



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC & AGENDA

The SacRT Board meeting will be live stream and open to the public for attendance. The practice of social distancing and wearing of face coverings is recommended for the health and safety of all persons participating in person during the meeting although it is not required.

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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: 837 9338 8162 or join the meeting online by logging into

<https://us02web.zoom.us/j/83793388162>

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, APRIL 10, 2023
SACRAMENTO REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com
(29th St. Light Rail Station Bus 38, 67, 68)
See notice for Teleconference information.

ROLL CALL — Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy

Alternates: Directors Chalamcherla, Sander, Schaefer, Suen

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 27, 2023
- 2.2 Resolution 2023-04-029: Authorizing the General Manger/CEO to Release the Sacramento Regional Transit District Preliminary Fiscal Year 2024 Operating and Capital Budget, and Set a Notice of a Public Hearing for May 8, 2023 (J. Johnson)
- 2.3 Resolution 2023-04-030: Approving the First Amendment to the Personal Services Contract with Staly Chin (L. Ham)
- 2.4 Resolution 2023-04-031: Delegating Authority to the General Manager/CEO to Negotiate and Execute the First Amendment to the Agreement with the City of Sacramento for Peace Officer Agreement to Include Security Operations Center Video Wall Replacement and In-Car Camera Maintenance (L. Hinz)
- 2.5 Resolution 2023-04-032: Approving Contract Change Order No. 5 to the Contract for Rail Modernization 15-Minute Service to Folsom with Aldridge Electric, Inc. (L. Ham)
- 2.6 Resolution 2023-04-033: Approving the Memorandum of Understanding for Public Transit Route Between Davis and Sacramento with UC Davis and Yolo County Transportation District (L. Ham)
- 2.7 Resolution 2023-04-034: Approving the First Amendment for the Sheriff's Work Project Agreement for Landscape Maintenance and Light Rail Station Cleaning (L. Ham)

2.8 Resolution 2023-04-035: Delegating Authority to the General Manager/CEO to Approve Contract Change Order No. 4 to the Contract for Low Floor Vehicle Platform Conversion Phase 1 with PNP Construction, Inc. (L. Ham)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

4.1 Motion: Authorize the General Manager/CEO to Pursue a Legislative Amendment to SacRT Enabling Legislation Relative to the Board's Composition and Voting Structure (C. Flores)

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
 - c. Strategic Plan Update
 - d. Light Rail Service Improvement Plan

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

9.1 San Joaquin Joint Powers Authority Meeting Summary of March 24, 2023 (Hume)

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

- a. Jennifer Lackey v. SacRT
Case Number 34-2023-00334262

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. At each open meeting, members of the public will be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on the table at the back of the auditorium.

Public comment may be given on any agenda item as it is called and will be limited by the Chair to 3 minutes or less per speaker. Speakers using a translator will be provided twice the allotted time. When it appears there are several members of the public wishing to address the Board on a specific item, at the outset of the item the Chair of the Board will announce the maximum amount of time that will be allowed for public comment.

Matters under the jurisdiction of the Board and not on the posted agenda may be addressed under the Item "Public addresses the Board on matters not on the agenda." Up to 30 minutes will be allotted for this purpose. The Board limits public comment on matters not on the agenda to 3 minutes per person and not more than 15 minutes for a particular subject. If public comment has reached the 30 minute time limit, and not all public comment has been received, public comment will resume after other business has been conducted as set forth on the agenda. The Board will not act upon or discuss an item that is not listed on the agenda except as provided under Section 3.1.3.6.

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.

This meeting of the Sacramento Regional Transit District will be cablecast on Metro Cable 14, the local government affairs channel on Comcast, Consolidated Communications and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at metro14live.sacounty.gov. Today's meeting replays Wednesday, April 12th at 2:00 PM and Saturday April 15th at 1:00 PM on Channel 14. This meeting can also be viewed at youtube.com/metrocable14.

Any person(s) requiring accessible formats of the agenda or assisted listening devices/sign language interpreters 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, and are available for public inspection at 1400 29th Street, Sacramento, California. Any person who has any questions concerning any agenda item may call the Clerk to the Board of Sacramento Regional Transit District.

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MARCH 27, 2023

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
March 27, 2023**

ROLL CALL: Roll Call was taken at 5:31 p.m. PRESENT: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Serna, Valenzuela, and Chair Kennedy. Directors Loloee and Maple arrived at 5:38 p.m. Absent: Director Singh-Allen.

1. PLEDGE OF ALLEGIANCE

Chair Kennedy started the meeting with a moment of silence in remembrance of Steve Miller, former SacRT Director and Board Chair, who recently passed away.

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of February 27, 2023
- 2.2 Resolution 2023-03-023: First Amendment to the FY 2023 Operating Budget
(J. Johnson)
- 2.3 Resolution 2023-03-024: Approve Design, Development and Construction Support Project Agreement for 7th Street Light Rail Station Between Downtown Railyard Venture, LLC and Sacramento Regional Transit District (L. Ham)
- 2.4 Approving the First Amendment and Conditionally Delegating Authority to the General Manager/CEO to Approve Work Order No. 4 with AECOM Technical Services, Inc. to Provide Environmental Support for the Sacramento Valley Station Relocation (L. Ham)
 - A) Resolution 2023-03-027: Approving the First Amendment to the Contract for Environmental Support Services With AECOM Technical Services, Inc.; and
 - B) Resolution 2023-03-028: Conditionally Delegating Authority to the General Manager/CEO to Approve Work Order No 4 to the Contract for Environmental Support Services With AECOM Technical Services, Inc. to Provide Environmental Support for the Sacramento Valley Station Relocation Project
- 2.5 Resolution 2023-03-026: Approving the Second Amendment to the Contract for Final Design Services for Rail Modernization 15-Minute Light Rail Service to Folsom Project with AECOM Technical Services, Inc. (L. Ham)

2.6 Resolution 2023-03-025: Approving the Use of Developer Fees Towards Bus Purchases (L. Ham)

Public comment was taken by phone from Jeffery Tardaguila.

Mr. Tardaguila recognized Steve Miller's contributions and asked for clarification of the Ad Hoc Subcommittee meeting on March 15, 2023.

ACTION: APPROVED - Director Serna moved; Director Budge seconded approval of the consent calendar as written. Motion was carried by voice vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Serna, Valenzuela and Chair Kennedy. Noes: None; Abstain: None; Absent: Directors Loloee, Maple and Singh-Allen.

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 Jeffery Tardaguila and Dan Allison.

Mr. Tardaguila asked if there were any similarities to the three Siemens Light Rail vehicle incidents that went off the tracks and recommended having workshops in lieu of canceling meetings.

Mr. Allison, representing Sacramento Transit Advocates and Riders (STAR), is wondering what the right answer is after the failure of Measure A.

7. NEW BUSINESS

7.1 Motion: Authorize the General Manager/CEO to Pursue a Legislative Amendment to SacRT Enabling Legislation Relative to the Board's Composition and Voting Structure (C. Flores)

Chris Flores provided a brief history of SacRT's Board Composition and Voting Structure. He stated a committee was created to address representation concerns voiced by Sacramento County and the City of Elk Grove following annexations and the switch to one member, on vote structure in 2022.

The Board Composition and Voting Structure Ad Hoc Committee met on March 15, 2023 and unanimously voted to recommend to the Board to pass a motion allowing the General Manager/CEO to pursue additional Board seats for Elk Grove and the County of Sacramento. Mr. Flores noted that Director Valenzuela was unable to attend due to a

scheduling conflict. He mentioned that a unanimous vote is needed to move forward and the Committee recommended continuing to convene to discuss potential changes to SacRT's structure for Board members including alternates, caps, and adding additional members.

Mr. Flores stated that currently, Assemblymember Nguyen has legislation, AB 354, serving as a placeholder for board composition changes.

Director Valenzuela has no objections to adding a seat for the City of Elk Grove; however, City staff has concerns about adding a seat to the County of Sacramento.

Public comment was taken by phone from Dan Allison (STAR) and Jeffery Tardaguila.

Mr. Allison stated that STAR supports adding a seat for Elk Grove and Sacramento County. They also support non-elected members serving on the Board as alternates and Board members.

Mr. Tardaguila agreed with Mr. Allison and suggested a fact sheet be used moving forward to make things simple to understand as far as the changes being considered.

Director Budge shared there was a very comprehensive discussion regarding board composition and the voting structure which is how a recommendation was established.

Director Daniels asked why a unanimous vote is required.

Mr. Flores explained that Ms. Nguyen would like to see unanimous consent to move forward.

Director Daniels asked for clarification on populations and number of votes for the City and County of Sacramento.

Mr. Flores responded that the City of Sacramento's population is 518,000 and they have 4 votes, and the unincorporated County of Sacramento has a population of 580,000 and they have 3 votes.

Director Daniels asked if the City took a position on Director Valenzuela's vote.

Director Valenzuela explained the City's stance but stated that they did not vote on the position.

Director Budge shared it is difficult to use service levels as a basis for number of board seats.

Director Serna asked if it is legislation or the Assemblywoman's desire that the Board vote unanimously. He feels that requiring a unanimous vote would allow one person to prevent the Board from moving forward.

Mr. Flores clarified it is a desire to see unanimous consent among the Board.

Director Serna suggested that before the Board considers the item that there is a clear understanding of the Board's desire.

Chair Kennedy agreed.

Mr. Flores mentioned the voting could be separated to vote on one item.

