



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC

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://sacmetro.cable.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: 884 5243 1683 or join the meeting online by logging into

<https://us02web.zoom.us/j/88452431683>

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, MARCH 14, 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 February 28, 2022
- 2.2 Resolution 2022-03-017: Authorize the Board of Directors to Teleconference from March 14, 2022 through April 13, 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 2022-03-018: Conditionally Approving the Contract for Rail Modernization 15-Minute Service to Folsom to Aldridge Electric, Inc. (L. Ham)
- 2.4 Approving Work Order No. 4 and the Second Amendment to the Contract for General Construction Management Support Services with 4LEAF, Inc. (L. Ham)
 - A. Resolution 2022-03-019: Approving Work Order No. 4 to the Contract for General Construction Management Support Services – 2019 for Construction Management of the Gold Line Low Floor Vehicle Platform Conversion Phase 1 Project with 4Leaf, Inc.; and
 - B. Resolution 2022-03-020: Approving the Second Amendment to the Contract for General Construction Management Support Services – 2019 with 4Leaf, Inc.
- 2.5 Resolution 2022-03-021: Approve and Authorize the General Manager/CEO to Execute the Fifth Amendment to the Purchase and Sale Agreement with Catalyst Development Partners for Calvine Road and Auberry Drive (APN 115-0130-061, 115-0130-071) (J. Adelman)

- 2.6 Approving Amendment No. 1 to Work Order No. 23 and Approving Work Order No. 7 to the Contract for General Engineering Support Services with Psomas (L. Ham)
 - A. Resolution 2022-03-022: Approving Amendment No. 1 to Work Order No. 23 to the Contract for General Engineering Support Services – 2016 for the Final Design Low Floor Vehicle Platform Conversion Project with Psomas; and
 - B. Resolution 2022-03-023: Approving Work Order No. 7 to the Contract for General Engineering Support Services – 2020 for the Final Design of Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project with Psomas
- 2.7 Approving the Second Amendment to the 2017 Contract for Revenue Tire Lease and Services and Approving a Contract for Revenue Vehicle Tire Lease and Services with Bridgestone Americas Tire Operations, LLC (C. Alba)
 - A. Resolution 2022-03-024: Approving the Second Amendment to the 2017 Contract for Revenue Tire Lease and Services with Bridgestone Americas Tire Operations LLC; and
 - B. Resolution 2022-03-025: Approving a Contract for Revenue Vehicle Tire Lease and Services with Bridgestone Americas Tire Operations, LLC

3. **INTRODUCTION OF SPECIAL GUESTS**

4. **UNFINISHED BUSINESS**

5. **PUBLIC HEARING**

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

7. **NEW BUSINESS**

8. **GENERAL MANAGER'S REPORT**

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

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

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

11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**

12. **RECESS TO CLOSED SESSION**

13. **CLOSED SESSION**

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

***NOTICE TO THE PUBLIC**

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

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

The Regional Transit Board of Directors Meeting is being videotaped. A replay of this meeting can be seen on Metrocable Channel 14 and will be webcast at www.sacmetro.cable.tv on March 19 @ 2:00 p.m. and March 20 @ 9:00 a.m.

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

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

STAFF REPORT

DATE: March 14, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF FEBRUARY 28,
2022

RECOMMENDATION

Motion to Approve.

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

ROLL CALL: Roll Call was taken at 5:31 p.m. via Zoom. PRESENT: Directors Budge, Harris, Howell, Jennings, Nottoli, Schenirer, Serna and Chair Miller. Director Kennedy joined the meeting at 5:38 p.m. Absent: Directors Hume and Valenzuela

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of February 14, 2022
- 2.2 Resolution 2022-02-010: Approving MCIMetro Access Transmission Services LLC (DBA Verizon) Fiber Installation at Arden and Oxford Street Within SacRT Property (B. Bernegger)
- 2.3 Resolution 2022-02-011: Approving the First Amendment to the Personal Services Contract with Elizabeth Horn (S. Valenton)
- 2.4 Resolution 2022-02-012: Sixth Amendment to FY 2022 Capital Budget (B. Bernegger)
- 2.5 Resolution 2022-02-013: Adoption of Sacramento Regional Transit District's 2022-2025 Equal Employment Opportunity Program (G. Walters)
- 2.6 Resolution 2022-02-014: Revisions to the Personnel Policy Manual (PPM) (S.Valenton)
- 2.7 Security Operations Center Personal Services Contract Employees (L.Hinz)
 - A. Resolution 2022-02-015: Approving the Amended and Restated Personal Service Contracts for Temporary Employment with 1 Security Operations Center Manager, 2 Security Operations Center Lead Specialists and 6 Security Operations Center Specialists; and
 - B. Resolution 2022-02-016: Approving the Personal Services Contract for Temporary Employment with 1 Security Operations Center Specialist

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

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Jeff Tardaguila, Glenn Mandelkern and Ronnie Miranda.

Mr. Tardaguila was concerned about the number of bus cancellations and mentioned a safety issue at the Watt/I-80 Light Rail Station with regards to a piece of plywood placed at an access point to a ramp. Mr. Tardaguila asked for maintenance to look into this issue and hopes the elevators will be operating soon. In closing, he encouraged all to listen to the Mobility Advisory Council (MAC) meeting this coming Thursday.

