate the renewal of the excess liability insurance at a not to exceed amount of \$8,977,044.00 for the period of July 1, 2022, through June 30, 2023.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: CONDITIONALLY APPROVING THE CONTRACT FOR ON-CALL
ROLL UP DOOR REPAIR AND REPLACEMENT SERVICES
WITH J T LEWIS, INC. DBA NATIONAL GARAGE DOOR

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Awarding this contract is conditioned upon SacRT receiving no protests and J T Lewis, Inc. providing the required insurance coverage. Awarding this Contract will allow for the performance of garage door repair and replacement services for SacRT's Facilities Department to keep roll up and garage doors in working order.

FISCAL IMPACT

The total Contract not to exceed amount will be \$268,983.00. This is the amount that was competitively bid by JT Lewis, Inc. based on SacRT's best estimate of the needed quantities of services.

However, SacRT will be encumbering only \$50,000 per fiscal year for the 3-year contract in the base operating budgets, totaling \$150,000 over three years. Based on the amount bid, additional funds may be needed within a given fiscal year; additional funding will be encumbered based on budget capacity at the time a budget shortfall becomes apparent. If sufficient funds are not provided, SacRT will need to either: (a) issue a Stop Work Order to temporarily cease services; (b) terminate the Contract; or (c) reduce the scope of work to remain within the budgeted amounts. SacRT's financial liability to the Contractor is not affected by the failure to budget sufficient funds for the services, so it will be incumbent on Staff to track expenditures against the budget to ensure that services are not provided in excess of the available funding.

DISCUSSION

On April 18, 2022, Staff issued a Request for Quote for On-Call Roll Up Door Repair and Replacement Services on PlanetBids. While 213 vendors were notified, only one responsive bid was received from J T Lewis, Inc. dba National Garage Door for a bid amount of \$268,983.00. A price analysis was conducted by staff, and JT Lewis, Inc's bid

was found to be fair and reasonable based on the previous contract and recent quotes received for these services.

RESOLUTION NO. 2022-06-070

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

June 13, 2022

CONDITIONALLY APPROVING THE CONTRACT FOR ON-CALL ROLL UP DOOR REPAIR AND REPLACEMENT SERVICES WITH J T LEWIS, INC. DBA NATIONAL GARAGE DOOR

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 Roll Up Door Repair and Replacement Services between Sacramento Regional Transit District, therein referred to as "SacRT," and J T Lewis, Inc. doing business as National Garage Door, therein referred to as "Contractor," wherein Contractor agrees to provide on-call roll up door repair and replacement services, as further specified in the Contract, for an amount not to exceed \$268,983.00, is hereby approved, conditioned upon SacRT receiving no protests during the protest period and J T Lewis, Inc. providing the required insurance coverage.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 2022

TO: Sacramento Regional Transit Board of Directors

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

SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND
STATEMENT OF WORK NO. 3 TO THE MASTER SERVICES
AGREEMENT WITH ENTERPRISE NETWORKING SOLUTIONS,
INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the recommended action will authorize continued network hosting services from Enterprise Networking Solutions (ENS), Inc. and authorize continued payments of service costs for critical hardware hosting services for all hardware hosted at the colocation data center.

FISCAL IMPACT

Total consideration in the amount of \$115,584 or \$57,792 annually for two years, is budgeted in the IT operations budget.

DISCUSSION

SacRT requires a contract with a third-party provider to lease computer equipment rack space and cloud hosting in a secure data center to back up IT's computer servers. These essential back-up services are referred to as "colocation services." "Colocation" is the practice of renting space for servers and other computing hardware at a third-party provider's data center facility. Typically, colocation services include the building in which everything is housed, as well as networking, physical security, redundant power, and redundant cooling components, which then support the servers and storage provided by the customer.

In 2013, SacRT entered into a Colocation Services Agreement with TSE-N Metro North America Inc dba Cloudview24. The agreement was later assigned to AxisFlow. (ENS) acquired the business entity assets of AxisFlow and SacRT was provided a formal notice of the acquisition on November 1, 2019.

In March 2020, SacRT entered into a Master Services Agreement with ENS. In April 2020, a sole source justification and ratification were processed to allow SacRT to compensate ENS for services provided from the time of the acquisition through the end of December 2020, with the intent of conducting a competitive procurement for a replacement service provider (at a total cost of approximately \$69,095.65). In January 2021, a new sole source justification was processed and the General Manager/CEO approved ENS Statement of Work (SOW) 02 to provide services from January 1, 2021 through June 30, 2022. The monthly recurring cost of the services was \$4,431.13 for a total of \$79,760.34 over the 18-month term. The expectation at the time of the last extension was that a new full and open competitive solicitation would be completed for colocation services beyond June 30, 2022.

Due to a number of high-priority Information Technology (IT) procurements and various COVID-related procurements, a new procurement has not yet commenced. In addition, based on new technology demands in the coming year, IT may be making some changes that might impact the scope of work for the future solicitation.

ENS SOW 03 will provide services from July 1, 2022 through June 30, 2024. The monthly recurring cost of these services is \$4,816 for a total of \$115,584 over the 24-month term, which includes \$5,400 for the addition of a redundant single phase power circuit. Excluding the new circuit, the pricing for the extension has increased by 5% which is attributable to normal cost of service increases, including increases in the cost of electricity.

RESOLUTION NO. 2022-06-071

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

June 13, 2022

APPROVING A SOLE SOURCE PROCUREMENT AND STATEMENT OF WORK NO. 3 TO THE MASTER SERVICES AGREEMENT WITH ENTERPRISE NETWORKING SOLUTIONS, INC.

WHEREAS, since 2013, SacRT has contracted with Enterprise Networking Solutions, Inc. and its predecessors in interest for colocation services to host computing hardware at their data center facility to provide redundant networking, power, and physical infrastructure security services; and

WHEREAS, these services have been continued by the General Manager/CEO on a sole source basis; and

WHEREAS, the current contract will expire June 30, 2022; and

WHEREAS, there is insufficient time to conduct a full and open procurement for an alternative service provider; and

WHEREAS, under Section 1.405.B.2 the Procurement Ordinance (21-10-01), a sole source procurement for non-federally funded services is permitted upon a determination that it is in the best interest of SacRT to solicit only one consultant.

NOW, therefore, be it hereby resolved by the Board of Directors of the Sacramento Regional Transit District as follows:

THAT, due to insufficient time to conduct a full and open competition, it is in the best interest of SacRT to continue colocation services with Enterprise Networking Solutions, Inc. for an additional 24 months.

THAT, Statement of Work: 03 to the Master Services Agreement between the Sacramento Regional Transit District (therein "SACRT") and Enterprise Networking Services, Inc. (therein "ENS-Inc") whereby ENS-Inc agrees to provide colocation services for the period from July 1, 2022 to June 30, 2024, for an amount not to exceed \$115,584 is hereby approved.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: June 13, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Jamie Adelman, Acting VP, Finance/CFO

SUBJ: ADOPT THE FY 2023 OPERATING AND CAPITAL BUDGETS, AND AUTHORIZE THE FILING OF THE TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED FY 2023 BUDGET

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approval of this action will adopt the Fiscal Year (FY) 2023 Operating, Capital Budgets, and authorize the filing of the Transportation Development Act (TDA) Claim based on the adopted FY 2023 Budget. The District's TDA claim includes the annual allocation to the Sacramento Area Council of Governments (SACOG) for transportation planning purposes in the amount of \$2,571,653. These funds are not included in the SacRT FY 2023 Operating Budget, as they are paid directly to SACOG.

FISCAL IMPACT

The FY 2023 Operating Budget is set at \$230.9 million. The FY 2023 Capital Budget adds \$43.39 million of new project additions to the carryforward amount of \$1.147 billion which was previously approved by the Board, for a new authorized capital project total of \$1.191 billion. The new authorized capital project total includes \$255.4 million in funding additions for existing projects in FY 2023.

DISCUSSION

The Preliminary FY 2023 Operating and Capital Budget was released for public review on April 11, 2022. As required by government code, the public hearing notice was published in the Sacramento Bee. In an effort to do more expansive outreach, SacRT advertised the FY 2023 budget on its website and through various social media outlets. A revised Preliminary FY 2023 Operating and Capital Budget was presented at the May 9, 2022 Board meeting which incorporated minor revenue and expenditure adjustments, and allowed for additional public comment to be received.

Staff has reviewed all comments on the budget from the public, staff, and the Board of Directors, and determined no changes to the May draft were required. The budgeted revenues and expenditures presented this evening are identical to those presented at the May 9th Board Meeting.

Assumptions Built into the FY 2023 Budget

The Operating Budgeting process is a meticulous project that requires input from numerous operational staff members and the public, consideration of economic conditions, incorporation of goals and objectives provided by the Board, which must all then be balanced by the need to keep costs within estimated revenue projections. As previously requested by the Board, the assumptions used in this budget were derived from a variety of sources.

These assumptions are as follows:

- Service levels have been budgeted without reductions, allowing for some minor service expansions.
- The budget will support SacRT strategic priorities such as our customers first approach to services and business optimization.
- CARES Act, CRRSAA and ARP funding is being used to offset the loss of fares and other revenue reductions.
- All merit increases will be received by employees per CBA's.
- There will be no Fare rate adjustments unless approved by the Board.

Summary of FY 2023 Operating Budget

Tables 1A and 1B provide summaries of the preceding two years actual results, the current year budget, and the FY 2023 budget amounts. As noted above, no revenue and expenditure adjustments were made since the revised preliminary budget was presented on May 9, 2022.

Table 1A - Revenues (Thousands)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2022 to FY 2023	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,001	\$ 12,547	\$ 13,147	\$ 600	4.8%
Contract Services	3,731	7,125	6,634	650	650	-	0.0%
State & Local	104,031	114,880	113,657	127,093	149,184	22,091	17.4%
Federal	35,750	35,080	57,704	72,332	62,048	(10,284)	-14.2%
Other	8,551	16,417	7,340	5,540	5,890	350	6.3%
Total	\$ 177,492	\$ 194,501	\$ 197,336	\$ 218,162	\$ 230,919	\$ 12,757	5.8%
Operating Surplus/(Deficit)	3,297	\$ 12,793	5,943	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Table 1B - Expenses (Thousands)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2022 to FY 2023	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Salaries & Benefits	\$ 116,540	\$ 128,291	\$ 141,910	\$ 152,505	\$ 160,968	\$ 8,463	5.5%
Professional Services	22,776	22,137	14,162	21,394	22,033	639	3.0%
Materials & Supplies	10,844	11,490	13,504	14,804	14,568	(236)	-1.6%
Utilities	6,761	6,821	7,272	8,018	8,081	63	0.8%
Insurance & Liability	14,011	9,931	12,336	17,036	19,793	2,757	16.2%
Other	3,262	3,038	2,209	4,405	5,476	1,071	24.3%
Operating Expenses	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Capital Budget

Unlike the Operating Budget, the Capital Budget consists of projects that often take multiple years to complete, and in some cases take multiple years to fully fund. Funds approved for a project that are not spent in the previous fiscal year are typically carried over to the following fiscal year. Similarly, when the Board approves the budget for a large multi-year project in one fiscal year's budget, the project continues to have Board-approved budget authority rolled over from year to year, less any funds that have been spent on the project. These carry forward figures are estimated in Table 2 below which provides a summary of the projects and/or funding being added to the Capital Budget for FY 2023. The total Capital Budget and program consists of 134 current projects for FY 2023 and totals approximately \$1.191 billion.