Mr. Hume moved to approve an additional seat for Elk Grove.

Director Budge seconded.

Director Serna wanted additional clarification about the issue of the vote needing to be unanimous or a simple majority vote on a motion.

Chair Kennedy does not think unanimity should be required.

Director Budge reminded the Board that Assemblymember Cooley felt the same way, that the vote should be unanimous.

Director Serna explained that normally a majority vote rules and he is nervous when a unanimous vote is expected as it gives each Board member unusual authority.

Public comment was taken from Rick Hodgkins.

Mr. Hodgkins shared that the Board should make sure Elk Grove is treated equally.

Director Maple asked if there was an urgency for the vote to happen this evening.

Mr. Flores mentioned provisions would need to be done by June.

Director Loloee asked what the advantage of the unanimous vote is to the Assemblymember and he would like a clearer understanding.

Mr. Flores shared he would go back to the Assemblymember's office to clarify their expectation.

Director Serna proposed a substitute motion of postponing the item.

Chair Kennedy stated unanimity is unrealistic and moving forward, if there were no unanimity, he would like to go forward with a recommendation.

ACTION - Director Serna moved to continue the item; Director Kozlowski seconded. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Valenzuela and Chair Kennedy. Noes: None; Abstain: None; Absent: Director Singh-Allen.

8. GENERAL MANAGER'S REPORT

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

- b. SacRT Meeting Calendar
- c. 50th Anniversary
- d. Customer Service Update

Mr. Li welcomed everyone to the first in-person meeting in more than three years.

Mr. Li remembered SacRT past-Chair, Steve Miller, sharing that he passed over the weekend. He thanked him for the many memories while serving on the SacRT Board for 16 years and leaving a lasting legacy on the agency and the entire region.

Mr. Li acknowledged that March 18th was Transit Driver Appreciation Day. SacRT has over 700 operators who diligently work to keep the buses and trains moving and is thankful to have 97% service levels due to effective recruitment efforts and a dedicated workforce.

Mr. Li acknowledged that March is Women's History Month and in recognition, SacRT celebrates the historical importance, achievements, and influence of women in the transit industry. He proudly shared that at SacRT the average pay for female employees is slightly higher than male employees and the majority of the management staff is women.

Mr. Li provided a Light Rail Modernization update. At the beginning of the month, SacRT celebrated a landmark achievement with delivery of the first new low-floor light rail vehicle. Mr. Li thanked Board members who attended the photo opportunity and announced later this summer, SacRT will celebrate the groundbreaking for an additional track in Folsom.

Mr. Li congratulated SacRT staff on completing the Bus Stop Improvement Plan which includes a comprehensive list of necessary and desired improvements to bus stops throughout SacRT's service area and identifies over \$65 million worth of improvements to 630 bus stops.

Mr. Li attended the APTA Legislative Conference in Washington DC to hear about federal legislation and policy initiatives and had the pleasure of meeting with Federal Transit Administrator Nuria Fernandez and her staff to update them on SacRT's services, and advocate for various projects. Sacramento is ranked 31st out of the top 50 urbanized areas in the nation with the most transit travel in North America. Mr. Li invited Board members that will be attending Cap to Cap to join him at a scheduled meeting with Nuria Fernandez and Department of Transportation staff.

Mr. Li concluded his remarks reminding everyone that SacRT is turning 50 years old next week. Many events are planned to celebrate the significant role SacRT has played in shaping the community over the past half century.

Mr. Li introduced Devra Selenis to present the planned 50th anniversary celebrations. Ms. Selenis shared the updated logo that represents the milestone anniversary and then gave a general overview which included a multitude of elements including community events and Free Ride Transit Tuesdays. She announced the celebration will kick off with a press

event at the Cosumnes River College Station where Board members and regional leaders will speak and SacRT will unveil the anniversary bus and light rail train.

Public comment was taken by phone from Rick Hodgkins.

Mr. Hodgkins asked if with the platforms being raised system wide, how someone would cross the tracks to go the opposite direction.

Chair Kennedy asked Mr. Li if staff could follow up with Mr. Hodgkins.

Carmen Alba presented an Operations and Customer Service Update. She offered a peer comparison for service and ridership and discussed service interruptions and the challenge of bus cancellations. She explained that operator absences (planned and unplanned) remain a significant challenge.

Ms. Alba touched on light rail service stating on time performance is 98% and the cancellation rate is at 1.3% which is primarily due to weather and workforce shortages.

Ms. Alba went over passenger communication tools that are utilized and recognized it is imperative that passenger notifications are timely, and communication is clear.

Ms. Alba provided information regarding the managing of bus trips, fleet utilization by route and how SacRT operations mitigates bus cancellations. Ms. Alba introduced David Topaz to continue the topic of mitigation efforts including HR initiatives to address staffing challenges.

Director Budge asked what a “tripper” was.

Ms. Alba responded that in house they are “commuters” or “school trippers” which occur in the morning or evening. They are not all-day routes.

Director Valenzuela offered a similar explanation regarding “school trippers”.

Mr. Topaz shared SacRT’s Human Resource efforts to improve operator staffing some of which include hiring bonuses, paid training, and competitive wages. SacRT has invested in improving staffing which has resulted in a 12% increase in costs for FY2024.

Mr. Li emphasized that to maintain the current level of service, SacRT needs added staff to cover for the additional sick leave and this is an industry-wide trend.

Mr. Topaz covered SacRT’s attendance and leave management details. He announced SacRT has a new Training and Workforce Development Department that was established in May 2022 and focuses on developing quality training content for staff, supervisors, and managers to foster engagement and development of staff at all levels. Mr. Topaz stated Customer Service training is being implemented on day one of new employment training. Mr. Topaz said SacRT if focusing on quality communication, messaging, accountability,

and corrective action while incentivizing good customer service and rewarding good behavior with employee recognition programs.

Ms. Alba concluded the presentation recognizing the vast majority of staff in operations show up every day and provide excellent service to the citizens of Sacramento.

Director Valenzuela thanked staff for the helpful breakdown. She believes the absentee issue is a shift in the industry with exposure being very high and wonders if it is safe to assume it will continue at this frequency for a while.

Mr. Li mentioned it is kind of a new habit. If staff does not feel comfortable, they will call out. He also corrected a previous statement regarding sick time increasing by 10% when it is actually increased by 20-30%.

Director Valenzuela would like to be careful to not incentivize unwanted behavior such as encouraging employees to work when they are not feeling well.

Ms. Alba agreed with Director Valenzuela and stressed that SacRT discourages staff to come to work when they are sick and also mentioned it does result in additional costs.

Director Maple thanked staff for the presentation. She asked how SacRT is incentivizing employment and if the wages are competitive to combat the workforce shortage.

Mr. Topaz shared operator wages have increased substantially as of January 1. By the end of the four year contract, SacRT will have moved up 5 spaces as far as the ranking in the country. Also, SacRT hired almost 300 people last year during a pandemic and nationwide driver shortage.

Director Budge asked if there was any success with hiring refugees.

Mr. Topaz is not aware of any specific hires but, SacRT is actively interested in hiring, is attending community events and career fair days.

Director Loloee requested an email with requirements of employment as his district has almost 3,500 Afghanistan families and he would like to share the opportunity with them.

Chair Kennedy recommended coordinating with SETA as they have a refugee program and he thanked staff for recognizing not every route is created equally.

Public comment was taken by phone from Jeffery Tardaguila.

Mr. Tardaguila thanked Ms. Alba for bringing the information regarding bus cancellations to the Board and providing information about how the concerns are being addressed.

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

9.1 Sacramento Placerville Transportation Corridor Joint Powers Authority Meeting Summary of March 13, 2023 (Budge)

Director Serna expressed his concern regarding two intersections, 7th and H Street and 8th and H Street. He stated when drivers encroach the intersection and operators attempt to make a turn, that the operator will lay on horn until the light changes and the vehicles clear. He is requesting if this is not a safety requirement, that the operators are retrained on the use of audible signaling.

Mr. Li responded that if it is not in violation of policy, it will be stopped immediately.

Director Valenzuela shared her concern for the funding of the SmaRT Ride program. She asked for staff to review the language of Measure A and make a case to STA to get additional discretionary funding to keep the service going.

Director Budge expressed concern of students at closed campuses using SmaRT Ride at lunch to take them to local restaurants.

10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 7:01 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2024 OPERATING AND CAPITAL BUDGET, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 8, 2023

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the attached Resolution authorizes the General Manager/CEO to release the Sacramento Regional Transit District (SacRT) Preliminary FY 2024 Operating and Capital Budgets and Set a Notice of a Public Hearing for May 8, 2023.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Staff is proud to submit a balanced preliminary budget for Fiscal Year 2024. SacRT's budget has modest growth to account for inflationary and general cost increases while maintaining the exceptional level of service the Sacramento region relies upon. This is possible through a combination of strong fiscal discipline and management of expenditures, continued strength in the Sacramento region's sales tax collections, and strong federal support for the 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 \$99M, which was fully expended through FY 2023. 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 was \$37.9M, of which the full amount was expended through FY 2023. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law and provided over \$26B to transit agencies apportioned through the

Page 1 of 5

Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding was over \$103M, of which \$36.5M is allocated for the FY 2023-2024 Budget. These federal allocations will fully offset any projected revenue losses due to the residual impacts of COVID-19 for FY 2023-2024. Additionally, SacRT is projected to have a remaining balance of approximately \$39.8M of ARP funding at the end of FY 2024. This funding will be available to cover operating expenditures in FY 2025 and FY 2026.