Glenn Mandelkern called in regarding Agenda Item 2.3 from the February 14, 2022 Board Meeting which delegates authority to the General Manger to authorize up to 10 free ride days on bus and light rail to encourage ridership. He is grateful for the concept but noticed some of the latest fliers only speak of light rail and not bus. He requested that for consistency the fliers say bus and light rail.

Ronnie Miranda expressed his concern with the security on light rail. He stated that SmarT Ride is inconvenient in certain areas, and he runs late for connections. He uses Bus routes 67 and 68 going both directions and when he gets to 29th and N. Street, drivers switching shifts cause him to miss the light rail connection at 29th Street.

7. NEW BUSINESS

7.1 Information: SacRT Zero Emission Vehicle Transition Plan Phase II (L. Ham)

Laura Ham explained that presenting the Zero Emission Vehicle (ZEV) Transition Plan Phase II is a requirement by Caltrans as the funding agency. The transition to zero emission vehicles has many components and the SacRT team has been diligently planning to reach the transition goal and meet the California Air Resources Board (CARB) requirements for a fully zero emission fleet.

James Boyle provided a brief background stating that the ZEV plan was adopted by the SacRT Board in October 2020 and that Phase I, which included the Innovative Clean Transit (ICT) Rollout Plan, was completed in 2020. Annual reporting of fleet data to CARB began in 2021. He explained that Phase II of the plan goes more into the details of maintenance facilities, what the fleet would look like and how SacRT would begin to transition.

Mr. Boyle provided information on facilities planning that included proposed garage locations, concepts, functions, operations, fleet capacity and operational specifications. He then shared a ZEV transition schedule and cost estimates. Mr. Boyle emphasized the importance of working with regional, state and federal partners to ensure as much funding as possible to make the transition. He shared a construction schedule and mentioned that Sacramento Municipal Utility District (SMUD) will be a huge strategic partner in this effort. Mr. Boyle outlined the next steps which include:

- Acquiring sites and begin utility coordination and negotiation
- Refining conceptual drawings and/or develop 100% designs and a detailed Master Plan
- Plan service relocations and identify cost impacts
- If necessary, engage CARB to file for exemptions

Mr. Boyle complimented SacRT's great team that is working diligently on this large project. SacRT is looking forward to moving this project in the right direction with SacRT partners who are very supportive of these efforts.

The Clerk read written public comments into the record from Jaime Lemus and Steve Johns.

Jaime Lemus, Division Manager, Transportation & Climate Change Sac Metro Air District announced their support of SacRT's Zero Emission Bus Phase II plan. He stated that for the last four years, SMUD, SacRT, SACOG and the Sac Metro Air District have been working together to support each other's priorities and advance the region's climate goals which will help improve the region's air quality, reduce greenhouse gas and other harmful emissions, improve the health of residents and visitors, and demonstrate the effectiveness of clean transportation to the public.

Steve Johns on behalf of SMUD is pleased to support SacRT in its consideration of its Zero Emission Vehicle Transition Plan Phase II. SMUD's collaboration with SacRT, Sacramento Metropolitan Air Quality Management District and the Sacramento Area Council of Governments resulted in the ZEV Regional Strategy, which demonstrates the region's commitment to curbing transportation emissions in order to address health, climate and mobility concerns. SMUD thanked SacRT for their leadership in this area.

Public comment by phone was taken from Jeffrey Tardaguila.

Mr. Tardaguila questioned if SacRT is planning on using natural gas or electrification, how many fast chargers are going to be needed and provided for at Power Inn and if microtransit hubs will be installed to provide power or if other locations will be used as charging centers. He also asked if the next level of fleet buses will be electrification.

8. GENERAL MANAGER'S REPORT

8.1 General Manager's Report

- a. Major Project Updates
- b. Capital Corridor JPA Meeting Summary – February 16, 2022 (Miller, Harris)
- c. SacRT Meeting Calendar

Mr. Li began by announcing some bittersweet news that after nearly 20 years with SacRT, VP of Finance Brent Bernegger would be leaving for a new opportunity. He acknowledged that Mr. Bernegger has been an instrumental part of the SacRT family, and that his work has impacted many in the community. Mr. Li stated that Mr. Bernegger has a long list of accomplishments and then highlighted some programs and projects that Mr. Bernegger helped lead. Mr. Li thanked Jamie Adelman for stepping up for the role of Acting VP, Finance/CFO.

Mr. Li acknowledged that temperatures dropped below freezing last week and SacRT again assisted with shuttle transportation to and from warming shelters. Moving forward, he hopes that SacRT and other jurisdictions can coordinate in advance of extreme weather events to best serve the most vulnerable in the community. With advance notice and planning, he believes it will be made a much more consistent and useful service.

Mr. Li then provided a COVID update sharing that there has been a significant decline in COVID cases in the last few weeks and he is hopeful the surge that went through the community earlier this year is behind us. He then reminded all passengers that the Federal Transportation Security Administration requires all passengers on transportation to wear a mask through Friday, March 18th.

Mr. Li then stated that earlier this year, when the Board was updated on the SacRT GO service and financial performance, it was requested that an ADA paratransit peer and cost analysis of other agencies for operating the service be done. Mr. Li stated that Ms. Adelman would be providing the comparison information.

In conclusion, Mr. Li shared an email from Margie Donovan complimenting SacRT Paratransit Service for fixing the problems in Folsom. She stated that there have been no late rides and she wanted to personally thank Mr. Li and staff for taking the issues seriously and putting in the time to remedy them.