Table 2 - Summary of FY 2023 Capital Budget

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Guideway											
410	South Sacramento Corridor Phase 2 LR Extension	\$270,000,000	\$268,789,386	\$1,210,614	\$0				\$1,210,614	\$0	\$1,210,614
F019	Instrument House and Signal Case Wraps	\$258,386	\$258,383	\$3	\$0				\$3	\$0	\$3
F040	Bridge Asset Rehabilitation	\$136,377		\$136,377	\$0			\$136,377	\$0	\$0	\$136,377
G238	Biennial Bridge Inspections / Repairs	\$251,873	\$239,622	\$12,251	\$0				\$12,251	\$0	\$12,251
M019	Arcade Creek Bridge Environmental Clearance	\$110,000	\$0	\$110,000	\$0			\$110,000	\$0	\$0	\$110,000
R010	Light Rail Crossing Enhancements	\$1,589,277	\$950,760	\$638,517	\$0				\$638,517	\$0	\$638,517
R322	Green Line Draft EIS / EIR	\$4,195,809	\$4,086,786	\$109,023	\$0				\$109,023	\$0	\$109,023
R328	Green Line Final EIS/EIR	\$1,400,000	\$0	\$1,400,000	\$1,600,000				\$0	\$3,000,000	\$3,000,000
R344	Enhanced Employee Protection Warning System	\$968,404	\$965,782	\$2,622	\$0				\$2,622	\$0	\$2,622
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$67,300,000	\$3,065,136	\$64,234,864	\$0				\$28,076,159	\$36,158,705	\$64,234,864
R364	Bidwell Instrument House Replacement	\$371,234	\$314,926	\$56,308	\$0				\$56,308	\$0	\$56,308
R371	Y1 Substation Installation	\$2,760,000	\$0	\$2,760,000	\$0				\$0	\$2,760,000	\$2,760,000
R372	Roadway Worker Protection System	\$805,000	\$0	\$805,000	\$0			\$805,000	\$0	\$0	\$805,000
R374	TPSS A1 Negative Return Cable Replacement	\$184,390	\$0	\$184,390	\$0			\$184,390	\$0	\$0	\$184,390
R382	Stockton & 34th LR Crossing Enhancements	\$150,000	\$40,489	\$109,512	\$0				\$109,512	\$0	\$109,512
R400	Light Rail State of Good Repair Maintenance	\$500,000	\$0	\$500,000	\$0				\$0	\$500,000	\$500,000
S030	Downtown/Riverfront Streetcar Project	\$200,000,000	\$11,617,878	\$188,382,122	(\$40,000,000)	\$50,000,000	\$30,000,000	\$25,000,000	\$1,478,408	\$41,903,714	\$148,382,122
R385	Grand Avenue Bridge Repair	\$0	\$0	\$0	\$13,000,000				\$0	\$13,000,000	\$13,000,000
R389	Instrument House (A019) Local Control Panel Replacement	\$0	\$0	\$0	\$82,250				\$0	\$82,250	\$82,250
		\$550,980,750	\$290,329,148	\$260,651,602	(\$25,317,750)	\$50,000,000	\$30,000,000	\$26,235,767	\$31,693,416	\$97,404,669	\$235,333,852

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Passenger Stations											
B150	Watt I-80 Transit Center Improvements	\$10,410,780	\$402,437	\$10,008,343	\$8,425,076	\$1,644,000	\$7,936,459	\$1,500,000	\$170,468	\$7,182,492	\$18,433,419
B171	Citrus Heights Bus Stop Improvements	\$310,000	\$0	\$310,000	\$0				\$0	\$310,000	\$310,000
B172	Folsom Bus Stop Improvements	\$200,000	\$0	\$200,000	\$0				\$0	\$200,000	\$200,000
B179	Bus Stop Improvements	\$1,462,790	\$16,443	\$1,446,347	\$0				\$212,831	\$1,233,516	\$1,446,347
F038	K Street DWT Replacement	\$280,000		\$280,000	\$0			\$280,000	\$0	\$0	\$280,000
M002	University/65th Street Transit Center Relocation	\$532,647	\$387,638	\$145,009	\$0				\$9	\$145,000	\$145,009
R055	Dos Rios Light Rail Station Design	\$2,383,358	\$2,371,901	\$11,457	\$0				\$11,457	\$0	\$11,457
R135	Horn Light Rail Station	\$5,840,604	\$545,583	\$5,295,021	\$0	\$500,000			\$42,889	\$4,752,132	\$5,295,021
R327	Sacramento Valley Station Loop Design/Construct	\$134,120,000	\$27,632	\$134,092,368	\$0	\$3,755,000		\$808,000	\$218,368	\$129,311,000	\$134,092,368
R347	Watt I-80 Elevator Replacement	\$990,000	\$884,391	\$105,609	\$0				\$105,609	\$0	\$105,609
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$0	\$23,416,642	\$5,000,000			\$1,323,400	\$19,178,243	\$7,914,999	\$28,416,642
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$1,271,005	\$45,922,391	\$0				\$19,016,252	\$26,906,139	\$45,922,391
R381	Blue Line Light Rail Station Low Floor Conversion	\$39,056,604	\$0	\$39,056,604	\$0		\$4,003,278		\$0	\$35,053,326	\$39,056,604
T066	Historic Folsom Camera Enhancements	\$88,607	\$21,333	\$67,274	\$0				\$67,274	\$0	\$67,274
R386	LED Lighting Project - Phase 1	\$0	\$0	\$0	\$2,750,000				\$0	\$2,750,000	\$2,750,000
R387	LED Lighting Project - Phase 2	\$0	\$0	\$0	\$3,000,000				\$0	\$3,000,000	\$3,000,000
R388	LED Lighting Project - Phase 3	\$0	\$0	\$0	\$5,000,000				\$0	\$5,000,000	\$5,000,000
		\$266,285,428	\$5,928,363	\$260,357,065	\$24,175,076	\$5,899,000	\$11,939,737	\$3,911,400	\$39,023,400	\$223,758,604	\$284,532,141

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions					Total Authorized Budget
						Federal	State	Local	Previously Released (Unspent)	TBD	
Revenue Vehicles									\$0		
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$0				\$0	\$21,629,000	\$21,629,000
B142	Neighborhood Ride Vehicle Replacements	\$2,672,248	\$2,672,237	\$11	\$0				\$11	\$0	\$11
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	\$5,519,200	\$0	\$5,519,200	\$0				\$0	\$5,519,200	\$5,519,200
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,926,957	\$2,874,183	\$7,052,774	\$0				\$375,953	\$6,676,821	\$7,052,774
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$54,439	\$63,445,561	\$0	\$18,821,459		\$9,178,541	\$25,387,627	\$10,057,934	\$63,445,561
B178	Folsom Cutaway Bus Replacement (8)	\$1,378,145	\$1,164,754	\$213,391	\$0				\$213,391	\$0	\$213,391
B181	Operator Barrier Replacement	\$1,327,000		\$1,327,000	\$0				\$0	\$1,327,000	\$1,327,000
P009	Paratransit Vehicle Replacement (approx. 40+)	\$7,263,520	\$7,228,264	\$35,256	\$0				\$35,256	\$0	\$35,256
P013	SacRT Go Paratransit Vehicle Replacement	\$2,600,000	\$0	\$2,600,000	\$607,300				\$2,600,000	\$607,300	\$3,207,300
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$303,650			\$260,000	\$0	\$1,568,650	\$1,828,650
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000	\$0	\$171,000	\$0				\$0	\$171,000	\$171,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	\$995,000	\$515,929	\$479,071	\$0				\$479,071	\$0	\$479,071
R100	Replacement Light Rail Vehicles (35)	\$47,268,494		\$47,268,494	\$0				\$0	\$47,268,494	\$47,268,494
R115	Replacement New Low-Floor LRVs (13)	\$75,866,094	\$27,348,701	\$48,517,393	\$0				\$48,517,393	\$0	\$48,517,393
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$0	\$24,000,000		\$6,000,000	\$0	\$76,230,277	\$106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	\$42,104,534	\$13,535,389	\$28,569,145	\$0				\$28,569,145	\$0	\$28,569,145
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	\$46,500,000	\$0	\$46,500,000	\$0				\$0	\$46,500,000	\$46,500,000
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$9,489,806	\$36,710,194	\$0	\$7,977,170			\$28,733,024	\$0	\$36,710,194
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$0	\$15,726,300	\$23,394,078		\$0	\$8,879,622	\$48,000,000
T072	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$486,900	\$9,933,751		\$2,483,438	\$0	\$0	\$12,417,189
		\$542,606,758	\$64,883,703	\$477,723,055	\$1,397,850	\$76,458,680	\$23,394,078	\$17,921,979	\$134,910,870	\$226,435,298	\$479,120,905

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions					Total Authorized Budget
						Federal	State	Local	Previously Released (Unspent)	TBD	
Service Vehicles									\$0		
B141	Non-Revenue Vehicle Replacement	\$4,726,342	\$4,601,096	\$125,246	\$0				\$125,246	\$0	\$125,246
G225	Non-Revenue Police Vehicle Replacement	\$2,083,501	\$2,083,490	\$11	\$0				\$11	\$0	\$11
N001	Police Vehicle Replacement	\$2,420,000	\$0	\$2,420,000	\$0			\$740,000	\$940,000	\$740,000	\$2,420,000
T071	Mobile Camera Trailers (2)	\$187,702	\$0	\$187,702	\$0				\$0	\$187,702	\$187,702
		\$9,417,545	\$6,684,587	\$2,732,958	\$0	\$0	\$0	\$740,000	\$1,065,256	\$927,702	\$2,732,958
Maintenance Buildings											
B144	BMF1 CNG Fueling Facility Upgrades	\$4,285,684	\$642,542	\$3,643,142	\$0				\$2,962,890	\$680,252	\$3,643,142
B151	Above Ground Gas Tank - Replaced by F033	\$2,000,000	\$0	\$2,000,000	\$0				\$0	\$2,000,000	\$2,000,000
B153	BMF1 Ground Well Monitoring	\$153,683	\$138,691	\$14,992	\$0				\$14,992	\$0	\$14,992
B165	Electric Bus Charging Infrastructure	\$9,380,000	\$134,859	\$9,245,141	\$0				\$2,077,244	\$7,167,897	\$9,245,141
B180	BMF 1 In-Ground Lift Replacement	\$872,154	\$0	\$872,154	\$0				\$872,154	\$0	\$872,154
B400	Bus System Capital Improvements/State of Good Repair	\$500,000		\$500,000	\$0				\$0	\$500,000	\$500,000
F033	Cutaway and Non-Revenue Fuel Stations	\$805,000	\$0	\$805,000	\$0			\$805,000	\$0	\$0	\$805,000
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$0				\$0	\$70,725,000	\$70,725,000
F037	Wayside Roof Replacement	\$503,000	\$0	\$503,000	\$0			\$503,000	\$0	\$0	\$503,000
R324	Light Rail Portable Jacking System	\$175,000	\$122,404	\$52,596	\$0				\$52,596	\$0	\$52,596
R343	Whiting In-Floor Hoist Inspection and Repair	\$254,817	\$234,082	\$20,735	\$0				\$20,735	\$0	\$20,735
R362	Light Rail Wheel Truing Machine Procurement	\$4,415,438	\$0	\$4,415,438	\$0			\$195,000	\$1,372,762	\$2,847,676	\$4,415,438