Assumptions Built into the FY 2024 Budget

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

These assumptions are as follows:

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

Summary of FY 2024 Operating Budget

Tables 1A and 1B provide summaries of the preceding three years actual results, the current year budget, and the FY 2024 proposed budgeted amounts. Revenues and expenditures each increased in total by \$14.1M or 6.0% compared to the amended FY 2023 budget. State & Local (sales tax based) revenues are increasing \$8.2M or 5.1% as the local economy is projected to remain strong. Federal funds are projected to increase by \$6.3M or 11.7%. Salaries & Benefits are increasing \$10.3M or 6.4%, which is attributed to both annual salary and benefits increases across all Collective Bargaining Agreements, and the addition of new full-time positions that directly support operations and upcoming significant capital projects; however, net of increases for pension and other retirement benefits, total labor costs increased by only 4.7%.

Table 1A - Revenues (Thousands)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY 2024 Budget	FY 2023 to FY 2024 \$ Change	% Change
Fare Revenue	\$ 20,999	\$ 12,001	\$ 14,309	\$ 15,500	\$ 16,500	\$ 1,000	6.5%
Contract Services	7,125	6,634	826	650	800	150	23.1%
State & Local	114,880	113,657	144,508	158,802	166,958	8,156	5.1%
Federal	35,080	57,704	56,676	53,578	59,866	6,288	11.7%
Other	16,417	7,340	5,239	5,890	4,365	(1,525)	-25.9%
Total	\$ 194,501	\$ 197,336	\$ 221,558	\$ 234,420	\$ 248,489	\$ 14,069	6.0%
Operating Surplus/(Deficit)	\$ 12,793	5,943	6,785	-	-		
Operating Revenue	\$ 181,708	\$ 191,393	\$ 214,773	\$ 234,420	\$ 248,489	\$ 14,069	6.0%

Table 1B - Expenses (Thousands)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY 2024 Budget	FY 2023 to FY 2024 \$ Change	% Change
Salaries & Benefits	\$ 128,291	\$ 141,910	\$ 153,684	\$ 160,969	\$ 171,295	\$ 10,326	6.4%
Professional Services	22,137	14,162	16,497	22,033	24,454	2,421	11.0%
Materials & Supplies	11,490	13,504	14,748	18,188	15,840	(2,348)	-12.9%
Utilities	6,821	7,272	7,425	8,081	8,108	27	0.3%
Insurance & Liability	9,931	12,336	19,784	19,793	22,788	2,995	15.1%
Other	3,038	2,209	2,635	5,356	6,004	648	12.1%
Operating Expenses	\$ 181,708	\$ 191,393	\$ 214,773	\$ 234,420	\$ 248,489	\$ 14,069	6.0%

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 expended on the project. These carry forward figures were not included in the FY 2024 Preliminary Capital Budget due to the uncertainty of these amounts at this point in the fiscal year. The estimated amounts to be carried over from FY 2023 will be reported to the Board as part of the five-year Capital Improvement Plan later this year. Table 2 below provides a summary of the currently approved projects that require additional Capital Budget funding for FY 2024. The total Capital Budget for existing projects is estimated to exceed \$2.1 billion. An updated project list, including all new projects for FY 2024, will be included in the draft Budget at the May 8th Board meeting.

Table 2 - Summary of FY 2024 Capital Budget

Project	Project Budget					Project Funding	
	FY23 Amended Budget	FY24 Additions	FY24 Total Project Budget	Expended Through FY23	FY24 Remaining Budget	Total Funds Available	Funding TBD
Guideway							
<i>Light Rail Guideway</i>							
Green Line Draft EIS / EIR	\$4,195,809	\$900,000	\$5,095,809	\$4,139,282	\$956,527	\$4,195,809	\$900,000
LR Modern. 15 Min. Service to Folsom (Side Track)	\$67,392,000	\$39,780,977	\$107,172,977	\$8,093,998	\$99,078,979	\$35,118,016	\$72,054,961
Y1 Substation Installation	\$2,760,000	\$4,126,000	\$6,886,000	\$0	\$6,886,000	\$0	\$6,886,000
Grand Avenue Bridge Repair	\$13,000,000	\$2,245,000	\$15,245,000	\$0	\$15,245,000	\$0	\$15,245,000
Light Rail Improvements / State of Good Repair	\$300,000	\$200,000	\$500,000	\$0	\$500,000	\$0	\$500,000
Light Rail Guideway Total	\$87,647,809	\$47,251,977	\$134,899,786	\$12,233,280	\$122,666,506	\$39,313,825	\$95,585,961
Passenger Stations							
<i>Light Rail Passenger Stations</i>							
Horn Light Rail Station	\$5,840,604	\$15,017,396	\$20,858,000	\$552,628	\$20,305,372	\$826,243	\$20,031,757
Dos Rios Light Rail Station Construction	\$28,416,642	\$14,388,411	\$42,805,053	\$94,606	\$42,710,447	\$21,749,797	\$21,055,256
Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$52,091,753	\$99,285,149	\$1,991,159	\$97,293,990	\$31,587,930	\$67,697,219
Blue Line Light Rail Station Low Floor Conversion	\$39,056,604	\$51,143,396	\$90,200,000	\$4,659	\$90,195,341	\$5,404,518	\$84,795,482
Light Rail Passenger Stations Total	\$120,507,246	\$132,640,956	\$253,148,202	\$2,643,052	\$250,505,150	\$59,568,488	\$193,579,714
Revenue Vehicles							
<i>Light Rail Revenue Vehicles</i>							
LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	\$46,500,000	\$6,644,000	\$53,144,000	\$0	\$53,144,000	\$0	\$53,144,000
Replacement Light Rail Vehicles (31)	\$47,268,494	\$179,031,506	\$226,300,000	\$0	\$226,300,000	\$0	\$226,300,000
CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$21,169,723	\$127,400,000	\$0	\$127,400,000	\$4,000,000	\$123,400,000
Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$10,400,000	\$58,400,000	\$0	\$58,400,000	\$36,271,300	\$22,128,700
Light Rail Revenue Vehicles Sub-Total	\$247,998,771	\$217,245,229	\$465,244,000	\$0	\$465,244,000	\$40,271,300	\$424,972,700
<i>Bus Revenue Vehicles</i>							
40' ZEB Buses (20)	\$21,629,000	\$1,979,539	\$23,608,539	\$0	\$23,608,539	\$0	\$23,608,539
Bus Revenue Vehicles Sub-Total	\$21,629,000	\$1,979,539	\$23,608,539	\$0	\$23,608,539	\$0	\$23,608,539
<i>Demand Response Revenue Vehicles</i>							
Cutaway Vehicle Ride Improvements	\$125,000	\$800,000	\$925,000	\$0	\$925,000	\$0	\$925,000
SmaRT Ride Vehicle Replacement	\$528,650	\$996,350	\$1,525,000	\$0	\$1,525,000	\$0	\$1,525,000
Demand Response Revenue Vehicles Sub-Total	\$653,650	\$1,796,350	\$2,450,000	\$0	\$2,450,000	\$0	\$2,450,000
Revenue Vehicles Total	\$270,281,421	\$221,021,118	\$491,302,539	\$0	\$491,302,539	\$40,271,300	\$451,031,239
Maintenance Buildings							
<i>Light Rail Maintenance Buildings</i>							
Light Rail Wheel Truing Machine Procurement	\$4,415,438	\$6,357,324	\$10,772,762	\$877,784	\$9,894,978	\$1,379,541	\$9,393,221
LRV Maintenance Shop Upgrades	\$34,800	\$255,000	\$289,800	\$25,419	\$264,381	\$34,800	\$255,000
Light Rail Maintenance Buildings Sub-Total	\$4,450,238	\$6,612,324	\$11,062,562	\$903,203	\$10,159,359	\$1,414,341	\$9,648,221
<i>Bus Maintenance Buildings</i>							
South Area Bus Maintenance Facility	\$70,725,000	\$29,275,000	\$100,000,000	\$0	\$100,000,000	\$0	\$100,000,000
Electric Bus Charging Infrastructure: 4,000 AMP	\$9,380,000	\$7,250,500	\$16,630,500	\$146,150	\$16,484,350	\$1,091,681	\$15,538,819
Bus Maintenance Buildings Sub-Total	\$80,105,000	\$36,525,500	\$116,630,500	\$146,150	\$116,484,350	\$1,091,681	\$115,538,819
Maintenance Buildings Total	\$84,555,238	\$43,137,824	\$127,693,062	\$1,049,353	\$126,643,709	\$2,506,022	\$125,187,040
Other							
SacRT Workforce Development	\$1,063,750	\$186,250	\$1,250,000	\$0	\$1,250,000	\$0	\$1,250,000
Transit Action (Long-Range) Plan Update	\$350,000	\$200,000	\$550,000	\$0	\$550,000	\$0	\$550,000
Other Projects Total	\$1,413,750	\$386,250	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
FY24 Capital Project Total	\$564,405,464	\$444,438,125	\$1,008,843,589	\$15,925,685	\$992,917,904	\$141,659,635	\$867,183,954

Outlook for FY 2024

The residual effects of the COVID-19 pandemic continue to negatively impact some of SacRT's revenue sources; however, the regional economy is forecast to remain strong for Fiscal Year 2023-2024. The revenues presented in the budget reflect these expectations. SacRT's fare-based revenues are forecast to gradually increase through Fiscal Year 2023-2024, and sales tax based (State & Local) revenues are forecast to increase significantly during that same period. Overall, SacRT's dependency on Federal stimulus funds continues to decrease, but an operational funding gap remains.