Mr. Bernegger thanked everyone for the opportunities he has been given at SacRT. He thanked Mr. Li and the Board members for their dedication and support of public transit. He thanked the Executive Management Team and complimented them on their commitment and dedication. Mr. Bernegger then acknowledged the staff in the Finance department.

Chair Miller thanked Mr. Bernegger and stated that he appreciates what he has done for SacRT especially by bringing the finances around and growing reserves which has really helped the agency.

Director Schenirer is sorry to see Mr. Bernegger leave and acknowledged that SacRT was

spiraling into bankruptcy and is now in the black annually with a healthy reserve and Mr. Bernegger deserves a lot of the credit for this. He then praised Mr. Bernegger for being a large part of the success of SacRT in the last 5-6 years.

Director Harris dittoed the previous comments and thanked Mr. Bernegger for his contributions.

Director Serna complimented Mr. Bernegger's well deserved accolades on behalf of the County and feels the same as others have referenced. Director Serna mentioned that as elected officials, they work with a lot of personalities, and he appreciates the positive outlook and personal disposition that Mr. Bernegger always has.

Director Jennings also dittoed the other Board members especially Director Serna. He complimented Mr. Bernegger for always giving credit to everyone else and Director Jennings took this opportunity to give credit to him.

Director Howell stated that she is going to miss Mr. Bernegger on the SacRT team but is happy he is still on team Folsom.

Director Nottoli also agrees with what his colleagues have said and added that Mr. Bernegger's work at SacRT was exemplary and complimented that he was always conscientious in his approach and a real asset to the organization and wished him well.

Jamie Adelman thanked Brent and then proceeded to present the peer comparison for SacRT GO paratransit services. She shared a slide that showed FY21 estimated operating cost, FY21 trips provided and FY21 cost per trip for each of several agencies. She mentioned that the current cost per trip is significantly higher than it normally is for this type of service which is directly related to the decline in ridership. The next slide showed the cost comparison of FY20 trips and FY21 trips. She informed that the analysis is based on estimates but accurately represents what has happened to the cost per trip to agencies across the board. Across the board there was a significant increase in the cost per trip from one year to the next. Based on the analysis, SacRT was the lowest cost per trip in the peer group.

9. **REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS**
10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**

14. **RECONVENE IN OPEN SESSION**

15. **CLOSED SESSION REPORT**

16. **ADJOURN**

Chair Millers asked Director Budge to say a few words with regards to the current events taking place in the world.

Director Budge offered that we adjourn tonight with sympathy and best wishes for all of our neighbors that have come to live with us from former Soviet Union Countries and an earnest, sincere hope that the world gets back to a point where we respect each other's cultures in the near future.

As there was no further business to be conducted, the meeting was adjourned at 6:42 p.m.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: March 14, 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 MARCH 14, 2022 THROUGH APRIL 13, 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 March 14, 2022 and April 13, 2022. Meetings conducted during this 30-day period will 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, 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 March 14, 2022, through April 13, 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. 2022-03-017

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

March 14, 2022

AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM MARCH 14, 2022 THROUGH APRIL 13, 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 March 14, 2022, and continuing through April 13, 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: March 14, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: CONDITIONALLY APPROVING THE CONTRACT FOR RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM WITH ALDRIDGE ELECTRIC, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Conditionally approving the Contract for Rail Modernization 15-Minute Service to Folsom with Aldridge Electric, Inc. will allow Sacramento Regional Transit District (SacRT) to proceed with construction of the passing track in the City of Folsom.

FISCAL IMPACT

The Bid price for the Contract for Rail Modernization 15-Minute Service to Folsom is \$21,944,896.00. This Contract is being funded with federal and state funds including Solutions for Congested Corridors Program (State) and Congestion Mitigation and Air Quality (Federal) funds.

DISCUSSION

SacRT has begun the implementation of the Rail Modernization Project. This Project consists of separate interdependent projects along the Gold Line Light Rail System (Highway 50 Corridor), including: (1) construction of a sidetrack at Glenn Station that will allow for 15-minute service to downtown Folsom; (2) the purchase of 28 new low-floor Siemens S700 light rail vehicles; and (3) light rail station platform modifications to accommodate level boarding of the new light rail vehicles. The new sidetrack at Glenn Station and the platform modifications are required to allow the new low-floor light rail trains to be placed in service. Current schedule estimates include completing the platform modification project by the end of September 2023, completing the Glenn Station sidetrack project by the end of November 2023, and commissioning the first new light rail trains for revenue service by the end of 2023.

On October 13, 2021, Staff released an Invitation for Bid for construction of the Rail Modernization 15-Minute Service to Folsom Project.

The improvements will allow light rail trains to operate every 15 minutes between the Sunrise Station and end of the line at the Historic Folsom Station, rather than the existing 30 minute service. The 15-minute service is currently impeded because only a single track serves the line between the Hazel Station and the Historic Folsom Station. As a result, eastbound light rail trains traveling from downtown Sacramento to Historic Folsom and westbound trains traveling from Historic Folsom to downtown Sacramento must use the same track. Adding the sidetrack will allow an outbound train to travel all the way to Glenn Station before an inbound train departs from the Historic Folsom Station. The sidetrack at Glenn Station will serve as a “passing track” for the two trains, allowing for 15-minute service frequency in that segment of the Gold Line.

On January 14, 2022, SacRT received two bids.