ADOPT THE FY 2023 OPERATING AND CAPITAL BUDGETS, AND AUTHORIZE THE FILING OF THE TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED FY 2023 BUDGET

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
R363	Tamper Refurbishment	\$89,880	\$58	\$89,822	\$0			\$89,822	\$0	\$89,822	
R373	Material Storage System	\$655,000	\$0	\$655,000	\$0			\$0	\$655,000	\$655,000	
R383	Phase 1 Gold Line LR Maintenance Facility Env./PE/ROW	\$22,500,000		\$22,500,000	\$0			\$0	\$22,500,000	\$22,500,000	
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$801	\$33,999	\$0			\$33,999	\$0	\$33,999	
F042	South Bus Parking Lot Pavement Repair (Design Only)	\$0	\$0	\$0	\$100,000			\$0	\$100,000	\$100,000	
F043	BMF2 Pavement Repair (Construction Only)	\$0	\$0	\$0	\$2,065,000			\$0	\$2,065,000	\$2,065,000	
		\$117,349,456	\$1,273,437	\$116,076,019	\$2,165,000	\$0	\$0	\$1,503,000	\$7,497,194	\$109,240,825	\$118,241,019
Administrative Buildings											
F020	HVAC Replacements - Admin & Maintenance Buildings	\$85,033	\$85,032	\$1	\$0			\$1	\$0	\$1	
F021	Facilities Maintenance & Improvements	\$818,996	\$363,541	\$455,455	\$0			\$88,838	\$366,617	\$455,455	
F028	Administrative Equipment Optimization	\$700,000	\$0	\$700,000	\$0			\$0	\$700,000	\$700,000	
F030	Admin Building Lobby Remodel	\$200,000	\$50,602	\$149,398	\$0			\$149,398	\$0	\$149,398	
F031	R Street SOC Upgrades	\$390,702	\$86,515	\$304,187	\$0			\$304,187	\$0	\$304,187	
F034	1225 R Street Electrical & Mechanical Upgrade	\$570,000	\$411,326	\$158,674	\$0			\$148,692	\$9,982	\$158,674	
F041	R Street Warehouse Update	\$375,000	\$0	\$375,000	\$0			\$375,000	\$0	\$375,000	
F400	Facilities Capital Improvements / State of Good Repair	\$500,000		\$500,000	\$0			\$0	\$500,000	\$500,000	
V102	1102 Q Street Building Move	\$2,430,000	\$9,370	\$2,420,630	\$0			\$2,420,630	\$0	\$2,420,630	
		\$6,069,731	\$1,006,387	\$5,063,344	\$0	\$0	\$0	\$3,486,745	\$1,576,599	\$5,063,344	

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Communication/IT Systems											
B147	Bus Maintenance Management Software Program	\$414,500	\$21,539	\$392,961	\$0			\$2	\$392,959	\$392,961	
B174	Disruption Manager Software	\$214,866	\$0	\$214,866	\$0		\$214,866	\$0	\$0	\$214,866	
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	\$652,630	\$0	\$652,630	\$0			\$652,630	\$0	\$652,630	
B176	Drive Cam	\$454,590	\$0	\$454,590	\$0			\$454,590	\$0	\$454,590	
B177	Trapeze OPS Web	\$251,000	\$0	\$251,000	\$0			\$251,000	\$0	\$251,000	
P011	Paratransit Service Start Up	\$2,000,000	\$1,863,264	\$136,736	\$0			\$136,736	\$0	\$136,736	
R354	Fare Vending Machine (FVM) Enhancements	\$9,745,317	\$8,554,626	\$1,190,691	\$0			\$1,190,691	\$0	\$1,190,691	
T018	Building Access Upgrades	\$128,116	\$125,571	\$2,545	\$0			\$2,545	\$0	\$2,545	
T022	Handheld Smart Card Reader	\$120,776	\$111,791	\$8,985	\$0			\$8,985	\$0	\$8,985	
T025	Surveillance and Security Facilities Enhancements	\$277,661	\$277,659	\$2	\$0			\$2	\$0	\$2	
T062	Data Center UPS Runtime Increase	\$51,555	\$46,304	\$5,251	\$0			\$5,251	\$0	\$5,251	
T067	Connect Card Version 2.0	\$7,500,000	\$0	\$7,500,000	\$0			\$0	\$7,500,000	\$7,500,000	
T069	Safety and Light Rail Portable Radio Replacement	\$401,238	\$352,595	\$48,643	\$0			\$48,643	\$0	\$48,643	
T070	ITS Install on Elk Grove Fleet	\$1,500,000	\$0	\$1,500,000	\$0			\$0	\$1,500,000	\$1,500,000	
T073	LR Station Signage Refresh: Replace DMS	\$4,633,713	\$0	\$4,633,713	\$28,500	\$3,729,770	\$932,443	\$0	\$0	\$4,662,213	
T074	SacRT - Security Camera System Upgrade	\$0	\$0	\$0	\$2,070,000			\$0	\$2,070,000	\$2,070,000	
T075	Bus Router Refresh	\$0	\$0	\$0	\$2,305,225			\$0	\$2,305,225	\$2,305,225	
T076	Network Infrastructure Refresh	\$0	\$0	\$0	\$27,776,625			\$0	\$27,776,625	\$27,776,625	
		\$28,345,962	\$11,353,349	\$16,992,613	\$32,180,350	\$3,729,770	\$0	\$1,147,309	\$2,751,075	\$41,544,809	\$49,172,963

ADOPT THE FY 2023 OPERATING AND CAPITAL BUDGETS, AND AUTHORIZE THE FILING OF THE TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED FY 2023 BUDGET

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Planning / Studies											
E400	Capital Improvements for Real Estate Development	\$500,000		\$500,000	\$0				\$0	\$500,000	\$500,000
M018	Bus Stop Improvement Plan	\$250,000	\$16,648	\$233,352	\$0				\$233,352	\$0	\$233,352
M021	Blue Line to Elk Grove/High-Frequency Bus Service Plan	\$200,000	\$0	\$200,000	\$0				\$0	\$200,000	\$200,000
M022	SacRT Systemwide SCADA Implementation (Design Only)	\$0		\$0	\$6,500,000				\$0	\$6,500,000	\$6,500,000
M400	Planning/Studies	\$500,000	\$0	\$500,000	\$0				\$0	\$500,000	\$500,000
		\$1,450,000	\$16,648	\$1,433,352	\$6,500,000	\$0	\$0	\$0	\$233,352	\$7,700,000	\$7,933,352
External											
A007	Easton Development Grade Crossing	\$50,000	\$22,465	\$27,535	\$0				\$27,535	\$0	\$27,535
A009	Folsom Streetscape	\$81,029	\$63,217	\$17,812	\$0				\$2	\$17,810	\$17,812
A015	Caltrans Brighton Overhead Design Build Support	\$378,230	\$95,854	\$282,376	\$0				\$282,376	\$0	\$282,376
A019	Caltrans Camellia City Viaduct Overhead Structures	\$434,300	\$239,239	\$195,061	\$0				\$195,061	\$0	\$195,061
A020	Folsom Complete Street Project	\$45,000	\$5,250	\$39,750	\$0				\$39,750	\$0	\$39,750
A021	29th / 30th Signal System: SacRT Labor	\$100,000	\$0	\$100,000	\$0				\$100,000	\$0	\$100,000
A022	29th / 30th Signal System	\$315,000	\$0	\$315,000	\$0				\$315,000	\$0	\$315,000
A024	Richards Blvd. Office Complex	\$50,000	\$18,278	\$31,722	\$0				\$31,722	\$0	\$31,722
G237	Caltrans Across the Top System Modifications	\$360,135	\$324,075	\$36,060	\$0				\$36,060	\$0	\$36,060
		\$1,813,694	\$768,378	\$1,045,316	\$0	\$0	\$0	\$0	\$1,027,506	\$17,810	\$1,045,316
Sub-Recipient											
Q055	Subrecipient El Dorado Transit 5307 Bus Replacement	\$196,253	\$196,253	\$0	\$0				\$0	\$0	\$0
Q060	City of Folsom Preventive Maintenance	\$160,575	\$160,575	\$0	\$0				\$0	\$0	\$0
Q061	Yolo bus Causeway Connection Ops	\$1,500,000	\$0	\$1,500,000	\$0				\$1,500,000	\$0	\$1,500,000
Q062	El Dorado Prev. Maint. 5307/5339 Commuter Routes	\$339,296	\$262,022	\$77,274	\$0				\$77,274	\$0	\$77,274
Q063	El Dorado Transit COVID-19 Related Activities	\$950,866	\$0	\$950,866	\$0				\$950,866	\$0	\$950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	\$4,000,000	\$4,000,000	\$0	\$0				\$0	\$0	\$0
Q067	FY21 Bus Preventive Maintenance- El Dorado Transit	\$43,520	\$0	\$43,520	\$0				\$43,520	\$0	\$43,520
Q068	Placerville Station Phase 2	\$645,000	\$0	\$645,000	\$0				\$645,000	\$0	\$645,000
Q070	El Dorado Transit - FY22 Preventive Maintenance	\$0	\$0	\$0	\$31,181	\$31,181			\$0	\$0	\$31,181
Q071	El Dorado Transit - Park & Ride Improvements	\$0	\$0	\$0	\$700,000	\$700,000			\$0	\$0	\$700,000
Q072	Paratransit - Mobility Management FY 22 & 23	\$0	\$0	\$0	\$500,000	\$500,000			\$0	\$0	\$500,000
		\$7,835,510	\$4,618,850	\$3,216,660	\$1,231,181	\$1,231,181	\$0	\$0	\$3,216,660	\$0	\$4,447,841
Other											
M004	OPERATING Revenue Bond, Series 2012 Payment	\$24,230,350	\$22,192,296	\$2,038,054	\$0			\$1,295,261	\$742,793	\$0	\$2,038,054
T043	Emergency Drills	\$65,430	\$37,749	\$27,681	\$0				\$27,681	\$0	\$27,681
T060	Anti-Terrorism Directed Surge Patrols (Overtime Patrol)	\$74,986	\$62,218	\$12,768	\$10				\$12,768	\$10	\$12,778
M021	SacRT Workforce Development	\$0	\$0	\$0	\$1,063,750				\$0	\$1,063,750	\$1,063,750
		\$24,370,766	\$22,292,263	\$2,078,503	\$1,063,760	\$0	\$0	\$1,295,261	\$783,242	\$1,063,760	\$3,142,263
Total for all Project Types		\$1,556,525,600	\$409,155,112	\$1,147,370,488	\$43,395,467	\$137,318,632	\$65,333,815	\$52,754,715	\$225,688,717	\$709,670,076	\$1,190,765,955

ADOPT THE FY 2023 OPERATING AND CAPITAL BUDGETS, AND AUTHORIZE THE FILING OF THE TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED FY 2023 BUDGET

Outlook for FY 2023

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

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

RESOLUTION NO. 2022-06-059

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

June 13, 2022

ADOPT THE FY 2023 OPERATING AND CAPITAL BUDGETS

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

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

THAT, the Sacramento Regional Transit District's FY 2023 Operating Budget of \$230.9 million and a revised Capital Budget of \$1.191B with \$255.4M of additional funding for projects in FY 2023 as set forth in attached Exhibit A, are hereby approved.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