The General Manager/CEO is presenting a balanced budget for FY 2023-2024 tonight that maintains service levels and includes new service expansions, while addressing the pressing need to fund SacRT's operating reserve and continue our reduced reliance on the line of credit. We will continue to relentlessly pursue efficiency improvements, business optimizations, and revenue opportunities in the upcoming year.

RESOLUTION NO. 2023-04-029

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

April 10, 2023

AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2024 OPERATING AND CAPITAL BUDGET, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 8, 2023

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

THAT, the General Manager/CEO is hereby authorized to release the proposed Operating and Capital Budgets for FY 2024, as summarized in Exhibit A, attached hereto, including the information described in paragraphs (3) to (10) of Public Utilities Code Section 102205(b), and notice a public hearing for said budgets be held on May 8, 2023.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



**Regional
Transit**

Sacramento Regional Transit District

**Abridged Budget
Fiscal Year 2023-2024**

April 10, 2023

Table of Contents

Board of Directors	3
Executive Management Team	4
Office of Management & Budget Team.....	5
Grants & Capital Team	5
Organizational Structure	6
District Overview	7
District Profile.....	7
Strategic Plan	8
Budget Process	10
SacRT Major Goals and Objectives	11
Operating Budget Summary	17
Revenues.....	17
Expenses.....	21
Positions.....	24
Capital Budget Summary	26
Project Overview.....	26
Major Capital Projects.....	26
Capital Budget by Category.....	27
Revenues & Expenses	28
FY 2024 Capital Budget.....	29
Capital Project Funding Addition Descriptions	31



Board of Directors

Patrick Kennedy, Chair
County of Sacramento

Rick Jennings II, Vice Chair
City of Sacramento

Linda Budge
City of Rancho Cordova

Bret Daniels
City of Citrus Heights

Pat Hume
County of Sacramento

Mike Kozlowski
City of Folsom

Sean Loloee
City of Sacramento

Caity Maple
City of Sacramento

Bobbie Singh-Allen
City of Elk Grove

Phil Serna
County of Sacramento

Katie Valenzuela
City of Sacramento

Board of Directors Alternates

YK Chalamcherla
City of Folsom

David Sander
City of Rancho Cordova

Tim Schaefer
City of Citrus Heights

Darren Suen
City of Elk Grove

Executive Management Team

Henry Li

General Manager/CEO

Shelly Valenton

Deputy General Manager/CEO

Carmen Alba

VP, Bus Operations

Ronald Forrest

VP, Light Rail Operations

Jason Johnson

VP, Finance/Chief Financial Officer

Laura Ham

VP, Planning and Engineering

Lisa Hinz

VP, Security, Safety, and Customer Satisfaction

David Topaz

VP, Employee Development and Engagement

Jamie Adelman

VP, Procurement, Real Estate and Special Project

Olga Sanchez-Ochoa

General Counsel

Christopher Flores

Chief of Staff

Office of Management & Budget Team

Nadia Mokhov
Senior Financial Analyst

Judy Wong
Senior Financial Analyst

Grants & Capital Team

Casey Courtright
Director, Grants and Capital Programming

Shawna Bishop
Manager, Capital and Project Control

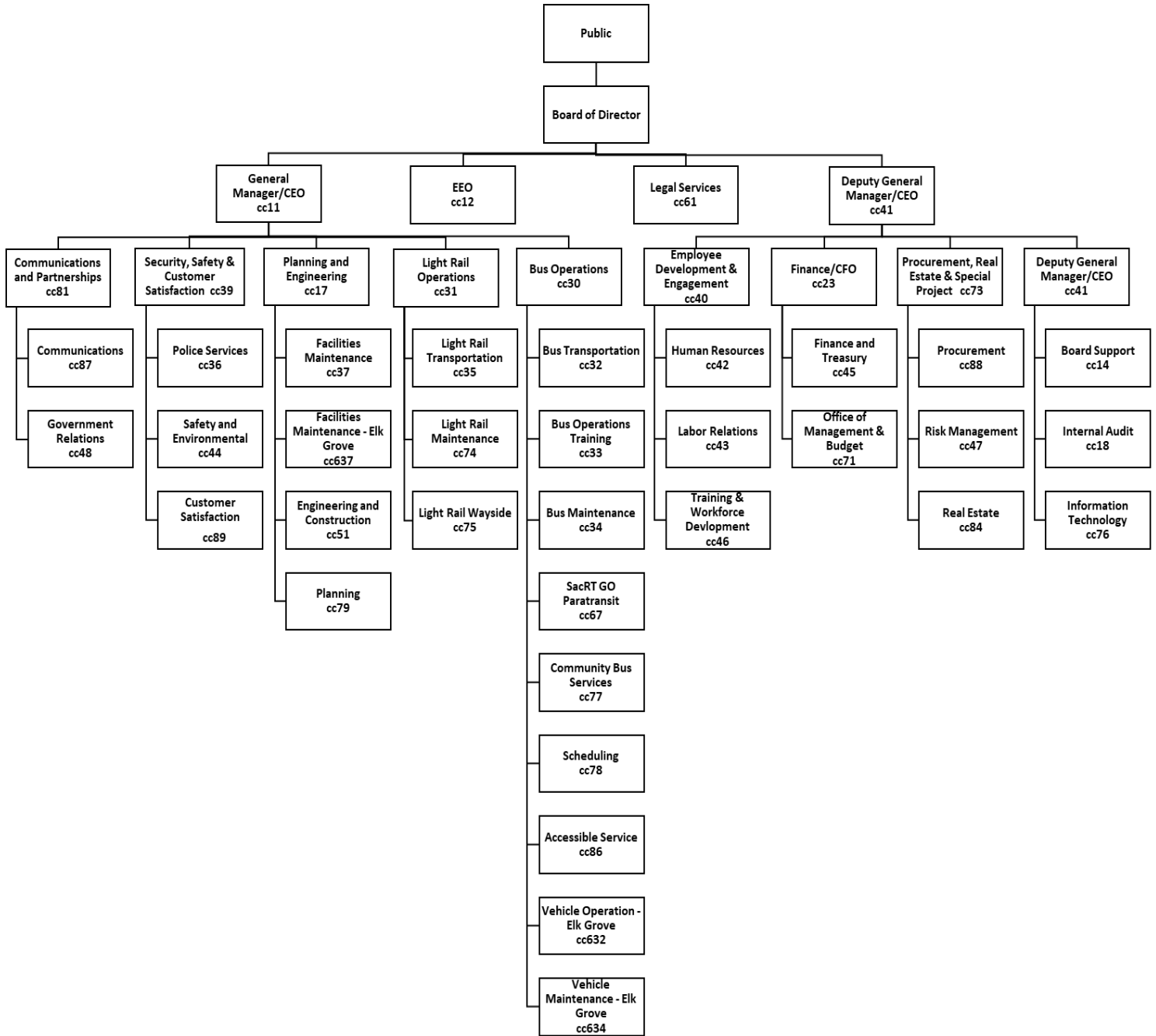
Joe Paglieroni
Senior Grants Analyst

Carol Lynn Cherry
Senior Grants Analyst

Sundiata Sunni Askia Bahati
Senior Grants Analyst

Organizational Structure

(Cost Center Based)



cc=Cost Center

District Overview

District Profile

Facts

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 367 square miles in Sacramento County
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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	7,844,812

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	97
Annual Ridership	5,076,094

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

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

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

Strategic Plan

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

Following a months-long collaborative internal planning process with staff and board members, SacRT's five-year Strategic Plan will serve as the guiding vision for strategic success. SacRT strives to balance the delivery of high-quality customer experience with value to taxpayers.

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 established a comprehensive performance scorecard that SacRT management and division leaders monitor and report on quarterly to track projects and programs of strategic importance. The performance scorecard is comprised of metrics that support our efforts to provide 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 priorities 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.



SacRT Major Goals and Objectives

Strategic Initiatives

The Strategic Plan provides the management team and stakeholders with strategic priorities, projects, and programs to be implemented in the short term to achieve longer-term outcomes. Organizational success is aligned with the completion of tactics which directly impact at least one of the four strategic priorities:

Operational Excellence - SacRT is dedicated to providing innovative mobility solutions and developing and implementing programs that provide best in class service that puts customers first. As public transportation services continue to evolve, SacRT is committed to providing the highest standards in transportation by implementing industry best practices and ensuring clean, safe, reliable, and convenient service for our customers.