- | | | |
|----|---------------------------------|-----------------|
| 1. | Aldridge Electric, Inc. | \$21,944,896.00 |
| 2. | Stacy and Witbeck – Teichert JV | \$24,406,993.00 |

Each bid was reviewed to determine the Bidder’s responsiveness to the requirements of the Bid Documents. After reviewing all bids, Staff determined that Aldridge Electric, Inc., is the lowest responsive and responsible Bidder. A Notice of Intent to Award was issued March 3, 2022. The 10-working-day protest period has not yet been exhausted. Consequently, the Board is being asked to make a conditional award dependent on no protests being timely filed.

RESOLUTION NO. 2022-03-018

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

March 14, 2022

**CONDITIONALLY APPROVING THE CONTRACT FOR RAIL MODERNIZATION --
15-MINUTE SERVICE TO FOLSOM TO ALDRIDGE ELECTRIC, INC.**

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

THAT, the Contract for Rail Modernization – 15-Minute Service to Folsom between the Sacramento Regional Transit District, therein referred to as “SacRT,” and Aldridge Electric, Inc, therein referred to as “Contractor,” whereby Contractor agrees to complete the construction required to provide Construction for Rail Modernization 15-minute service to Folsom, as specified, for an amount not to exceed \$21,944,896.00, is hereby approved on the condition that a protest of this award is not timely filed.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: March 14, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: APPROVING WORK ORDER NO. 4 TO THE CONTRACT FOR GENERAL CONSTRUCTION MANAGEMENT SUPPORT SERVICES – 2019 WITH 4LEAF, INC. FOR CONSTRUCTION MANAGEMENT FOR THE GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 PROJECT AND APPROVING THE SECOND AMENDMENT TO THE CONTRACT FOR GENERAL CONSTRUCTION MANAGEMENT SUPPORT SERVICES – 2019 WITH 4LEAF, INC.

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving Work Order No. 4 to the Contract for General Construction Management Support Services (GCMSS) – 2019 with 4LEAF, Inc. (“4LEAF”) will provide construction management support services for the Gold Line Low Floor Vehicle Platform Conversion Phase 1 Project. Approving the Second Amendment to the GCMSS – 2019 with 4LEAF will allow the continuation of the current contract with 4Leaf for Option Years 4 and 5.

FISCAL IMPACT

Work Order No. 4 will engage 4LEAF to provide construction management and inspection services for the Gold Line Low Floor Vehicle Platform Conversion Phase 1 Project. The total cost of these services is estimated not to exceed \$1,583,917.60.

The GCMSS Contract was awarded in 2019 with a Total Consideration amount of \$3,000,000. Funds are encumbered and applied against the Total Consideration for specific projects as Work Orders are issued. To date, \$302,735.77 has been committed for Work Orders 1 through 3. No increase is being proposed to the Contract Total Consideration in connection with exercising the options or approving Work Order No. 4, as the existing ceiling is expected to be sufficient for the remaining term.

DISCUSSION

Sacramento Regional Transit (SacRT) is currently soliciting bids for the first phase of the light rail station conversion project to accommodate the new low-floor vehicles (two-car consist) along the Gold Line. The improvements will allow the operation of the new low-floor vehicles to increase the capacity for passengers with disabilities and increase overall operational reliability. The project is broken into three phases as follows:

- Phase 1: Gold Line 2-car platform conversion
- Phase 2: Gold Line 3-car platform conversion
- Phase 3: Blue Line platform conversion

To assist SacRT staff during the construction of Phase 1 of the low floor vehicle platform conversions, SacRT requested a Work Order proposal for Construction Management (CM) Services from 4LEAF under the GCMSS - 2019 Contract. Work Order No. 4 will provide construction management services for the Gold Line Low Floor Vehicle Platform Phase 1 Project. The estimated not-to-exceed amount for Work Order No. 4 is \$1,583,917.60.

The construction of the Gold Line Low Floor Vehicle Platform Phase 1 Project is anticipated to be completed in 20 months from the Notice to Proceed of the construction contract. The base term of the GCMSS contract will expire August 8, 2022. While Work Order services can extend beyond the expiration date of the Contract, there are limits to SacRT's ability to modify or add funds to a Work Order after contract expiration. To ensure CM services through construction close out and final acceptance for Phase 1, the 2019 GCMSS Contract needs to be extended.

SacRT Staff have been satisfied with the CM services provided by 4LEAF to date. Therefore, Staff is recommending that the Board approved a Second Amendment to the GCMSS Contract to exercise Option Years 4 and 5. The Contract term will extend to August 8, 2024.

RESOLUTION NO. 2022-03-019

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

March 14, 2022

APPROVING WORK ORDER NO. 4 TO THE CONTRACT FOR GENERAL CONSTRUCTION MANAGEMENT SUPPORT SERVICES – 2019 FOR CONSTRUCTION MANAGEMENT OF THE GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 PROJECT WITH 4LEAF, INC.

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

THAT, Work Order No. 4 to the Contract for General Construction Management Support Services – 2019 between Sacramento Regional Transit District, therein referred to as “SacRT” and 4LEAF, Inc., therein referred to as “Consultant,” whereby Consultant agrees to provide Construction Management for the Gold Line Low Floor Vehicle Platform Conversion Phase 1 Project, for a total amount not to exceed \$1,583,917.60, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Work Order No. 4.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-03-020

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

March 14, 2022

APPROVING THE SECOND AMENDMENT TO THE CONTRACT FOR GENERAL CONSTRUCTION MANAGEMENT SUPPORT SERVICES – 2019 WITH 4LEAF, INC.