Sacramento Regional Transit District

**Abridged Budget
Fiscal Year 2022-2023**

June 13, 2022

Table of Contents

Board of Directors.....	2
Executive Management Team	4
Office of Management & Budget Team.....	4
Organizational Structure	5
District Overview.....	6
District Profile.....	6
Strategic Plan	7
Budget Process	9
Voting System.....	10
SacRT Major Goals and Objectives	11
Operating Budget Summary	16
Revenues.....	16
Expenses	20
Positions.....	23
Capital Improvement Plan.....	25
Project Overview.....	26
Capital Budget by Category.....	28
Capital Improvement Revenues.....	29
Capital Project Funding Addition Descriptions	37



Board of Directors

Steve Miller, Chair
City of Citrus Heights

Patrick Kennedy, Vice Chair
County of Sacramento

Linda Budge
City of Rancho Cordova

Jeff Harris
City of Sacramento

Kerri Howell
City of Folsom

Pat Hume
City of Elk Grove

Rick Jennings II
City of Sacramento

Katie Valenzuela
City of Sacramento

Don Nottoli
County of Sacramento

Jay Schenirer
City of Sacramento

Phil Serna
County of Sacramento

Board of Directors Alternates

Stephanie Nguyen
City of Elk Grove

Mike Kozlowski
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Executive Management Team

Henry Li
General Manager/CEO

Jamie Adelman
Acting VP, Finance/CFO

Carmen Alba
VP, Bus Operations

Laura Ham
VP, Planning and Engineering

Lisa Hinz
VP, Safety, Security and Customer Satisfaction

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

Devra Selenis
VP, Communications and Partnerships

Edna Stanley
VP, Light Rail Operations

Office of Management & Budget Team

Jason Johnson
Interim Director, Office of Management & Budget

Erik Reitz
Sr. Grants Manager

Nadia Mokhov
Senior Financial Analyst

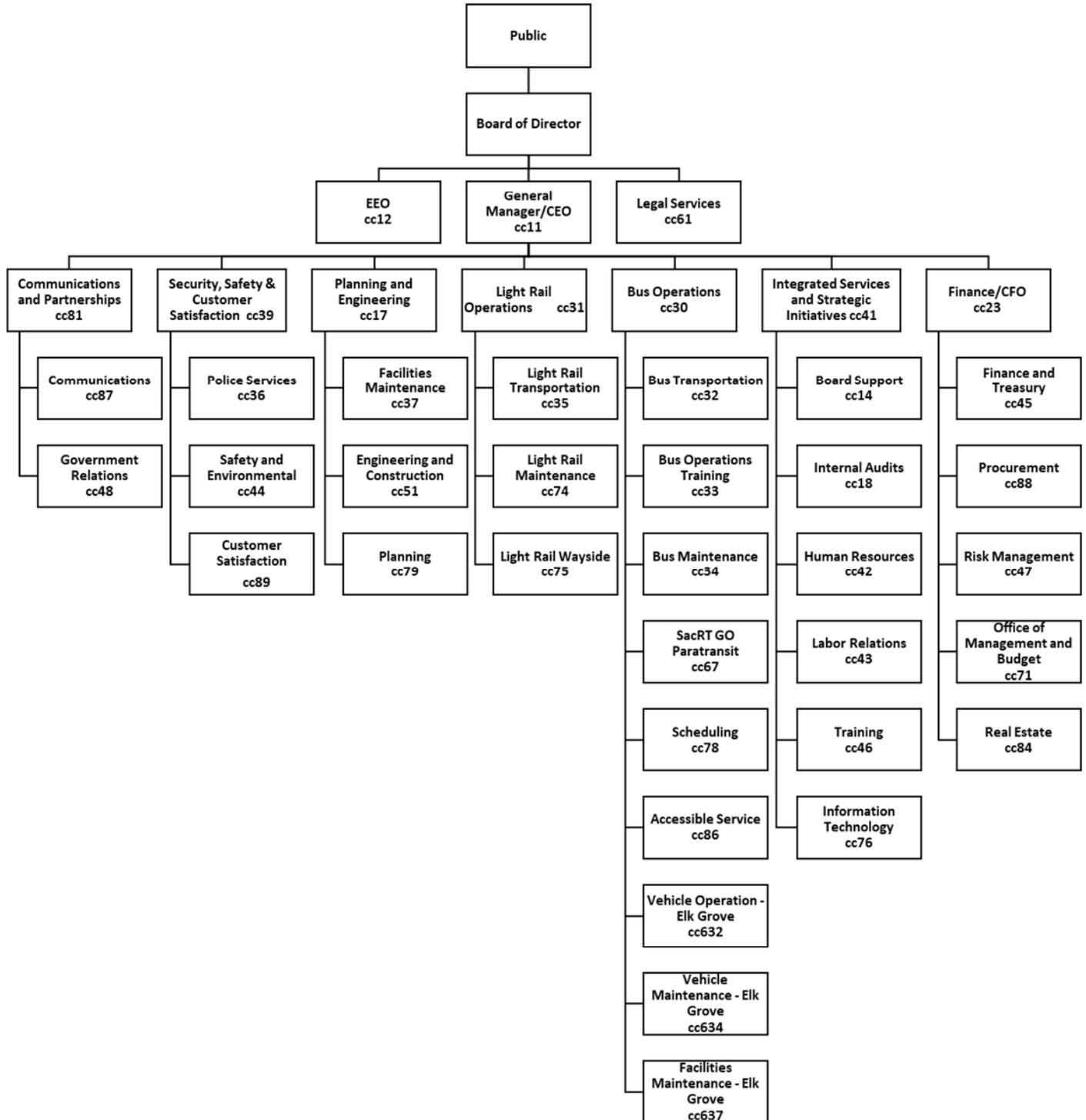
Carol Cherry
Senior Grants Analyst

Judy Wong
Senior Financial Analyst

Joe Paglieroni
Senior Grants Analyst

Organizational Structure

(Cost Center Based)



District Overview

District Profile

Facts

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 440 square miles in Sacramento County
---	--

Bus Service	
Power	CNG, Diesel, Gasoline, Electric
Routes	82
Schedule	4:59 am to 11:15 pm daily
Stops	3,100+
Vehicles	186 - 40' CNG Buses 180 – Electric, Gasoline shuttles and Diesel small buses, SacRT maintains 56 buses servicing Elk Grove
Annual Ridership	5,103,404

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

Paratransit	
ADA Passenger Trips Provided	226,941
ADA Vehicle Revenue Miles	1,878,973
Vehicles	101

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

History	
Apr 1, 1973	Began operations by acquiring the assets of Sacramento Transit Authority
1973	Completed new maintenance facility and purchased 103 new buses
1987	Opened the 18.3-mile light rail system, linking the northeastern Interstate 80 and southeastern Highway 50 corridors with Downtown Sacramento
Sep 1998	Completed the first light rail extension to Mather Field/Mills Station along the Gold Line corridor
Sep 2003	Opened the South Line, extending light rail to South Sacramento
Jun 2004	Extended light rail from Mather Field/Mills to Sunrise Boulevard
Oct 2005	Extended light rail from Sunrise Boulevard to Folsom, including four new stations
Dec 2006	Extended light rail from downtown Sacramento to Sacramento Amtrak station
Jun 2012	Opened the Green Line, connecting downtown Sacramento to the River District
September 2015	Extended light rail from Meadowview to Cosumnes River College
February 2018	Started Microtransit/SmaRT Ride services
January 2019	Annexed Citrus Heights and Folsom services
July 2019	Started Elk Grove services under contract
June 2020	Started SacRT GO paratransit service
July 2021	Annexed Elk Grove services

Strategic Plan

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

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

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

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

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



Strategic Plan (continued)

Mission Statement

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

Vision Statement

A leader in providing mobility options for our community.

Organizational Values

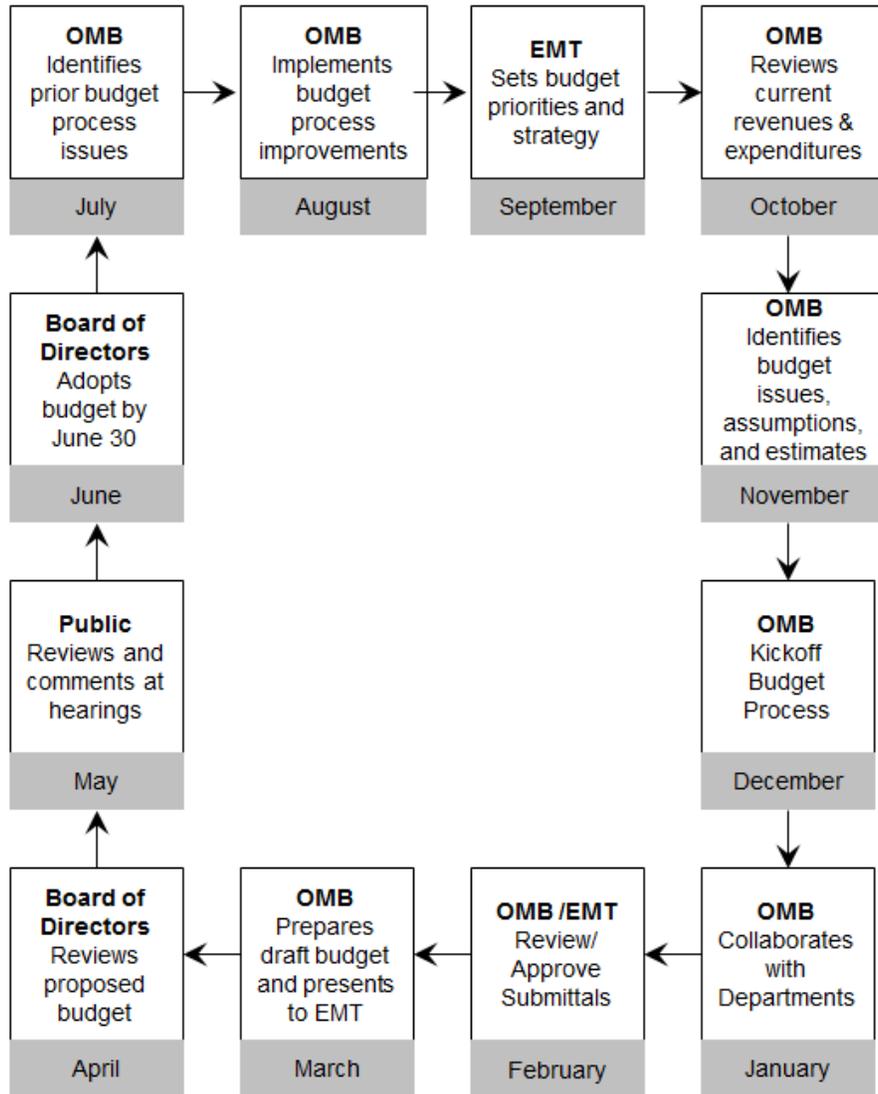
Six core principles guide individuals, teams, and the entire SacRT organization:

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



Budget Process

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



Voting System

SacRT is governed by an eleven-member Board of Directors. Six entities (5 cities and 1 county) make appointments to SacRT’s Board. Eleven directors are appointed by “member entities” and represent jurisdictions annexed into SacRT’s district.

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

Votes by Jurisdiction

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

SacRT Major Goals and Objectives

Strategic Initiatives

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.

SacRT Major Goals and Objectives (continued)

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.

SacRT Major Goals and Objectives (continued)

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.