These team tactics illustrate how annual goals will be attained for aspects of operations that are most critical to the delivery of high-quality transportation service:

- **Infrastructure Improvements and Expansion:** Strategically manage projects to modernize and expand our system to provide greater value to the community and better service to our region. Monitor schedule timelines, and track engineering labor costs. Recruit and develop staff to meet all technical capacity requirements for federal grants. Facilitate opportunities for staff development and engagement to improve morale, productivity, and employee retention.
- **Funding the Future at SacRT:** Strategically identify and secure outstanding grant applications to support critical projects throughout the agency. In coordination with project managers, develop clear project and program documentation that includes detailed planning and analysis, cost-benefit information, project prioritization, and defined timelines. Identify partnerships with member agencies on grant applications to expand opportunities. Recruit and develop staff to provide consistent project management support, engage in innovative program planning, and strategically approach the application process.
- **Innovative Planning and Funding Coordination:** Spearhead district planning initiatives to increase access to public transit and mobility options in our community. Collaboratively work with grants department to secure funds for innovative planning initiatives, maintenance of programs, sustainability efforts, and community outreach. Coordinate with local, state, and federal partners to 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.
- **Light Rail System Modernization and Performance Improvements:** Work with internal and external stakeholders and personnel to prepare the light rail system and employees for 15-minute service to Folsom, and for the delivery, commissioning, acceptance, and introduction to service of new fleet of low floor vehicles. Provide SME input to SacRT's engineering team regarding the operation and mechanical details of wayside equipment associated with Glenn Passing track installation and station platform conversion construction. Manage the S700 vehicle procurement project to ensure the fleet is introduced to revenue service as scheduled and within budget by proactively working with the Siemens project management and commissioning and testing teams to ensure the vehicle production and delivery schedules are maintained in manners which do not exceed the contractual agreement. Ensure SacRT Operations and Maintenance personnel are identified and assigned to support the S700 projects to prevent delays in commissioning process. Capitalize on opportunities to reduce the time it takes to accomplish critical tasks such as, dynamic testing, vehicle burn-in, and maintenance training. Provide proactive maintenance and repair; increase system efficiency and improve performance through the maintenance of state of good repair.

SacRT Major Goals and Objectives (continued)

- **Light Rail Personnel and System Optimization:** Providing efficient service management 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 be there. Actively recruiting and developing staff to ensure we are effectively training and meeting performance targets, reducing overtime and being good financial stewards, and proactively managing workloads to improve employee morale and promote safety best practices.
- **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 there. Improving staffing levels and workforce development training will positively impact employee morale, retention, promote safety best practices to eliminate and reduce accidents across our system, and keep passengers and operators safe.
- **Bus Maintenance Modernization:** Implement new Fleet Maintenance Management Software (FMMS) system to modernize and automate bus management and improve process efficiency. Successful implementation will result in decreased maintenance and parts costs, increases in vehicle equipment availability, allow for proactive fleet maintenance, and streamline reporting. These efforts will enable the maintenance department to deliver a fleet to customers that is clean, safe and reliable.
- **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. Engage with community partners and riders to increase community awareness of our services, educate riders, build trust, address feedback, and boost ridership. Identify opportunities to engage with staff and internal stakeholders to timely respond to request, support our team, improve on time performance, and strategically identify and mitigate system needs before they become critical issues. Fully funding and staffing programs will increase system reliability, improve customer experience and provide convenient, efficient, and easy to use service to get people where they want to go, when they want to go.
- **GO for Excellence:** Increasing service reliability to improve customer satisfaction and better provide SacRT GO paratransit bus service to get people where they want to go, when they want to go. Increasing staffing levels and workforce development training will positively impact on-time performance, efficiently coordinate scheduling, and increase customer satisfaction. Developing experienced schedulers and dispatchers will enable us to efficiently and professionally resolve issues, take care of drivers, streamline coordination of trip connections, and improve customer service outcomes.
- **Procurement Procedure Efficiency and Staff Development:** Effectively guide internal customers through the procurement process to ensure that SacRT follows written procurement procedures, policies, and laws. Continue to develop technical skills that empower procurement staff to identify and resolve potential process challenges before they impact project timeline, budget, or delivery. Evaluate current procedure efficiency, identify opportunities for improvement, and implement changes to create more efficient procurement procedures, reduce project delays, and deliver excellent customer service. Continuously strengthen internal controls to improve project management, monitor project timelines and expiration dates, track invoice processing, streamline communications, and ensure internal customers receive the goods and services required to maintain SacRT's service levels.
- **Accounting Process Enhancements:** Leverage our technology systems to create system efficiencies and attain clean financial audit results by reviewing internal processes, evaluating current procedures, identifying opportunities for improving, creating a roadmap for changes, and implementing changes to modernize and create positive results agencywide. Providing collaborative support to stakeholders to complete projects on time, improve financial organization, ensure invoices are paid on time, improve cash flow, and instill confidence in our financial decisions.

SacRT Major Goals and Objectives (continued)

- **Budget Tool Refinement:** The Office of Management and Budget has transitioned data and reporting to modern budgeting tools (PowerBI) to increase the access key decision makers at the agency have to meaningful data. OMB will continue providing information in a timely manner, educating stakeholders on the budget process, and identifying opportunities to meet the budget needs of the agency. OMB will continue to refine and improve the information provided and the processes used to provide tools that best allow management to be successful in completing their business objectives.
- **Efficient Payroll Processing:** Create efficiencies by measuring payroll performance, reviewing internal processes, evaluating current procedure efficiency, identifying opportunities for improvement, and implementing changes to create more efficient procedures agency wide. Continue to update forms and procedural controls, collaborate with the Human Resources, Labor Relations, Information Technology, and Operations departments to develop new processes for increased efficiency. Complete quarterly federal and state tax reporting in a timely and efficient manner. Continuously promote diversity, equity, and inclusion in the workplace and create a workplace environment where employees feel connected and dedicated to SacRT's goals and values.
- **Modernize Risk Processes and Reduce Liability:** Promote a culture of employee engagement and risk awareness through ongoing strategic process improvement. Create efficiencies to reduce resource intensive processes in claims management through automation of compliance reporting and file maintenance. 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.
- **Independent Operational Process Evaluation:** The Internal Audit Unit (IAU) seeks 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. Engage with staff to build rapport, explain the role of the internal auditor, and get buy-in to the objective evaluation process. Results of engagements conducted will be delivered by way of audit reports that are supported by necessary documentation substantiating professional opinions given.
- **Information Technology (IT) Business Strategic Alignment:** IT Business Strategic Alignment is the process whereby agency leadership, actively and with forethought, leverages their information technology resources to achieve strategic business objectives such as expanding the reach of their services, enhancing the customer experience, creating staff and procedure efficiencies and/or improving financial performance. In IT Business Strategic Alignment, IT is not an afterthought, instead, IT is a core component of the Business Strategy. When IT strategy is aligned with business strategy, the agency can leverage IT effectively to achieve business objectives such as: Increased productivity, secured information systems, increased customer satisfaction, lowered costs of ownership, increased return on investment (ROI), greater flexibility in deploying technology, greater flexibility in accessing technology, greater employee engagement, ability to grow market share and higher profitability.
- **Safety Risk Identification & Assurance:** Perform ongoing proactive inspections to improve safety outcomes and system reliability. Support critical construction projects throughout the district to identifying hazards and risks in a timely manner to permit us to mitigate the risk while still in its latent state. Through ongoing monitoring and completion of corrective actions SacRT will be able to provide better, more reliable service to our customers.

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 and economic impact as a community partner, and educate the public about the benefits of transit and how local funding is important to create a world class public transit system.

These team tactics illustrate how annual goals will be attained for delivering value to the entire community:

- **Community Partnership Building and Advocacy:** Promote the agency's profile and reputation throughout the community to demonstrate the impact additional funding would have on our system and region. Engage with local and grassroots organizations to identify transit supportive policies, funding, and advocacy opportunities for the district. Work to transform our system infrastructure to expand service for riders, address climate challenges, and elevate social equity in our programming.
- **Government Contracting Civil Rights Programs:** Operating SacRT's Disadvantaged Business Enterprise (DBE) Program in good faith and in accordance with the requirements contained in the Code of Federal Regulations Title 49 Part 26 (49 CFR Part 26); 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.
- **Proactively Managing SacRT Real Property:** Dispose of surplus property not needed for agency operations to reduce property maintenance costs, taxes and liability. Surplus property also create Transit Oriented Development (TOD) opportunities that can generate additional ridership, revenue, and revitalize neighborhoods. 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. Identify ways to generate revenue from property that would contribute to transit improvements.
- **RTPS Operation Life Saver:** Focus on creating a safer environment for both SacRT passengers and SacRT employees by reducing vehicular violations and fouling of the right of way. Use safety data to identify the top 5 intersections to focus on for traffic enforcement to increasing safety and minimize collisions between motor vehicles and the train. Continue officer riding presence on rail and bus to enhance rail safety for passengers and operators. The overall goal is to deter fare evasion, crime prevention, reduce motor vehicle accidents, and provide an increased sense of security for SacRT employees and passengers.
- **Social Worker Engagement and Partnerships:** Collaborate with internal staff and external service providers and agencies to address safety hazards along light rail tracks, right-of-way (ROW), and bus stops. Partner with County staff and community stakeholders to hold resource fairs to provide information and resources to unhoused riders and community members. Support and empower employees through training to better understand our community and the resources available to reduce chronic issues and safety hazards across the system and improve outcomes for our unhoused population.

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.