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

THAT, the Second Amendment to the Contract for General Construction Management Support Services – 2019 by and between the Sacramento Regional Transit District (therein “SacRT”) and 4LEAF, Inc. (therein “Consultant”), whereby SacRT exercises Option Years 4 and 5 and the term is extended to August 8, 2024, is hereby approved.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: March 14, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, Acting VP, Finance/CFO
SUBJ: APPROVE AND AUTHORIZE THE GENERAL MANAGER/CEO TO EXECUTE THE FIFTH AMENDMENT TO THE PURCHASE AND SALE AGREEMENT WITH CATALYST DEVELOPMENT PARTNERS FOR CALVINE ROAD AND AUBERRY DRIVE (APN 115-0130-061, 115-0130-071)

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Re-defines the Closing Date with a sunset of June 30, 2022.

FISCAL IMPACT

There is no change in the purchase and sale price.

DISCUSSION

SacRT and Catalyst Development Partners entered into a Purchase and Sale Agreement (“PSA”) on May 14, 2019, for the sale of two parcels on Calvine and Auberry in Sacramento County. The Buyer has been diligently working on securing their entitlements but have not fully secured the entitlements they need to proceed with their development. They have requested additional time to secure those entitlements and approvals before closing on the transaction. SacRT and the Buyer, Catalyst Development Partners, would like to amend the expiration date of the PSA from March 31, 2022, to June 30, 2022, to allow the developer additional time to seek the proper entitlements and approvals necessary for development of the parcels.

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

RESOLUTION NO. 2022-03-021

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

March 14, 2022

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

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

THAT, the Fifth Amendment to the Purchase and Sale Agreement (“PSA”) between Catalyst Development Partners, therein referred to as “Buyer” and Sacramento Regional Transit District, therein referred to as “SacRT” whereby the parties agree to re-define the Closing Date for the close of escrow with a sunset of June 30, 2022, is hereby approved.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: March 14, 2022

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: APPROVING AMENDMENT NO. 1 TO WORK ORDER NO. 23 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2016 FOR FINAL DESIGN -- LOW FLOOR VEHICLE PLATFORM CONVERSION WITH PSOMAS AND APPROVING WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR FINAL DESIGN OF GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PSOMAS

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approving Amendment No. 1 to Work Order No. 23 to the Contract for General Engineering Support Services – 2016 (“GESS Contract – 2016”) for Final Design -- Low Floor Vehicle Platform Conversion Project with Psomas will reduce the scope of the Work Order to align to the work actually performed by Psomas under SacRT direction to design a two-car train platform conversion. Approving Work Order No. 7 to the Contract for General Engineering Support Services – 2020 (“GESS Contract – 2020”) for the Final Design of Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project with Psomas will allow for development of design plans for the full conversion for three-car trains.

FISCAL IMPACT

Amendment No. 1 to Work Order No. 23 will reduce the original scope of work to provide final design of the two-car platform conversions for the Gold Line Low Floor Vehicle Platform Conversion Project. Work Order No. 23 was executed with an estimated not to exceed amount of \$570,388.93. The total cost of work completed to date is \$377,643. The estimated remaining bidding assistance work after the reduction of scope is \$13,747.50, which will decrease SacRT’s maximum financial liability under Work Order No. 23 by \$178,998.43.

Work Order No. 7 will provide for Psomas to complete final design of the 3-car platform for the Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project. The total cost of these services is estimated not to exceed \$363,314.04 and has been fully funded.

DISCUSSION

The Gold Line Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the low floor station conversion for the Gold Line Stations. SacRT expects to complete the initial phase of the Modernization Project by the end of 2023. The conversion of the light rail stations has been identified as the critical path for the overall project schedule. The project is broken into three phases as follows:

- Phase 1: Gold Line 2-car platform conversion
- Phase 2: Gold Line 3-car platform conversion
- Phase 3: Blue Line platform conversion

The Low Floor Vehicle Platform Conversion Project includes adjusting all platforms to an 8-inch elevation above top of rail; replacing detectable warning tiles/directional guidance tiles; adjusting all facilities and furniture on the platforms to the new height; removing/replacing all in-ground artwork in direct conflict; modifying tree grates/planters; modifying drainage facilities; modifying adjacent improvements to meet ADA requirements; and adding crosswalk areas, fencing, and signage. Upon full integration of low floor vehicles, SacRT will be operating 3-car consists instead of the current 4-car consists because of the limited lengths of downtown City blocks.

On March 25, 2019, the Board approved Work Order No. 21 and conditionally approved Work Order No. 23 for the Gold Line Low Floor Vehicle Platform Conversion design by Psomas under the GESS Contract – 2016, which expired in March 2020.

Work Order No. 21 for \$628,973.32 included preparing the preliminary engineering and the required environmental clearance for the conversion of 29 light rail stations on the Gold Line. Work Order No. 23, dated February 4, 2020, for \$570,388.93 included the Final Design Plans, Specifications & Estimate (PS&E), bidding assistance and construction support for the low floor vehicle platform conversions on the Gold Line.