SacRT Major Goals and Objectives (continued)

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

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.

SacRT Major Goals and Objectives (continued)

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

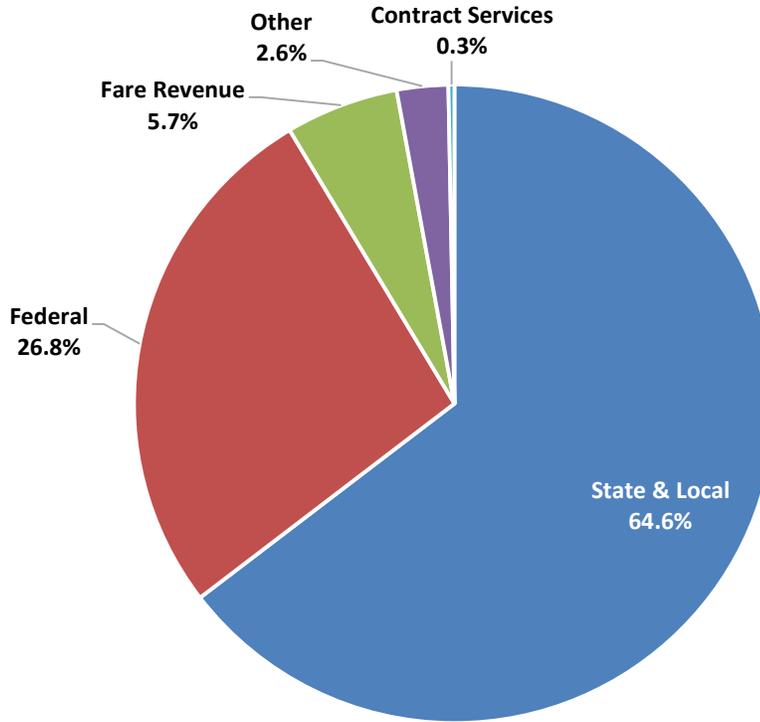
- 1. Employee Recruitment and Retention** – Actively promote internal and external recruitment opportunities to connect with wider pool of qualified applicants. Review current policies and procedures to identify opportunities for improvement and creating efficiencies in our recruitment processes. Engage 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.



Operating Budget Summary

Revenues

FY 2023 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023 \$ Change	FY 2022 to FY 2023 % Change
Fare Revenue	\$ 25,428	\$ 20,999	\$ 12,001	\$ 12,547	\$ 13,147	\$ 600	4.8%
Contract Services	3,731	7,125	6,634	650	650	-	0.0%
State & Local	104,031	114,880	113,657	127,093	149,184	22,091	17.4%
Federal	35,750	35,080	57,704	72,332	62,048	(10,284)	-14.2%
Other	8,551	16,417	7,340	5,540	5,890	350	6.3%
Total	\$ 177,492	\$ 194,501	\$ 197,336	\$ 218,162	\$ 230,919	\$ 12,757	5.8%
Operating Surplus/(Deficit)	3,297	\$ 12,793	5,943	-	-		
Operating Revenue	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Revenues (continued)

COVID-19 Impacts

The values in the Revenues table on page 15, and the summaries below, reflect the estimated continued impacts of COVID-19. Staff is forecasting an increase in fare revenues for FY 2022-2023 which will be increased approximately \$600K compared to FY 2021-2022. State & Local revenues continue to surge and are forecast to be \$22.1M above FY 2021-2022. To address the impacts of COVID-19 on the public transit industry, on March 27, 2020 the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, which was fully expended in FY 2021-2022. Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which included \$14B in supplemental appropriations for the transit industry, was signed into law. SacRT's portion of this funding is \$37.9M, of which \$24.9M is allocated to FY 2022-2023. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law and provides over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding is over \$103M, of which \$31.8M is allocated for FY 2022-2023. These federal allocations will fully offset any projected revenue losses for FY 2022-2023.

Fare Revenue

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

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

- This reflects an increase in Fare Revenue based upon an anticipated increase in ridership.

Contracted Services

This category includes the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection shuttle services.

The FY 2023 Preliminary Budget proposes \$0.6 million in Contracted Services revenue, which is the same level as the FY 2022 Amended Budget of \$0.6 million.

- This reflects \$0.45 million for Rancho Cordova contract.
- This also reflects \$0.15 million for UC Davis Causeway Connection service.

Revenues (continued)

State & Local

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

The FY 2023 Preliminary Budget proposes \$149.2 million in state and local funding revenue, an increase of \$22.1 million (17.4%) from the FY 2022 Amended Budget of \$127.1 million.

- This reflects a \$5.8 million or 10.8% increase in sales tax estimates for Measure A over the FY 2022 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$5.6 million in Measure A for Paratransit SacRT Go service.
- This budget includes a reduction of \$3.9 million in Neighborhood Shuttle Measure A for SmarT Ride service.
- This budget reflects a \$18.9 million or 31.3% increase in TDA-LTF over the FY 2022 Amended Budget.
- This also includes a \$0.2 million reduction in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a State Cap and Trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions.

Federal

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

The FY 2023 Preliminary Budget proposes \$62.0 million in federal funding, a reduction of \$10.3 million (14.2%) from the FY 2022 Amended Budget of \$72.3 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute funding, which is the same level of funding as in FY 2022.
- SacRT Section 5307 Urbanized Area funds and Section 5337 State of Good Repair funds are budgeted on capital.
- This budget includes \$3.9 million in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds, which is a reduction of \$33.7 million from FY 2022. This amount includes Elk Grove's portion of available CARES Act funding.
- This budget includes \$24.9 million in the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds, which is a reduction of \$7.9 million from FY 2022.
- This budget includes \$31.8 million in the America Rescue Plan of 2021 (ARP funding), which is economic stimulus package to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This is a new revenue source in FY 2023.
- This budget includes \$0.2 million in Congestion Mitigation and Air Quality Improvement funds (CMAQ) for Causeway Connection new service to UC Davis.

Revenues (continued)**Other**

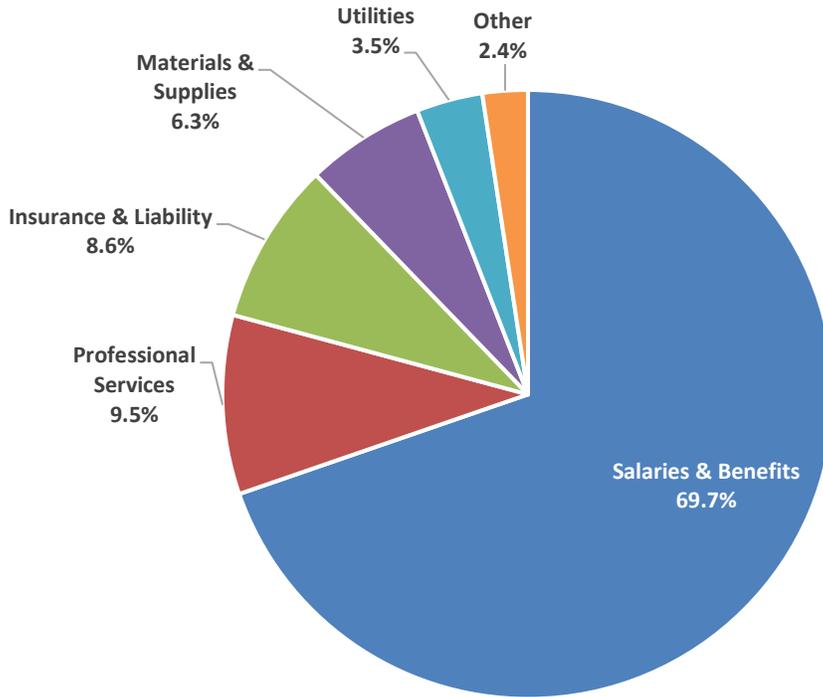
This category includes investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, photo identification activities, and parking revenue.

The FY 2023 Preliminary Budget includes \$5.9 million in other revenue, which is an increase of \$0.4 million (6.3%) from the FY 2022 Amended Budget of \$5.5 million.

- This includes \$0.6 million in ECOS settlement revenue for Folsom late-night service.
- This includes \$1.5 million for the sale of Low Carbon Credits through the State Cap and Trade program, which is the same level as the FY 2022 Amended Budget.
- This includes \$0.2 million in Investment income.
- This reflects \$0.8 million in Advertising revenue.
- This reflects \$1.8 million in Miscellaneous Income.

Expenses

FY 2023 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	FY 2022 to FY 2023	
						\$ Change	% Change
Salaries & Benefits	\$ 116,540	\$ 128,291	\$ 141,910	\$ 152,505	\$ 160,968	\$ 8,463	5.5%
Professional Services	22,776	22,137	14,162	21,394	22,033	639	3.0%
Materials & Supplies	10,844	11,490	13,504	14,804	14,568	(236)	-1.6%
Utilities	6,761	6,821	7,272	8,018	8,081	63	0.8%
Insurance & Liability	14,011	9,931	12,336	17,036	19,793	2,757	16.2%
Other	3,262	3,038	2,209	4,405	5,476	1,071	24.3%
Operating Expenses	\$ 174,195	\$ 181,708	\$ 191,393	\$ 218,162	\$ 230,919	\$ 12,757	5.8%

Expenses (continued)

Salaries & Benefits

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

The FY 2023 Preliminary Budget proposes \$161.0 million for salaries and benefits, an increase of \$8.5 million (5.5%) from the FY 2022 Amended Budget of \$152.5 million.

- The Fiscal Year 2023 Preliminary Budget includes 1,468 funded positions, which is an increase of 18 funded positions from the Fiscal Year 2022 Amended Budget of 1,450 funded positions. See Positions section on page 23 for details.
- Straight time pay, overtime and personal service contract costs increased by \$5.1 million (6.0%) from the FY 2022 Amended Budget of \$85.2 million. This reflects various District position salary.
- Fringe Benefit costs increased by \$3.5 million (5.0%) from the FY 2022 Amended Budget of \$69.0 million. This reflects an increase of \$0.4 million in FICA costs, \$1.2 million in pension costs, \$0.9 million in medical, dental, life and vision costs, and \$0.6 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings increased by \$0.07 million (4.3%) from the FY 2022 Amended Budget of \$1.7 million. This represents labor charged to capital projects and other initiatives such as the Connect Card Consortium which results in a reduction in costs.

Professional Services

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

The FY 2023 Preliminary Budget proposes \$22.0 million for Professional Services, an increase of \$0.6 million (3.0%) from the FY 2022 Amended Budget of \$21.4 million.

- This budget includes \$8.5 million in security services cost.
- This budget includes \$3.6 million in outside services cost.
- This also includes \$1.0 million in software/cloud services cost.
- This includes \$0.4 million in Paratransit maintenance cost.
- This budget includes \$0.7 million in Contract maintenance.
- This reflects a \$1.0 million increase in Purchased Transportation cost due to a new contract for supplemental ADA service.
- This reflects the FY 2023 portion of multi-year contracts for professional services.

Materials & Supplies

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

The FY 2023 Preliminary Budget proposes \$14.6 million for materials and supplies, a reduction of \$0.2 million (-1.6%) from the FY 2022 Amended Budget of \$14.8 million.