These team tactics illustrate how annual goals will be attained for organizational performance as it pertains to engaging members of the workforce:

- **Cross-Departmental Strategic Initiatives:** Coordinate cross-departmental projects to improve process efficiency and expand business modernization. Remove information silos and amplify communication channels to ensure successful delivery of projects. Develop opportunities to share strategic goals and outcomes with workforce, Board, and community.
- **Employee Recruitment, Retention, and Wellbeing:** Innovatively promote internal and external recruitment opportunities to create a wider pool of diverse candidates in our process. Review current policies and procedures to identify opportunities to increase efficiency and reflect new laws/legislation. Promote opportunities to managers and employees to engage in holistic employee wellbeing and engagement. Facilitate opportunities for staff development, cross-training and succession planning to improve morale, productivity, and employee retention.
- **Labor Relations Compliance and Labor Partner Outreach:** Develop a best-in-class workforce by engaging with new employees and leaders to establish a deep understanding of workplace expectations and to improve retention. Continuously training management employees to improve labor management outcomes and compliance with local, state, and federal laws and regulations. Positively engage with our internal stakeholders and labor partners to further develop our relationships and focus on the overall success of the agency.
- **Expand Employee Engagement Opportunities and Professional Development:** Facilitate opportunities for employee engagement throughout the district by highlighting new programs, launching Diversity, Equity, and Inclusion (DEI) initiatives, and discovering additional training needs. Develop and procure training materials and resources to cultivate a highly skilled, effective, and motivated workforce. Work with stakeholders to fully implement the newly procured Learning Management System to roadmap learning pathways and roll out accessible training to all staff, including frontline employees.
- **Expanding Pension and Retirement Plan Communications:** Deliver retirement and health care benefits to members and their beneficiaries in an equitable, accurate, courteous, professional, and prompt manner. Proactively explore policy and product opportunities to better serve our customers. Strengthen administrative controls by improving data maintenance, increased collaboration with the Retirement Board, and enhanced communications with members. Committed to enhanced transparency and accountability to present information that instills confidence in our investment and business decisions. Maintain stakeholder trust through ethical, sensitive, effective, and cost-efficient organization in service to employer and employees alike.

SacRT Major Goals and Objectives (continued)

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

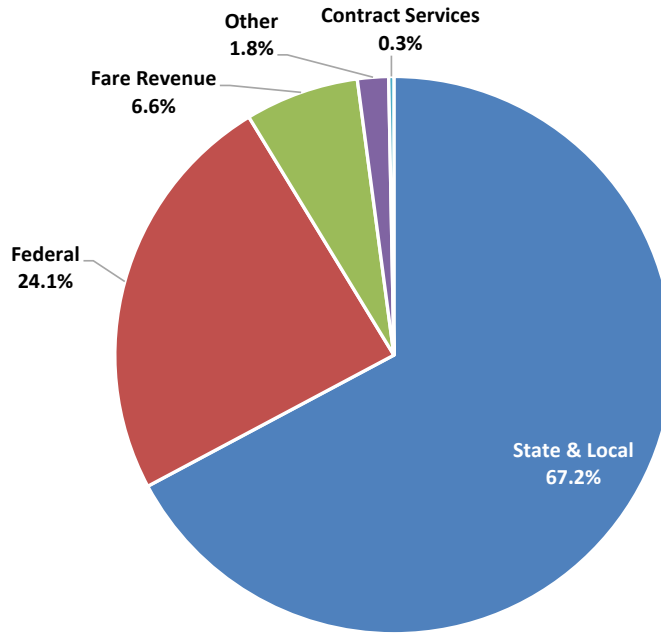
These team tactics illustrate how annual goals will be attained for assessing delivery of high-quality transportation services to customers:

- **Marketing Strategies for Retaining and Returning Ridership:** Engage with customers and members of the community to raise awareness of SacRT services, the benefits of public transit, and increase ridership. Recruit and develop new staff members to modernize processes and creatively communicate with riders in innovative and effective ways. Create multilingual promotional materials that enable staff and riders to feel more confident using our system and services with engaging print, social media, videos and hands-on workshops. Collaborate with community partners and local media to connect and engage with riders at a variety of community events, festivals, and promotions.
- **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 consolidate and simplify fare collection technologies for our passengers, improve rider experiences and service provision, while minimizing risk through internal controls. Provide support for innovative fare projects and partnerships and take a creative approach to bulk and discount fare programs for SacRT and participating partner agencies.
- **Engaging and Optimizing Customer Service Business Processes:** Provide excellent customer service to SacRT employees, riders, and community members by putting the customer experience first in our processes and procedures. Engage with employees to better inform them of the department's core mission and business processes and what it means to customers. Train and empower customer satisfaction employees to engage with members of the public in a way that promotes our core values and improves customer outcomes Support all services by quickly and efficiently responding to customer inquiries in an effective and respectful manner so that customers have a positive experience and trust in the competency of staff and delivery of service.
- **Robust Customer Service and System Security:** Provide robust customer service and promote safety and security across our system to improve customer experience. Focused on recruiting and developing team members and empowering them to better serve the community, improve customer interactions, and reduce customer service reports. 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.
- **Proactive Facilities Maintenance Management:** Facilities Management is responsible for keeping District buildings and facilities properly maintained, clean, and safe. To enable the department to make effective maintenance decisions, identify efficiencies in work assignments and budgeting, and improve outcomes with internal and external customers, Facilities Management will develop and implement proactive solutions and preventive maintenance plans to address potential facilities maintenance incidents before they become critical. Strengthen preventive maintenance and project management processes by fully implementing new computerized maintenance management system (CMMS) to improve data tracking and reporting. Train and empower our staff to evaluate and make effective decisions, allowing the department to respond to individual service requests quickly, while serving the larger needs of the District. Increase staffing levels and workforce development training to positively impact employee retention, technical expertise, and efficient resolution of service requests.

Operating Budget Summary

Revenues

FY 2024 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY 2024 Budget	FY 2023 to FY 2024 \$ Change	FY 2023 to FY 2024 % Change
Fare Revenue	\$ 20,999	\$ 12,001	\$ 14,309	\$ 15,500	\$ 16,500	\$ 1,000	6.5%
Contract Services	7,125	6,634	826	650	800	150	23.1%
State & Local	114,880	113,657	144,508	158,802	166,958	8,156	5.1%
Federal	35,080	57,704	56,676	53,578	59,866	6,288	11.7%
Other	16,417	7,340	5,239	5,890	4,365	(1,525)	-25.9%
Total	\$ 194,501	\$ 197,336	\$ 221,558	\$ 234,420	\$ 248,489	\$ 14,069	6.0%
Operating Surplus/(Deficit)	\$ 12,793	5,943	6,785	-	-		
Operating Revenue	\$ 181,708	\$ 191,393	\$ 214,773	\$ 234,420	\$ 248,489	\$ 14,069	6.0%

Revenues (continued)

Revenues Summary

Staff is forecasting an increase in fare revenues for FY 2023-2024 of approximately \$1M compared to FY 2022-2023. State & Local revenues continue to surge and are forecast to be \$8.2M above FY 2022-2023. To address the impacts of COVID-19 on the public transit industry, on March 27, 2020, the President signed the 2020 Cares Act which provided \$25B in relief funding for public transit agencies across the nation. SacRT's portion of this funding was \$95M, of which \$31.1M was allocated to FY 2021-2022. 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 was \$37.9M, of which the full amount was expended through FY 2022-2023. On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law and provided over \$26B to transit agencies apportioned through the Urbanized Area Formula Program (Section 5307). SacRT's portion of this funding was over \$103M, of which \$36.5M is allocated for the FY 2023-2024 Budget. These federal allocations will fully offset any projected revenue losses due to the residual impacts of COVID-19 for FY 2023-2024.

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 2024 Preliminary Budget proposes \$16.5 million in Fare Revenue, an increase of \$1.0 million (6.5%) from the FY 2023 Amended Budget of \$15.5 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 2024 Preliminary Budget proposes \$0.8 million in Contracted Services revenue, an increase of \$0.15 million (23.1%) from the FY 2023 Amended Budget of \$0.65 million.

- This reflects \$0.5 million for the Rancho Cordova contract, an increase of \$0.05 million based on current trend.
- This reflects \$0.3 million for UC Davis Causeway Connection service, an increase of \$0.1 million due to service increase.

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 2024 Preliminary Budget proposes \$167.0 million in state and local funding revenue, an increase of \$8.2 million (5.1%) from the FY 2023 Amended Budget of \$158.8 million.

- This reflects a \$1.2 million or 2% increase in sales tax estimates for Measure A over the FY 2023 Amended Budget to reflect trends in sales tax collection.
- This budget includes \$5.7 million in Measure A for Paratransit SacRT Go service.
- This budget reflects a \$8.6 million or 9.7% increase in TDA-LTF over the FY 2023 Amended Budget.
- The budget includes \$2.5 million in the Low Carbon Transit Operations Program (LCTOP) revenue, which is a State Cap and Trade program established in 2014 that provides funds to public transportation agencies throughout California for operations that reduce greenhouse gas emissions.
- This budget reflects a reduction of \$1.8 million in Neighborhood Shuttle Measure A for SmarT Ride service compared to the FY 2023 Amended Budget due to depletion of this funding source.

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 expenditures, subject to specific regulations.

The FY 2024 Preliminary Budget proposes \$59.9 million in federal funding, an increase of \$6.3 million (11.7%) from the FY 2023 Amended Budget of \$53.6 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute (JARC) funding, which is the same level of funding as in FY 2023.
- This budget includes \$22.0 million in FY 2023 Section 5307 Urbanized Area funds. Federal Section 5337 State of Good Repair funds are budgeted in the capital budget.
- This budget includes \$36.5 million in the America Rescue Plan of 2021 (ARP) funding, which is an 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 budget includes \$0.25 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds 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.