The 30% preliminary design was completed on June 5, 2020, under Work Order No. 21. After receiving the 30% cost estimate, Staff determined there was insufficient construction funding to complete the full station conversion. Due to the funding shortfall, staff instructed Psomas to complete the PS&E for a limited 2-car vehicle platform conversion, which became "Phase 1"; however, the Work Order was not amended to reflect that direction and limited scope. The construction documents for Phase 1 have been completed and released for bid.

While SacRT pursues the funding to complete the full buildout of the platform conversions on the Gold Line, the design for the Phase 2 full station conversion can be completed.

Because the GESS Contract – 2016 expired, it is not possible to amend Work Order No. 23 to provide additional funds and modify the scope to provide for the final design, bidding assistance, and construction support work for Phase 2. Instead, the scope of work will be

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APPROVING AMENDMENT NO. 1 TO WORK ORDER NO. 23 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2016 FOR FINAL DESIGN – LOW FLOOR VEHICLE PLATFORM CONVERSION WITH PSOMAS AND APPROVING WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR FINAL DESIGN OF GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PSOMAS

reduced in Amendment No. 1 to Work Order No. 23 to reflect the limited final design and bidding assistance work for Phase 1. Due to the reduced scope, the estimated not-to-exceed amount for Work Order No. 23 will be reduced from \$570,388.93 to \$391,390.50. Construction support will also be eliminated from the scope of Work Order No. 23 and instead a new Work Order No. 10 will be issued by the General Manager to Psomas under the GESS Contract – 2020 for an estimated not to exceed amount of \$22,936.08 for Phase 1 construction support.

Work Order No. 7 under the GESS Contract – 2020 would include the work to complete the construction documents, bidding assistance, and construction support for Phase 2 of the Project (the full 3-car station conversions). The estimated not-to-exceed amount for Work Order No. 7 is \$363,314.04.

As a result of splitting the project into two phases, the total not-to-exceed cost for all three Work Orders will be \$777,640.62, roughly a \$200,000 increase over the initial estimate (\$570,388.93) for final design, bidding assistance, and construction support for the complete project. However, there was no alternative viable path forward for the timely completion of the platform conversions because the the light rail vehicles are already in production.

In addition, this increase reflects the fact that Psomas has to prepare two full sets of design plans, perform additional work to integrate the as-built condition of Phase 1 into the Phase 2 Plans, and extend the duration of work over a much longer period.

RESOLUTION NO. 2022-03-022

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

March 14, 2022

**APPROVING AMENDMENT NO. 1 TO WORK ORDER NO. 23 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2016 FOR FINAL DESIGN -
- LOW FLOOR VEHICLE PLATFORM CONVERSION PROJECT WITH PSOMAS**

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

THAT, Amendment No. 1 to Work Order No. 23 to the Contract for General Engineering Support Services – 2016 between Sacramento Regional Transit District, therein referred to as “SacRT,” and Psomas, therein referred to as “Consultant,” whereby the scope of the Work Order is reduced to include only final design and bidding assistance for a newly-designated “Phase 1” of the Low Floor Vehicle Platform Conversion project and the not to exceed amount is correspondingly reduced by \$178,998.43, from \$570,388.93 to \$391,390.50, is hereby approved.

THAT, General Manager/CEO is hereby authorized and directed to execute Amendment No. 1 to Work Order No. 23.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2022-03-023

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

March 14, 2022

APPROVING WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR THE FINAL DESIGN OF GOLD LINE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PSOMAS.

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 Psomas, therein referred to as “Consultant,” whereby Consultant agrees to provide final design, bidding assistance, and construction support for the Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project, for a total amount not to exceed \$363,314.04, is hereby approved.

THAT, the General Manager/CEO is 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: March 14, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: APPROVING THE SECOND AMENDMENT TO THE 2017 CONTRACT FOR REVENUE TIRE LEASE AND SERVICES AND APPROVING A CONTRACT FOR REVENUE VEHICLE TIRE LEASE AND SERVICES WITH BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC

RECOMMENDATION

Adopt the Attached Resolutions

RESULT OF RECOMMENDED ACTION

Will (1) approve the Second Amendment to the 2017 Contract for Revenue Vehicle Tire Lease and Services with Bridgestone Americas Tire Operations, LLC to elect the “run-out option” and increase the Total Consideration accordingly; and (2) approve a new five-year contract for revenue vehicle tire lease and services with Bridgestone Americas Tire Operations, LLC for an amount not to exceed \$2,940,090.35.

FISCAL IMPACT

Run-out of Tires Under Existing Contract

Because of the substantial upfront investment by the contractor in the tires and the lack of resale value for the tires once installed, the tire lease contract provisions are somewhat different than a typical lease agreement, where the leased property is simply delivered back to the lessor at the end of the lease term, with no further obligation.

The expiring tire lease contract provides SacRT two options: (1) purchase all of the installed tires at a depreciated cost based on the current mileage versus expected lifespan (“buy out”); or (2) “run out” the tires over a maximum term of 36 months until all of the leased tires are replaced, during which time SacRT must continue to pay a lease mileage rate for the tires. The “run out” tires are serviced by the new contractor. In this case, Bridgestone will be both the old and new contractor but the lease payments will be made under the old contract while the service payments are made under the new contract.

Practically speaking, both options require paying the remaining value of the tires. The “buy out” option requires that cost to be paid out upfront as a lump-sum based on the estimated life of the tire while the “run out” option allows SacRT to pay those costs over an extended period based on the actual lifespan of the tires, which allows SacRT to avoid

paying for tires that prematurely fail. Consequently, the run-out option has consistently been selected by SacRT.