Expenses (continued)

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

Utilities

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

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

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

Insurance & Liability

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

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

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

Other

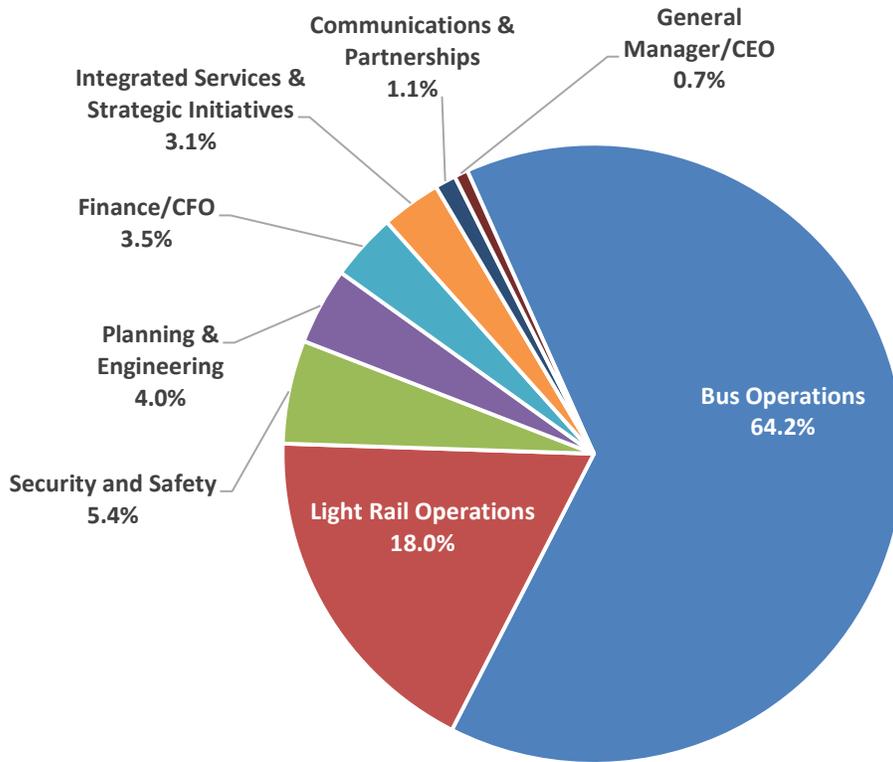
This category includes, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

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

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

Positions

FY 2023 Positions by Division



Division	FY 2019 Funded	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2022 to FY 2023
General Manager/CEO	26	19	16	9	10	1
Planning & Engineering	28	22	57	58	59	1
Bus Operations	937	1063	1196	939	945	6
Light Rail Operations	0	0	0	261	266	5
Integrated Services & Strategic Initiatives	0	55	33	41	45	4
Engineering & Facilities	48	0	0	0	0	0
Finance/CFO	48	45	47	51	51	0
Communications & Partnerships	30	0	0	9	16	7
Security, Safety and Customer Satisfaction	73	53	74	82	79	-3
Total	1,190	1,257	1,423	1,450	1,471	21

Positions (continued)

From FY 2022 to FY 2023, SacRT had a net increase of 21 funded positions. The changes reflected in the FY 2023 Preliminary Budget are as follows:

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

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

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

- Transferred 1 Senior Administrative Assistant to General Manager/CEO Division.
- Unfunded 1 Senior Administrative Assistant.
- Transferred 1 Manager, Quality Assurance & TAM to Finance/CFO Division.
- Added 1 Senior Civil Engineer.
- Added 3 Assistant Engineers.

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

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

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

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

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

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

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

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

Positions (continued)

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

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

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

- Converted 3 SOC Security Leads back to PSCs.



Now Hiring

COME WORK WITH US AT SACRT

Sacramento  Regional Transit

Capital Improvement Plan

Project Overview

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

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

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

Guideway

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

Passenger Stations

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

Maintenance Building

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

Revenue Vehicles

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

Communications and IT Systems

T072 Train Station Signage Technology Refresh
T073 Train Technology Refresh

Project Overview continued

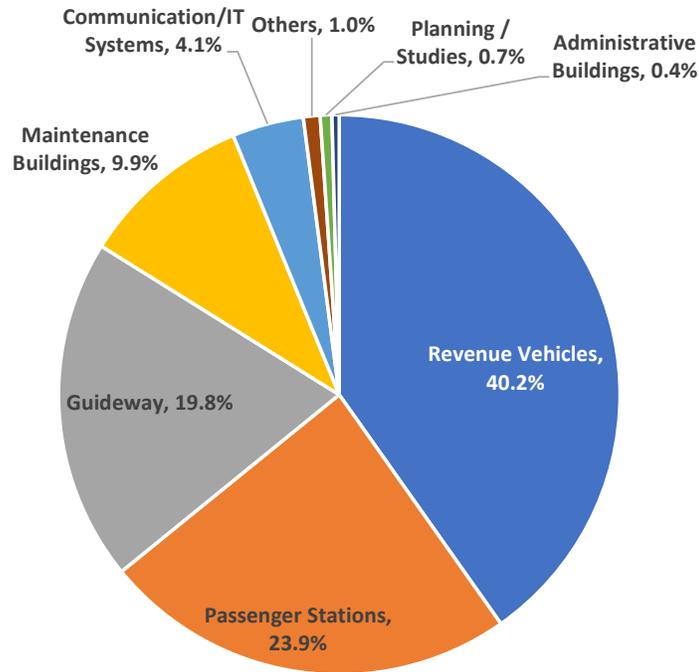
Service Vehicles

N001 Non-Revenue Police Vehicle Replacement

Other

M004 Operating Revenue Bond Series 2021A Payment

Capital Budget by Category



Project Categories	# of Projects	Total Project Budget	%
Guideway	19	235,333,852	19.8%
Passenger Stations	17	284,532,141	23.9%
Administrative Buildings	9	5,063,344	0.4%
Maintenance Buildings	18	118,241,019	9.9%
Revenue Vehicles	20	479,120,905	40.2%
Communication/IT Systems	18	49,172,963	4.1%
Planning / Studies	5	7,933,352	0.7%
Other	28	11,368,378	1.0%
Total	134	1,190,765,955	100.0%

Capital Improvement Revenues

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Guideway											
410	South Sacramento Corridor Phase 2 LR Extension	\$270,000,000	\$268,789,386	\$1,210,614	\$0				\$1,210,614	\$0	\$1,210,614
F019	Instrument House and Signal Case Wraps	\$258,386	\$258,383	\$3	\$0				\$3	\$0	\$3
F040	Bridge Asset Rehabilitation	\$136,377		\$136,377	\$0			\$136,377	\$0	\$0	\$136,377
G238	Biennial Bridge Inspections / Repairs	\$251,873	\$239,622	\$12,251	\$0				\$12,251	\$0	\$12,251
M019	Arcade Creek Bridge Environmental Clearance	\$110,000	\$0	\$110,000	\$0			\$110,000	\$0	\$0	\$110,000
R010	Light Rail Crossing Enhancements	\$1,589,277	\$950,760	\$638,517	\$0				\$638,517	\$0	\$638,517
R322	Green Line Draft EIS / EIR	\$4,195,809	\$4,086,786	\$109,023	\$0				\$109,023	\$0	\$109,023
R328	Green Line Final EIS/EIR	\$1,400,000	\$0	\$1,400,000	\$1,600,000				\$0	\$3,000,000	\$3,000,000
R344	Enhanced Employee Protection Warning System	\$968,404	\$965,782	\$2,622	\$0				\$2,622	\$0	\$2,622
R359	LR Modern. 15 Min. Service to Folsom (Side Track)	\$67,300,000	\$3,065,136	\$64,234,864	\$0				\$28,076,159	\$36,158,705	\$64,234,864
R364	Bidwell Instrument House Replacement	\$371,234	\$314,926	\$56,308	\$0				\$56,308	\$0	\$56,308
R371	Y1 Substation Installation	\$2,760,000	\$0	\$2,760,000	\$0				\$0	\$2,760,000	\$2,760,000
R372	Roadway Worker Protection System	\$805,000	\$0	\$805,000	\$0			\$805,000	\$0	\$0	\$805,000
R374	TPSS A1 Negative Return Cable Replacement	\$184,390	\$0	\$184,390	\$0			\$184,390	\$0	\$0	\$184,390
R382	Stockton & 34th LR Crossing Enhancements	\$150,000	\$40,489	\$109,512	\$0				\$109,512	\$0	\$109,512
R400	Light Rail State of Good Repair Maintenance	\$500,000	\$0	\$500,000	\$0				\$0	\$500,000	\$500,000
S030	Downtown/Riverfront Streetcar Project	\$200,000,000	\$11,617,878	\$188,382,122	(\$40,000,000)	\$50,000,000	\$30,000,000	\$25,000,000	\$1,478,408	\$41,903,714	\$148,382,122
R385	Grand Avenue Bridge Repair	\$0	\$0	\$0	\$13,000,000				\$0	\$13,000,000	\$13,000,000
R389	Instrument House (A019) Local Control Panel Replacement	\$0	\$0	\$0	\$82,250				\$0	\$82,250	\$82,250
		\$550,980,750	\$290,329,148	\$260,651,602	(\$25,317,750)	\$50,000,000	\$30,000,000	\$26,235,767	\$31,693,416	\$97,404,669	\$235,333,852



Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Passenger Stations									\$0		
B150	Watt I-80 Transit Center Improvements	\$10,410,780	\$402,437	\$10,008,343	\$8,425,076	\$1,644,000	\$7,936,459	\$1,500,000	\$170,468	\$7,182,492	\$18,433,419
B171	Citrus Heights Bus Stop Improvements	\$310,000	\$0	\$310,000	\$0				\$0	\$310,000	\$310,000
B172	Folsom Bus Stop Improvements	\$200,000	\$0	\$200,000	\$0				\$0	\$200,000	\$200,000
B179	Bus Stop Improvements	\$1,462,790	\$16,443	\$1,446,347	\$0				\$212,831	\$1,233,516	\$1,446,347
F038	K Street DWT Replacement	\$280,000		\$280,000	\$0			\$280,000	\$0	\$0	\$280,000
M002	University/65th Street Transit Center Relocation	\$532,647	\$387,638	\$145,009	\$0				\$9	\$145,000	\$145,009
R055	Dos Rios Light Rail Station Design	\$2,383,358	\$2,371,901	\$11,457	\$0				\$11,457	\$0	\$11,457
R135	Horn Light Rail Station	\$5,840,604	\$545,583	\$5,295,021	\$0	\$500,000			\$42,889	\$4,752,132	\$5,295,021
R327	Sacramento Valley Station Loop Design/Construct	\$134,120,000	\$27,632	\$134,092,368	\$0	\$3,755,000		\$808,000	\$218,368	\$129,311,000	\$134,092,368
R347	Watt I-80 Elevator Replacement	\$990,000	\$884,391	\$105,609	\$0				\$105,609	\$0	\$105,609
R375	Dos Rios Light Rail Station Construction	\$23,416,642	\$0	\$23,416,642	\$5,000,000			\$1,323,400	\$19,178,243	\$7,914,999	\$28,416,642
R380	Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$1,271,005	\$45,922,391	\$0				\$19,016,252	\$26,906,139	\$45,922,391
R381	Blue Line Light Rail Station Low Floor Conversion	\$39,056,604	\$0	\$39,056,604	\$0		\$4,003,278		\$0	\$35,053,326	\$39,056,604
T066	Historic Folsom Camera Enhancements	\$88,607	\$21,333	\$67,274	\$0				\$67,274	\$0	\$67,274
R386	LED Lighting Project - Phase 1	\$0	\$0	\$0	\$2,750,000				\$0	\$2,750,000	\$2,750,000
R387	LED Lighting Project - Phase 2	\$0	\$0	\$0	\$3,000,000				\$0	\$3,000,000	\$3,000,000
R388	LED Lighting Project - Phase 3	\$0	\$0	\$0	\$5,000,000				\$0	\$5,000,000	\$5,000,000
		\$266,285,428	\$5,928,363	\$260,357,065	\$24,175,076	\$5,899,000	\$11,939,737	\$3,911,400	\$39,023,400	\$223,758,604	\$284,532,141

Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Revenue Vehicles									\$0		
B100	Replace 16 CNG Buses (FY22 - FY26)	\$21,629,000	\$0	\$21,629,000	\$0				\$0	\$21,629,000	\$21,629,000
B142	Neighborhood Ride Vehicle Replacements	\$2,672,248	\$2,672,237	\$11	\$0				\$11	\$0	\$11
B159	Microtransit: 20 Zero Emission Vehicles & Chargers	\$5,519,200	\$0	\$5,519,200	\$0				\$0	\$5,519,200	\$5,519,200
B164	Airport Service Expansion ZEB Buses (10 40')	\$9,926,957	\$2,874,183	\$7,052,774	\$0				\$375,953	\$6,676,821	\$7,052,774
B173	40' CNG Bus Replacement (69) / Retank (30)	\$63,500,000	\$54,439	\$63,445,561	\$0	\$18,821,459		\$9,178,541	\$25,387,627	\$10,057,934	\$63,445,561
B178	Folsom Cutaway Bus Replacement (8)	\$1,378,145	\$1,164,754	\$213,391	\$0				\$213,391	\$0	\$213,391
B181	Operator Barrier Replacement	\$1,327,000		\$1,327,000	\$0				\$0	\$1,327,000	\$1,327,000
P009	Paratransit Vehicle Replacement (approx. 40+)	\$7,263,520	\$7,228,264	\$35,256	\$0				\$35,256	\$0	\$35,256
P013	SacRT Go Paratransit Vehicle Replacement	\$2,600,000	\$0	\$2,600,000	\$607,300				\$2,600,000	\$607,300	\$3,207,300
P014	SmaRT Ride Vehicle Replacement	\$1,525,000	\$0	\$1,525,000	\$303,650			\$260,000	\$0	\$1,568,650	\$1,828,650
P015	SmaRT Ride Expansion Vehicle (1)	\$171,000	\$0	\$171,000	\$0				\$0	\$171,000	\$171,000
R001	CAF/Siemens LR Vehicle Painting/Exterior Work	\$995,000	\$515,929	\$479,071	\$0				\$479,071	\$0	\$479,071
R100	Replacement Light Rail Vehicles (35)	\$47,268,494		\$47,268,494	\$0				\$0	\$47,268,494	\$47,268,494
R115	Replacement New Low-Floor LRVs (13)	\$75,866,094	\$27,348,701	\$48,517,393	\$0				\$48,517,393	\$0	\$48,517,393
R125	CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$0	\$106,230,277	\$0	\$24,000,000		\$6,000,000	\$0	\$76,230,277	\$106,230,277
R366	Light Rail Vehicles: Gold Line 15 Min. Service (7 Exp.)	\$42,104,534	\$13,535,389	\$28,569,145	\$0				\$28,569,145	\$0	\$28,569,145
R368	LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	\$46,500,000	\$0	\$46,500,000	\$0				\$0	\$46,500,000	\$46,500,000
R376	Replacement New Low-Floor LRVs NTP 2 (8)	\$46,200,000	\$9,489,806	\$36,710,194	\$0	\$7,977,170			\$28,733,024	\$0	\$36,710,194
R377	Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$0	\$48,000,000	\$0	\$15,726,300	\$23,394,078		\$0	\$8,879,622	\$48,000,000
T072	Train Technology Refresh	\$11,930,289	\$0	\$11,930,289	\$486,900	\$9,933,751		\$2,483,438	\$0	\$0	\$12,417,189
		\$542,606,758	\$64,883,703	\$477,723,055	\$1,397,850	\$76,458,680	\$23,394,078	\$17,921,979	\$134,910,870	\$226,435,298	\$479,120,905

Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Service Vehicles											
									\$0		
B141	Non-Revenue Vehicle Replacement	\$4,726,342	\$4,601,096	\$125,246	\$0				\$125,246	\$0	\$125,246
G225	Non-Revenue Police Vehicle Replacement	\$2,083,501	\$2,083,490	\$11	\$0				\$11	\$0	\$11
N001	Police Vehicle Replacement	\$2,420,000	\$0	\$2,420,000	\$0			\$740,000	\$940,000	\$740,000	\$2,420,000
T071	Mobile Camera Trailers (2)	\$187,702	\$0	\$187,702	\$0				\$0	\$187,702	\$187,702
		\$9,417,545	\$6,684,587	\$2,732,958	\$0	\$0	\$0	\$740,000	\$1,065,256	\$927,702	\$2,732,958
Maintenance Buildings											
B144	BMF1 CNG Fueling Facility Upgrades	\$4,285,684	\$642,542	\$3,643,142	\$0				\$2,962,890	\$680,252	\$3,643,142
B151	Above Ground Gas Tank - Replaced by F033	\$2,000,000	\$0	\$2,000,000	\$0				\$0	\$2,000,000	\$2,000,000
B153	BMF1 Ground Well Monitoring	\$153,683	\$138,691	\$14,992	\$0				\$14,992	\$0	\$14,992
B165	Electric Bus Charging Infrastructure	\$9,380,000	\$134,859	\$9,245,141	\$0				\$2,077,244	\$7,167,897	\$9,245,141
B180	BMF 1 In-Ground Lift Replacement	\$872,154	\$0	\$872,154	\$0				\$872,154	\$0	\$872,154
B400	Bus System Capital Improvements/State of Good Repair	\$500,000	\$0	\$500,000	\$0				\$0	\$500,000	\$500,000
F033	Cutaway and Non-Revenue Fuel Stations	\$805,000	\$0	\$805,000	\$0			\$805,000	\$0	\$0	\$805,000
F035	South Area Bus Maintenance Facility	\$70,725,000	\$0	\$70,725,000	\$0				\$0	\$70,725,000	\$70,725,000
F037	Wayside Roof Replacement	\$503,000	\$0	\$503,000	\$0			\$503,000	\$0	\$0	\$503,000
R324	Light Rail Portable Jacking System	\$175,000	\$122,404	\$52,596	\$0				\$52,596	\$0	\$52,596
R343	Whiting In-Floor Hoist Inspection and Repair	\$254,817	\$234,082	\$20,735	\$0				\$20,735	\$0	\$20,735
R362	Light Rail Wheel Truing Machine Procurement	\$4,415,438	\$0	\$4,415,438	\$0			\$195,000	\$1,372,762	\$2,847,676	\$4,415,438

Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
R363	Tamper Refurbishment	\$89,880	\$58	\$89,822	\$0				\$89,822	\$0	\$89,822
R373	Material Storage System	\$655,000	\$0	\$655,000	\$0				\$0	\$655,000	\$655,000
R383	Phase 1 Gold Line LR Maintenance Facility Env./PE/ROW	\$22,500,000		\$22,500,000	\$0				\$0	\$22,500,000	\$22,500,000
R384	LRV Maintenance Shop Upgrades (Engineering)	\$34,800	\$801	\$33,999	\$0				\$33,999	\$0	\$33,999
F042	South Bus Parking Lot Pavement Repair (Design Only)	\$0	\$0	\$0	\$100,000				\$0	\$100,000	\$100,000
F043	BMF2 Pavement Repair (Construction Only)	\$0	\$0	\$0	\$2,065,000				\$0	\$2,065,000	\$2,065,000
		\$117,349,456	\$1,273,437	\$116,076,019	\$2,165,000	\$0	\$0	\$1,503,000	\$7,497,194	\$109,240,825	\$118,241,019
Administrative Buildings									\$0		
F020	HVAC Replacements - Admin & Maintenance Buildings	\$85,033	\$85,032	\$1	\$0				\$1	\$0	\$1
F021	Facilities Maintenance & Improvements	\$818,996	\$363,541	\$455,455	\$0				\$88,838	\$366,617	\$455,455
F028	Administrative Equipment Optimization	\$700,000	\$0	\$700,000	\$0				\$0	\$700,000	\$700,000
F030	Admin Building Lobby Remodel	\$200,000	\$50,602	\$149,398	\$0				\$149,398	\$0	\$149,398
F031	R Street SOC Upgrades	\$390,702	\$86,515	\$304,187	\$0				\$304,187	\$0	\$304,187
F034	1225 R Street Electrical & Mechanical Upgrade	\$570,000	\$411,326	\$158,674	\$0				\$148,692	\$9,982	\$158,674
F041	R Street Warehouse Update	\$375,000	\$0	\$375,000	\$0				\$375,000	\$0	\$375,000
F400	Facilities Capital Improvements / State of Good Repair	\$500,000		\$500,000	\$0				\$0	\$500,000	\$500,000
V102	1102 Q Street Building Move	\$2,430,000	\$9,370	\$2,420,630	\$0				\$2,420,630	\$0	\$2,420,630
		\$6,069,731	\$1,006,387	\$5,063,344	\$0	\$0	\$0	\$3,486,745	\$1,576,599	\$5,063,344	

Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Communication/IT Systems									\$0		
B147	Bus Maintenance Management Software Program	\$414,500	\$21,539	\$392,961	\$0				\$2	\$392,959	\$392,961
B174	Disruption Manager Software	\$214,866	\$0	\$214,866	\$0			\$214,866	\$0	\$0	\$214,866
B175	Intelligent Vehicle Network Upgrade (IVN3 to IVN5)	\$652,630	\$0	\$652,630	\$0				\$652,630	\$0	\$652,630
B176	Drive Cam	\$454,590	\$0	\$454,590	\$0				\$454,590	\$0	\$454,590
B177	Trapeze OPS Web	\$251,000	\$0	\$251,000	\$0				\$251,000	\$0	\$251,000
P011	Paratransit Service Start Up	\$2,000,000	\$1,863,264	\$136,736	\$0				\$136,736	\$0	\$136,736
R354	Fare Vending Machine (FVM) Enhancements	\$9,745,317	\$8,554,626	\$1,190,691	\$0				\$1,190,691	\$0	\$1,190,691
T018	Building Access Upgrades	\$128,116	\$125,571	\$2,545	\$0				\$2,545	\$0	\$2,545
T022	Handheld Smart Card Reader	\$120,776	\$111,791	\$8,985	\$0				\$8,985	\$0	\$8,985
T025	Surveillance and Security Facilities Enhancements	\$277,661	\$277,659	\$2	\$0				\$2	\$0	\$2
T062	Data Center UPS Runtime Increase	\$51,555	\$46,304	\$5,251	\$0				\$5,251	\$0	\$5,251
T067	Connect Card Version 2.0	\$7,500,000	\$0	\$7,500,000	\$0				\$0	\$7,500,000	\$7,500,000
T069	Safety and Light Rail Portable Radio Replacement	\$401,238	\$352,595	\$48,643	\$0				\$48,643	\$0	\$48,643
T070	ITS Install on Elk Grove Fleet	\$1,500,000	\$0	\$1,500,000	\$0				\$0	\$1,500,000	\$1,500,000
T073	LR Station Signage Refresh: Replace DMS	\$4,633,713	\$0	\$4,633,713	\$28,500	\$3,729,770		\$932,443	\$0	\$0	\$4,662,213
T074	SacRT - Security Camera System Upgrade	\$0	\$0	\$0	\$2,070,000				\$0	\$2,070,000	\$2,070,000
T075	Bus Router Refresh	\$0	\$0	\$0	\$2,305,225				\$0	\$2,305,225	\$2,305,225
T076	Network Infrastructure Refresh	\$0	\$0	\$0	\$27,776,625				\$0	\$27,776,625	\$27,776,625
		\$28,345,962	\$11,353,349	\$16,992,613	\$32,180,350	\$3,729,770	\$0	\$1,147,309	\$2,751,075	\$41,544,809	\$49,172,963



Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Planning / Studies									\$0		
E400	Capital Improvements for Real Estate Development	\$500,000		\$500,000	\$0			\$0	\$500,000	\$500,000	
M018	Bus Stop Improvement Plan	\$250,000	\$16,648	\$233,352	\$0			\$233,352	\$0	\$233,352	
M021	Blue Line to Elk Grove/High-Frequency Bus Service Plan	\$200,000	\$0	\$200,000	\$0			\$0	\$200,000	\$200,000	
M022	SacRT Systemwide SCADA Implementation (Design Only)	\$0		\$0	\$6,500,000			\$0	\$6,500,000	\$6,500,000	
M400	Planning/Studies	\$500,000	\$0	\$500,000	\$0			\$0	\$500,000	\$500,000	
		\$1,450,000	\$16,648	\$1,433,352	\$6,500,000	\$0	\$0	\$0	\$233,352	\$7,700,000	\$7,933,352
External									\$0		
A007	Easton Development Grade Crossing	\$50,000	\$22,465	\$27,535	\$0			\$27,535	\$0	\$27,535	
A009	Folsom Streetscape	\$81,029	\$63,217	\$17,812	\$0			\$2	\$17,810	\$17,812	
A015	Caltrans Brighton Overhead Design Build Support	\$378,230	\$95,854	\$282,376	\$0			\$282,376	\$0	\$282,376	
A019	Caltrans Camellia City Viaduct Overhead Structures	\$434,300	\$239,239	\$195,061	\$0			\$195,061	\$0	\$195,061	
A020	Folsom Complete Street Project	\$45,000	\$5,250	\$39,750	\$0			\$39,750	\$0	\$39,750	
A021	29th / 30th Signal System: SacRT Labor	\$100,000	\$0	\$100,000	\$0			\$100,000	\$0	\$100,000	
A022	29th / 30th Signal System	\$315,000	\$0	\$315,000	\$0			\$315,000	\$0	\$315,000	
A024	Richards Blvd. Office Complex	\$50,000	\$18,278	\$31,722	\$0			\$31,722	\$0	\$31,722	
G237	Caltrans Across the Top System Modifications	\$360,135	\$324,075	\$36,060	\$0			\$36,060	\$0	\$36,060	
		\$1,813,694	\$768,378	\$1,045,316	\$0	\$0	\$0	\$1,027,506	\$17,810	\$1,045,316	



Capital Improvement Revenues (continued)

No.	Project Name	Previous Approved Capital Budget	Project Actuals	Carry Forward	FY 23 Budget Changes	Funding Additions			Previously Released (Unspent)	TBD	Total Authorized Budget
						Federal	State	Local			
Sub-Recipient											
Q055	Subrecipient El Dorado Transit 5307 Bus Replacement	\$196,253	\$196,253	\$0	\$0				\$0	\$0	\$0
Q060	City of Folsom Preventive Maintenance	\$160,575	\$160,575	\$0	\$0				\$0	\$0	\$0
Q061	Yolo bus Causeway Connection Ops	\$1,500,000	\$0	\$1,500,000	\$0				\$1,500,000	\$0	\$1,500,000
Q062	El Dorado Prev. Maint. 5307/5339 Commuter Routes	\$339,296	\$262,022	\$77,274	\$0				\$77,274	\$0	\$77,274
Q063	El Dorado Transit COVID-19 Related Activities	\$950,866	\$0	\$950,866	\$0				\$950,866	\$0	\$950,866
Q064	Paratransit, Inc. COVID-19 Related Activities	\$4,000,000	\$4,000,000	\$0	\$0				\$0	\$0	\$0
Q067	FY21 Bus Preventive Maintenance- El Dorado Transit	\$43,520	\$0	\$43,520	\$0				\$43,520	\$0	\$43,520
Q068	Placerville Station Phase 2	\$645,000	\$0	\$645,000	\$0				\$645,000	\$0	\$645,000
Q070	El Dorado Transit - FY22 Preventive Maintenance	\$0	\$0	\$0	\$31,181	\$31,181			\$0	\$0	\$31,181
Q071	El Dorado Transit - Park & Ride Improvements	\$0	\$0	\$0	\$700,000	\$700,000			\$0	\$0	\$700,000
Q072	Paratransit - Moibility Management FY 22 & 23	\$0	\$0	\$0	\$500,000	\$500,000			\$0	\$0	\$500,000
		\$7,835,510	\$4,618,850	\$3,216,660	\$1,231,181	\$1,231,181	\$0	\$0	\$3,216,660	\$0	\$4,447,841
Other											
M004	OPERATING Revenue Bond, Series 2012 Payment	\$24,230,350	\$22,192,296	\$2,038,054	\$0			\$1,295,261	\$742,793	\$0	\$2,038,054
T043	Emergency Drills	\$65,430	\$37,749	\$27,681	\$0				\$27,681	\$0	\$27,681
T060	Anti-Terrorism Directed Surge Patrols (Overtime Patrol)	\$74,986	\$62,218	\$12,768	\$10				\$12,768	\$10	\$12,778
M021	SacRT Workforce Development	\$0	\$0	\$0	\$1,063,750				\$0	\$1,063,750	\$1,063,750
		\$24,370,766	\$22,292,263	\$2,078,503	\$1,063,760	\$0	\$0	\$1,295,261	\$783,242	\$1,063,760	\$3,142,263
Total for all Project Types		\$1,556,525,600	\$409,155,112	\$1,147,370,488	\$43,395,467	\$137,318,632	\$65,333,815	\$52,754,715	\$225,688,717	\$709,670,076	\$1,190,765,955

Capital Project Funding Addition Descriptions

Guideway

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

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

Passenger Stations

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

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

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

R375 Dos Rios Light Rail Station Construction - Construct a new light rail station in the conjunction with the new Mirasole Village housing Development located in the Rivers District just North of downtown Sacramento and east of the Rail Yard Project.

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

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

Maintenance Building

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

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

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

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

Capital Project Funding Addition Descriptions (continued)

Revenue Vehicles

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

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

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

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

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

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

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

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

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

Communications and IT Systems

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

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

Service Vehicles

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

Other

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

RESOLUTION NO. 2022-06-060

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

June 13, 2022

AUTHORIZING THE FILING OF THE FY 2023 TRANSPORTATION DEVELOPMENT ACT CLAIM BASED ON THE ADOPTED BUDGET

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

THAT, the Board of Directors hereby authorizes the General Manager/CEO to file a claim with the Sacramento Area Council of Governments (SACOG) for Transportation Development Act funds in the amount not to exceed SACOG's funding apportionments for SacRT for FY 2023 and, from said amount, SacRT may claim \$2,571,653 on behalf of SACOG for transportation planning purposes.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: June 13, 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

Sacramento Placerville Transportation Corridor Joint Powers Authority – May 16, 2022 (Budge)

Written Report

San Joaquin Joint Powers Authority – May 20, 2022 (Hume)

Written Report

SacRT Meeting Calendar

Regional Transit Board Meeting

July 25, 2022

SacRT Auditorium / Webconference

5:30 P.M

Quarterly Retirement Board Meeting

July 27, 2022

SacRT Auditorium / Webconference

9:00 A.M

Mobility Advisory Council Meeting

July 14, 2022

SacRT Auditorium / Webconference

2:30 P.M



STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Director Linda Budge
SUBJ: SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY MEETING SPECIAL SUMMARY
OF MAY 16, 2022

RECOMMENDATION

No Recommendation - For Information Only.

Written Report by Director Budge from the Sacramento Placerville Transportation Corridor JPA Meeting of May 16, 2022

3 June 2021

MEMO TO: RT Board of Directors

Cc: Interested Parties

**RE: Sacramento – Placerville Transportation Corridor Joint Powers Authority
Special Meeting of May 16, 2022.**

The SPTC/JPA Board, consisting for this meeting of only Linda Budge, David Sander, and Supervisor John Hidahl, met on May 16 in Folsom City Hall. The meeting was special only because this was the only date that a majority of the board could meet.

Minutes, Audits for 2019 and 2020, and the meeting calendar were approved.

The board needed to meet to approve several items of new business. With the appointment of Mark Rackovan to be Public Works Director for the City of Folsom, he resigned as CEO of the JPA. As new CEO for the JPA, the board appointed Brett Bollinger, a long time member of the Public Works staff in Folsom. Jennifer Thiot will continue as Board Secretary. Revised Management Reimbursement Agreements, the FY 2022/2023 Operating and Capital Improvement Budgets were approved. JPA member dues will remain the same at \$27,500/year.

Having gotten beyond past disagreements over the multiple uses of the corridor, it was generally decided that a Master Plan for the corridor should be developed. Don Rose, coordinator for the Natural Trail spoke in favour of the Master Plan. He noted that the coexistence of the rails, paved hiking path, and dirt path for horseback riding needed to be formally acknowledged. Portions of the corridor are expected to become part of the cross-state trail being discussed. New CEO Brett will return with a proposal concept at the next meeting, which will be...

The next meeting of the SPTC JPA will be August 1, 2022.

Linda Budge, AICP
6/3/2022.



STAFF REPORT

DATE: June 13, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: James Drake, Principal Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF MAY 20, 2022

RECOMMENDATION

No Recommendation - For Information Only.

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on May 20, 2022 at 9:00 am.

Dan Leavitt provided an update on the JPA's business plan and the board adopted the plan.

David Lipari made a presentation on service and marketing. State of California has procured 49 single-level Siemens Venture cars. JPA will modify 14 cars to have vending and will operate each train with two vending cars, instead of the existing staffed cafe car service. Two public comments were registered lamenting the loss of cafe car service.

The board approved a resolution authorizing staff to seek \$2 million of State Rail Assistance funding for environmental work for the Merced Integrated Track Connector project, which is intended to allow the San Joaquins to connect with High Speed Rail in Merced, by adding a direct link between the BNSF alignment and the Merced HSR station. It also includes an expansion of the Merced maintenance facility for ACE and the San Joaquins. No public comments were made.

A contract was approved for the JPA's financial audit, with no board or public comments. Several professional services contracts were also extended, for federal advocacy, advertising, marketing/outreach, legal services, and on-call technical assistance.

Ridership on the San Joaquin service is now at 67% of normal. It was in the 55-60% range most of the fiscal year but has grown in March and April. An informational update was given on the Station LOVE promotional program.

Executive Director Stacey Mortensen in the ED's update emphasized that the MITC project needs to be expedited so be ready for 2029-30 opening of HSR. She also mentioned the JPA will be getting involved with a "Rail Academy" program with local community colleges to help train more railroad workers.

Chair Pat Hume adjourned the meeting at 10:22 am.