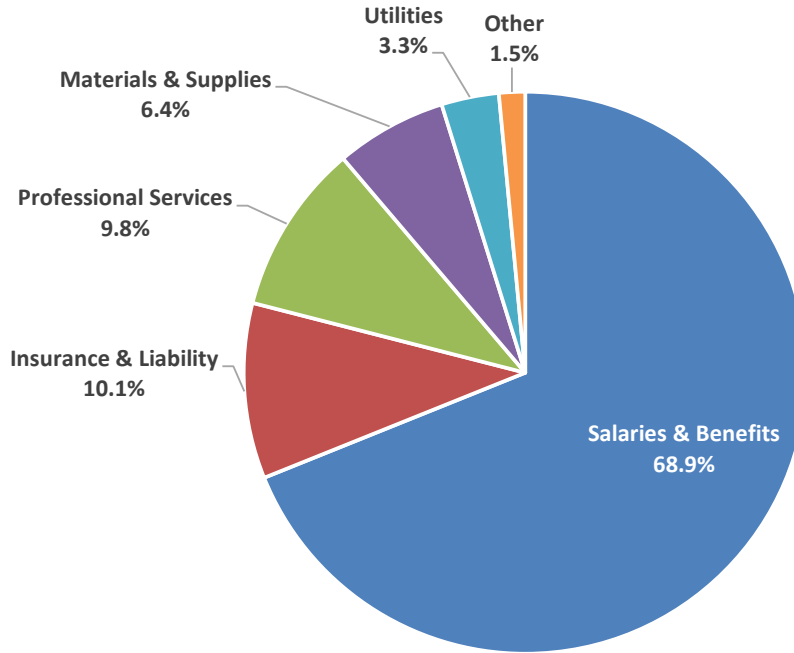
The FY 2024 Preliminary Budget includes \$4.4 million in other revenue, which is a reduction of \$1.5 million (25.9%) from the FY 2023 Amended Budget of \$5.9 million.

- This includes \$0.1 million in ECOS settlement revenue for Folsom late-night service, which is a reduction of \$0.5 million (80.8%) from the FY 2023 Amended Budget due to depletion of this funding source.
- This includes \$0.4 million for the sale of Low Carbon Credits through the State Cap and Trade program, a reduction of \$1.1 million from the FY 2023 Amended Budget due to a current trend.
- This includes \$0.5 million in Investment income.
- This reflects \$0.8 million in Advertising revenue.
- This reflects \$1.5 million in Miscellaneous Income.



Expenses

FY 2024 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2023 to FY 2024	
	Actual	Actual	Actual	Budget	Budget	\$ Change	% Change
Salaries & Benefits	\$ 128,291	\$ 141,910	\$ 153,684	\$ 160,969	\$ 171,295	\$ 10,326	6.4%
Professional Services	22,137	14,162	16,497	22,033	24,454	2,421	11.0%
Materials & Supplies	11,490	13,504	14,748	18,188	15,840	(2,348)	-12.9%
Utilities	6,821	7,272	7,425	8,081	8,108	27	0.3%
Insurance & Liability	9,931	12,336	19,784	19,793	22,788	2,995	15.1%
Other	3,038	2,209	2,635	5,356	6,004	648	12.1%
Operating Expenses	\$ 181,708	\$ 191,393	\$ 214,773	\$ 234,420	\$ 248,489	\$ 14,069	6.0%

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 2024 Preliminary Budget proposes \$171.3 million for salaries and benefits, an increase of \$10.3 million (6.4%) from the FY 2023 Amended Budget of \$161.0 million.

- The Fiscal Year 2024 Preliminary Budget includes 1,461 funded positions, which is a decrease of 10 funded positions from the Fiscal Year 2023 Amended Budget of 1,471 funded positions. See Positions section on page 24 for details.
- Straight time pay, overtime and personal service contract costs increased by \$5.4 million (6.0%) from the FY 2023 Amended Budget of \$90.7 million. This reflects various District position salary changes.
- Fringe Benefit costs increased by \$5.7 million (7.9%) from the FY 2023 Amended Budget of \$72.0 million. This reflects an increase of \$0.5 million in FICA costs, \$2.7 million in pension costs, \$1.8 million in medical, dental, life and vision costs, and \$0.7 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings increased by \$0.7 million (43.3%) from the FY 2023 Amended Budget of \$1.7 million. This represents labor charged to capital projects and other initiatives.

Professional Services

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

The FY 2024 Preliminary Budget proposes \$24.5 million for Professional Services, an increase of \$2.4 million (11.0%) from the FY 2023 Amended Budget of \$22.0 million.

- This budget includes \$8.5 million in security services cost.
- This budget includes \$4.6 million in outside services cost.
- This budget includes \$1.0 million in software/cloud services cost.
- This budget includes \$0.4 million in Paratransit maintenance cost.
- This budget includes \$1.2 million in Contract maintenance.
- This reflects a \$0.2 million increase in Purchased Transportation cost for supplemental ADA service.
- This reflects the FY 2024 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 2024 Preliminary Budget proposes \$15.8 million for materials and supplies, a reduction of \$2.4 million (-12.9%) from the FY 2023 Amended Budget of \$18.2 million.

Expenses (continued)

- This budget includes a \$4.3 million in CNG cost, a reduction of \$1.8 million from the FY 2023 Amended Budget of \$6.1 million. In January 2023, CNG prices skyrocketed due to an exceptionally cold winter and very high demand. CNG and other fuel related costs are forecast to decrease and flatten in FY 2024.
- This budget includes a \$3.0 million in gasoline cost. This is a reduction of \$0.5 million in gasoline cost due to gas cost leveling.
- This budget includes a reduction of \$0.3 million in light rail parts due to the current spending pattern and the introduction of new light rail vehicles.
- This budget reflects a \$0.1 million reduction in COVID-19 supplies due to the diminished impacts of the pandemic.

Utilities

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

The FY 2024 Preliminary Budget proposes \$8.08 million for Utilities, an increase of \$0.03 million (0.3%) from the FY 2023 Amended Budget of \$8.11 million.

- This budget reflects an increase of \$0.2 million in electricity cost.
- This budget reflects a reduction of \$0.3 million in traction power cost due to current spending trends.

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 2024 Preliminary Budget proposes \$22.8 million for Insurance & Liability, an increase of approximately \$3.0 million (15.1%) from the FY 2023 Amended Budget of \$19.8 million.

- This budget reflects an increase of \$1.3 million in the projected claim reserves for Property and Liability for FY 2024.
- This also reflects an increase of \$0.1 million in the projected claim reserves for Workers' Compensation for FY 2024.
- The budget includes an increase of \$1.4 million in excess liability insurance cost due to challenging market conditions to get the required insurance limits.
- The budget includes an increase of \$0.5 million in property insurance premium due to increased number of revenue vehicles in service.
- This budget reflects increases in FY 2024 estimated insurance premium costs due to a more restrictive and more competitive insurance market.

Other

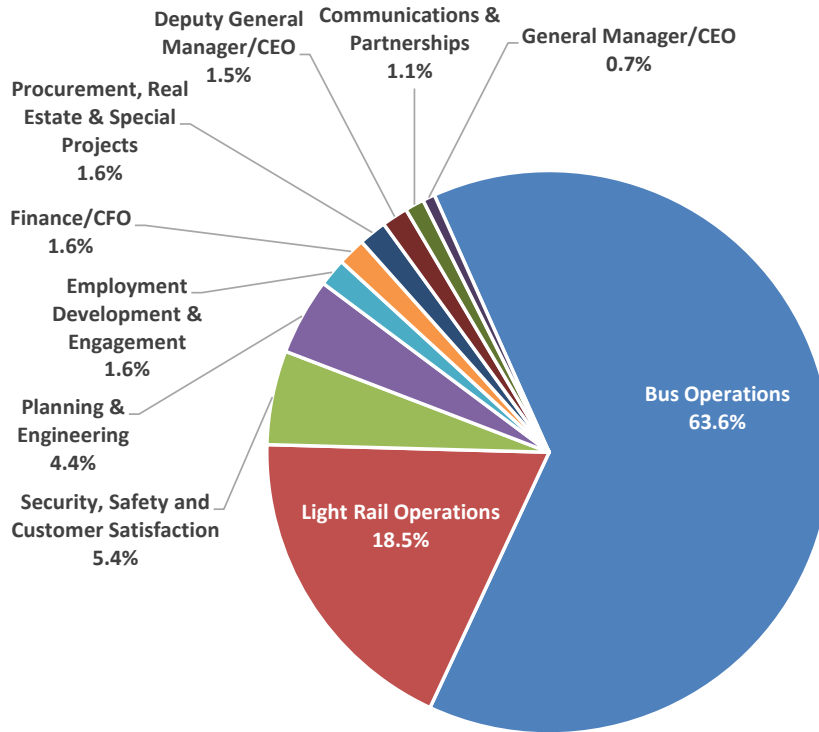
This category includes, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2024 Preliminary Budget proposes \$6.0 million for other expenditures, an increase of \$0.6 million (12.1%) from the FY 2023 Amended Budget of \$5.4 million.

- This budget reflects an increase of \$0.4 million in property leases due to Q Street administrative building and R Street Facilities building lease costs.
- This budget reflects an increase of \$0.3 million in contingency account.