As the leased tires are replaced, the replacement tire is then subject to the new contract and contract rates.

The run-out costs are not in addition to the contract bid pricing; they are offset by the fact that mileage rates are not charged under the successor contract until tires are replaced. Yearly costs are shown as 100% of the first year for installed tires; Year 2 would be approximately 33% less; Year 3 would be 66% less; with all tires being replaced by Year 4.

Current Contract

Tire Purchase	Number of Vehicles	Qty of Tires	Year 1 Cost per mile	Year 1 Run-out	Year 2 Cost per mile	Year 2 Run-out	Year 3 Cost per mile	Year 3 Run-out
Group A	105	630	0.006975	\$198,047.59	0.006975	\$130,711.41	0.006975	\$65,355.71
Group B	141	846	0.006148	\$117,655.57	0.006148	\$77,652.67	0.006148	\$38,826.34
Group C	130	780	0.003306	\$34,423.95	0.003306	\$22,719.81	0.003306	\$11,359.90
Group D	32	192	0.006377	\$16,141.63	0.006377	\$10,653.47	0.006377	\$5,326.74
Group E	5	0	N/A		N/A		N/A	
Group F	23	0	N/A		N/A		N/A	
Group G	9	0	N/A		N/A		N/A	
Total	445	2448		\$366,268.74		\$241,737.37		\$120,868.68

Run-out costs are based on estimated annual mileage at the 2017 contract mileage rates. To accommodate the payment of the “run out” costs, \$720,000 will be added to the Total Consideration for the current contract.

Group E, F, and G are tires that were purchased with the vehicles and are not subject to mileage lease rates.

Description	Amount
FY22	\$152,561.30
FY23	\$556,666.53
FY24	\$573,109.94
FY25	\$589,823.46
FY26	\$610,245.21
FY27	\$457,683.91
Total	\$2,940,090.35

These amounts were bid based on SacRT’s full annual mileage for all tires. However, as described above, these full amounts are not anticipated to be incurred during the first three years during the time where there is a mix of old and new tires.

Run-out versus Purchase for New Contract: The same run out vs. buy out option described above will be available at the end of the term (5, 6, or 7 years, depending if option years are exercised) of the new contract. By approving the Contract, the Board is agreeing to pay either the “buy out” or “run-out” costs at the end of the Contract. Because

it is unknown (1) what the average lifespan of the tires will be; and (2) where the installed tires will be in their lifespan at the end of the Contract term, the costs are difficult to predict upfront. However, Staff anticipates that it will continue to be advantageous to use the “run-out” option under the new contract to spread out the costs and to avoid paying for tires that could prematurely fail.

New Contract Run-out Cost:

This table shows approximate “run-out” mileage charges for the installed tires at the beginning of a new contract (in 2027, 2028, or 2029 depending on whether option years are exercised under the new contract). These costs are not in addition to the contract bid pricing; they will be offset by the new vendor not charging mileage fees until tires are replaced. Yearly costs are shown as 100% of the first year for installed tires, Year 2 would be approximately 33% less, Year 3 would be 66% less, with all tires to be replaced by Year 4.

2022 Contract

Tire Purchase	Number of Vehicles	Qty of Tires	Year 1 Cost per mile	Year 1 Run-out	Year 2 Cost per mile	Year 2 Run-out	Year 3 Cost per mile	Year 3 Run-out
Group A	105	630	0.004875	\$138,420.36	0.004875	\$91,357.44	0.004875	\$45,678.72
Group B	141	846	0.004742	\$90,748.65	0.004742	\$59,894.11	0.004742	\$29,947.05
Group C	130	780	0.002817	\$29,332.20	0.002817	\$19,359.25	0.002817	\$9,679.63
Group D	32	192	0.005971	\$15,113.95	0.005971	\$9,975.21	0.005971	\$4,987.60
Group E	5	30	0.005928	\$4,473.49	0.005928	\$2,952.51	0.005928	\$1,476.25
Group F	23	138	0.006478	\$19,327.19	0.006478	\$12,755.95	0.006478	\$6,377.97
Group G	9	54	0.006150	\$2,817.94	0.006150	\$1,859.84	0.006150	\$929.92
Total	445	2670		\$300,233.79		\$198,154.30		\$99,077.15

DISCUSSION

Since at least 1990, SacRT has contracted to lease tires for its revenue vehicles. SacRT currently has a tire lease and services contract with Bridgestone Americas Tire Operations, LLC that will expire on March 31, 2022. There are two components to the Contract: (1) lease of tires at a fixed cost per mile, which obligates the contractor to furnish tires as needed for SacRT’s revenue service vehicles; and (2) a service component, where Contractor provides dedicated service personnel at SacRT’s Bus Maintenance Facility to provide tire service (mounting, rotating, balancing, inflation, replacing). Because of the long-standing lease and service practices, SacRT does not have staff that perform these services.

Staff released an Invitation for Bid (IFB) document on January 3, 2022, via PlanetBids e-Procurement system. Sealed bids were due on February 7, 2022. Prior to issuing the IFB, Staff performed a lease vs. purchase analysis and determined that it is most cost-effective to continue a leasing arrangement. The IFB provides for a 5-year term, with two option years that may be exercised by SacRT. After expiration of the term, SacRT must elect to either run out or buy out the tires as described above. Prior to Contract expiration, the Board will be asked to approve an amendment to elect one of the two options (likely the “run out option”) and approve a Contract amendment based on the expected run out cost at that time.

Per the IFB, unless all Bids are rejected, the Contract will be awarded to the responsible Bidder submitting the lowest responsive Bid. The lowest Bid will be determined by the Total Bid Price stated on the Bid Pricing Form that is included in the IFB.

Bids were received from two vendors, Bridgestone Americas Tire Operations, LLC and The Goodyear Tire & Rubber Company. Upon review of the bids and after correction of a minor mathematical error by Bridgestone, it was determined that Bridgestone Americas Tire Operations, LLC submitted the lowest responsive bid.

RESOLUTION NO. 2022-03-024

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

March 14, 2022

APPROVING THE SECOND AMENDMENT TO THE 2017 CONTRACT FOR REVENUE TIRE LEASE AND SERVICES WITH BRIDGESTONE AMERICAS TIRE OPERATIONS LLC

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

THAT, the Second Amendment to the Contract for Revenue Vehicle Tire Lease and Services made and entered into on March 28, 2017 by and between the Sacramento Regional Transit District (therein "RT") and Bridgestone Americas Tire Operations, LLC (therein "Contractor"), whereby SacRT elects to exercise the run out option and the Total Consideration is increased by \$720,000, from \$2,468,498.57 to \$3,188,498.57 to compensate Contractor during the run out period, 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. 2022-03-025

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

March 14, 2022

APPROVING A CONTRACT FOR REVENUE VEHICLE TIRE LEASE AND SERVICES WITH BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC

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

THAT, the Contract for Revenue Vehicle Tire Lease and Services by and between the Sacramento Regional Transit District (therein "SacRT") and Bridgestone Americas Tire Operations, LLC (therein "Contractor"), whereby Contractor agrees to lease tires to SacRT and provide related services, as further set forth therein, for an amount not to exceed \$2,940,090.35 plus any amount required as a result of election of either the run out or purchase option at the end of the Contract term, is hereby approved, with the Total Consideration to be adjusted by amendment at the time of Contract expiration to reflect the cost of the selected option.

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

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: March 14, 2022
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGERS REPORT

RECOMMENDATION

No Recommendation - For Information Only.

Major Project Updates

Oral Presentation

SacRT Meeting Calendar

Regional Transit Board Meeting

March 28, 2022
SacRT Auditorium / Webconference
5:30 P.M

Quarterly Retirement Board Meeting

June 8, 2022
SacRT Auditorium / Webconference
9:00 A.M

Mobility Advisory Council Meeting

April 7, 2022
SacRT Auditorium / Webconference
2:30 P.M

SacRT GM Update



Women's History Month

Women's History Month

March 2022

Sacramento



Regional
Transit



Transit Driver Appreciation Day



Sacramento  Regional Transit

*Be sure to thank
your driver today!*

March 18, 2022

**TRANSIT DRIVER
APPRECIATION DAY.**



Dump the Pump, Ride SacRT

DUMP THE PUMP

TRY TRANSIT

ONLY
\$2.50
PER TRIP

\$1.25
DISCOUNT
FARE

STUDENTS*
RIDE
FREE

*Grades TK-12th

Spring Hiring Events

SacRT Hiring Events



Join us at a hiring event specific to bus operator positions.



Tuesday
March 22, 2022

2 p.m. - 7 p.m.



Wednesday
March 30, 2022

10 a.m. - 3 p.m.

Operator Commendation

SmaRT Ride: Operator "Miles" — Positive Experience Report



Good morning Henry,

I know it's been a while since we have spoken! I just wanted to write a quick note to let you know about my experience yesterday with Operator Miles, an afternoon/evening SmaRT Ride Operator in the Downtown/Midtown service area.

Yesterday, I was fortunate enough to have Miles as an operator for my round-trip starting at around 4:30 p.m. and returning around 6 p.m. His attitude and excellent attention to detail made for a terrific trip experience.

I've had a little over 20 years experience riding Sac RT, and I must say that I am overall extremely impressed with the leadership and environment you have created that enable RT to hire Operators of high quality, such as Miles. I hope that in the future that there is an opportunity for him to expand his career, as he clearly has both the interests of the passengers and the culture of RT as a whole as a priority.

In fact, it was the conversation with him that he made a distinction between a "driver" and an Operator — in his words, an Operator, "cares about meeting the needs of the passengers." He also shared that he and fellow Operators meet frequently to discuss how to improve SmaRT Ride experiences for passengers.

Thank you for allowing me the time to give this input. I know my full-time job has made it difficult for me to attend Board Meetings regularly, but I do expect that I will be dropping in soon!

Thank you, Henry. I hope you have a wonderful rest of your week.

Best,

Russell

FY21 Bus Facilities Grant Award

President Biden and the U.S. Department of Transportation Announce \$409 Million for 70 Transportation Projects in 39 States

Monday, March 14, 2022

THE BIPARTISAN INFRASTRUCTURE LAW
\$5.25 MILLION

For New CNG Buses

Sacramento  Regional Transit

MOSAC – LEED Platinum



Mills Station Arts and Culture Center

MILLS STATION ARTS & CULTURE CENTER
(THE MACC)

**RIDE FREE ON SACRT TO
THE MACC FOR A FAMILY
FRIENDLY ART DAY**

Saturday, March 12, 2022 | 11:00 a.m. to 4:00 p.m.