Positions

FY 2024 Positions by Division



Division	FY 2020 Funded	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2024 Funded	FY 2023 to FY 2024
General Manager/CEO	19	16	9	10	10	0
Planning & Engineering	22	57	58	59	65	6
Bus Operations	1063	1196	939	945	929	-16
Light Rail Operations	0	0	261	266	270	4
Deputy General Manager/CEO	55	33	41	22	22	0
Employment Development & Engagement	0	0	0	23	24	1
Finance/CFO	45	47	51	29	23	-6
Procurement, Real Estate & Special Projects	0	0	0	22	23	1
Communications & Partnerships	0	0	9	16	16	0
Security, Safety and Customer Satisfaction	53	74	82	79	79	0
Total	1,257	1,423	1,450	1,471	1,461	-10

Positions (continued)

From FY 2023 to FY 2024, SacRT has a net decrease of 10 funded positions. The changes reflected in the FY 2024 Preliminary Budget are as follows:

General Manager/CEO Division has net zero changes with the following reclassification:

- Promoted 1 Deputy Chief of Staff/Special Assistant/CEO to Chief of Staff.

Planning and Engineering Division has a net increase of 6 funded positions. The position changes are as follows:

- Transferred 6 grants and capital positions from Office of Management and Budget.
- Reclassed 1 Principal Planner to Senior Manager, Services Planning

Bus Operations Division has a net decrease of 16 funded positions. The position changes are as follows:

- Converted 15 Elk Grove part-time operators and 11 Elk Grove partially funded operators to 10 Bus Operators.

Light Rail Operations Division has a net increase of 4 funded positions. The position changes are as follows:

- Added 4 Rail Laborers.
- Reclassed 1 Operations Training Specialist to Maintenance Trainer – Wayside.

In 2023, the Integrated Services and Strategic Initiatives Division was being re-organized and renamed to Deputy General Manager/CEO Division. It has net zero position change, with the following reclassifications:

- Promoted Senior Manager, Enterprise Business Solutions to Director, Information Technology.
- Promoted Network Operations Engineer to Senior Network Operations Engineer.
- Promoted Network Operations Technician to Senior Information Technology Technician.

As part of the GM Reorg, the Employment Development and Engagement was created and split from the Integrated Services and Strategic Initiatives Division. It has a net increase of 1 funded position. The position changes are as follows:

- Added 1 Human Resources Analyst I
- Promoted AVP, Human Resources and Labor Relations to VP, Employment Development and Engagement.

Finance/Chief Financial Officer (CFO) Division has a net decrease of 6 funded positions. The position changes are as follows:

- Transferred 6 positions in the grants unit to the Planning and Engineering Division.
- Promoted Manager, Accounting to Director, Accounting and Treasury.
- Reclassed Senior Clerk to Payroll Technician.
- Promoted Accountant II to Senior Accountant.
- Reclassed Director, Office of Management and Budget to Senior Manager, Budget.

The Procurement, Real Estate and Special Project Division was created and split from the Finance/CFO Division. It has a net increase of 1 funded position. The position change is as follows:

- Added 1 Risk Analyst II.

Security, Safety and Customer Satisfaction Division has net zero changes with the following reclassifications:

- Reclassed 1 Transit Officer to Transit Ambassador.
- Reclassed 1 Customer Service Representative to Administrative Assistant II.

Capital Budget Summary

Project Overview

SacRT adopted the FY 2023 – FY 2027 Capital Improvement Plan (CIP) on August 22, 2022. The CIP represents the culmination of Sacramento Regional Transit District's (SacRT) efforts to strategically plan and prioritize capital expenditures and activities over five years. SacRT has a large backlog of capital asset rehabilitation and replacement needs and limited funding and resources with which to accomplish it. A multi-year view of capital needs is essential to maximize the use of capital funds. The CIP is intended to be a "living document" that is reviewed and updated on a regular basis. The preliminary FY 2024 Capital Budget includes only additions to previously approved projects. The following tables and chart represent the Capital Budget as it pertains to the FY 2024 Budget for the projects listed. The amounts contained in the FY 2024 Preliminary Capital Budget represent fully funded, partially funded, and unfunded projects along with anticipated and secured funding sources for FY 2024. Non-Awarded grant funding is shown as To-Be-Determined (TBD).

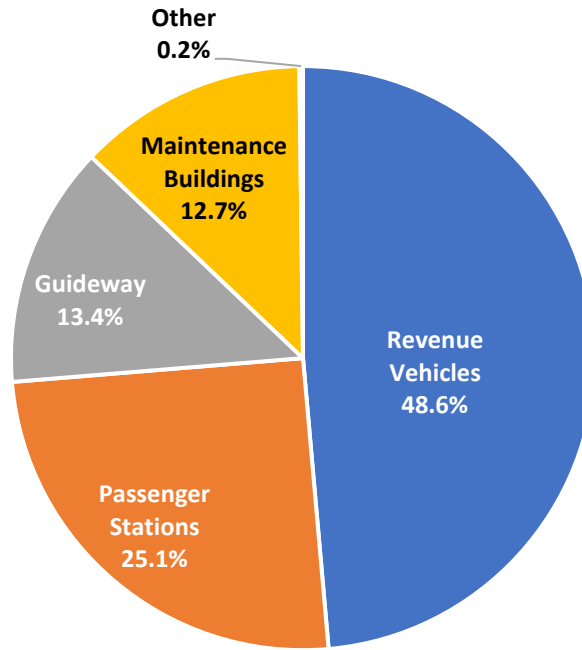
Major Capital Projects

Sacramento Regional Transit District's (SacRT's) capital budget allocates resources to improve infrastructure by acquiring, constructing, purchasing, rehabilitating, and replacing facilities and major equipment. Improvement projects generally occur in phases over multiple years.

The highlight of the Capital Improvement Program is the Light Rail Modernization project. Several individual projects are underway to deliver new modern low floor light rail vehicles, enhance light rail stations to accompany the new vehicles and implement new technologies both onboard vehicles and in the stations to enhance the customer experience.

Modernizing the rail fleet will reduce maintenance and repair costs associated with keeping the aging LRVs in service past their 25-year useful life. SacRT has executed a contract with Siemens to purchase up to 76 modern low floor light rail vehicles (LRVs). Currently 28 LRVs are in production. Station modifications have been broken into four phases. Construction for phase 1 is currently underway and takes place on the gold line. Phases 2-4 are currently in design, with phase 2 completing the Gold Line and phases 3 and 4 focused on the Blue Line.

Capital Budget by Category



(Dollars in Thousands)

Project Categories	# of Projects	Total Project Budget	%
Revenue Vehicles	7	\$ 491,303	48.6%
Passenger Stations	4	253,148	25.1%
Guideway	5	134,900	13.4%
Maintenance Buildings	4	127,693	12.7%
Other	2	1,800	0.2%
Total	22	\$ 1,008,844	100.0%

Revenues & Expenses

SacRT relies primarily on local, state, and federal grants to pay for capital projects. The FY 2024 budget proposes an increase in budget authority of \$445 million.

- Progress on CIP since FY23 – SacRT obtained over \$50 million in new grant funding towards our CIP list.
- The new capital project revenues for FY 2024 include 141.7 million of funding and \$867.2 million in to be determined (TBD) funding.
- Federal, State and Local funding opportunities for capital projects are comprised of funding sources that are applied for on a project-by-project basis. The availability of the funding is dependent upon individual funding programs. The total funding opportunities for a fiscal year is based on the amount of funding sources available from federal appropriations, program allocations made by the State, or other funding sources made available for application.
- The TBD budget amount gives SacRT staff the authority to apply for competitive grant opportunities and/or allocate formula grant funds for projects up to the TBD amount.

The FY 2024 capital budget additions include funding of \$141.7 million which includes \$39.3 million for Guideway Projects, \$59.6 million for Passenger Station Projects, \$40.3 million for Revenue Vehicle Projects, and \$2.5 million for Maintenance Building Projects.



FY 2024 Capital Budget

Project	Project Budget					Project Funding	
	FY23 Amended Budget	FY24 Additions	FY24 Total Project Budget	Expended Through FY23	FY24 Remaining Budget	Total Funds Available	Funding TBD
Guideway							
<i>Light Rail Guideway</i>							
Green Line Draft EIS / EIR	\$4,195,809	\$900,000	\$5,095,809	\$4,139,282	\$956,527	\$4,195,809	\$900,000
LR Modern. 15 Min. Service to Folsom (Side Track)	\$67,392,000	\$39,780,977	\$107,172,977	\$8,093,998	\$99,078,979	\$35,118,016	\$72,054,961
Y1 Substation Installation	\$2,760,000	\$4,126,000	\$6,886,000	\$0	\$6,886,000	\$0	\$6,886,000
Grand Avenue Bridge Repair	\$13,000,000	\$2,245,000	\$15,245,000	\$0	\$15,245,000	\$0	\$15,245,000
Light Rail Improvements / State of Good Repair	\$300,000	\$200,000	\$500,000	\$0	\$500,000	\$0	\$500,000
Light Rail Guideway Total	\$87,647,809	\$47,251,977	\$134,899,786	\$12,233,280	\$122,666,506	\$39,313,825	\$95,585,961
Passenger Stations							
<i>Light Rail Passenger Stations</i>							
Horn Light Rail Station	\$5,840,604	\$15,017,396	\$20,858,000	\$552,628	\$20,305,372	\$826,243	\$20,031,757
Dos Rios Light Rail Station Construction	\$28,416,642	\$14,388,411	\$42,805,053	\$94,606	\$42,710,447	\$21,749,797	\$21,055,256
Gold Line Light Rail Station Low Floor Conversion	\$47,193,396	\$52,091,753	\$99,285,149	\$1,991,159	\$97,293,990	\$31,587,930	\$67,697,219
Blue Line Light Rail Station Low Floor Conversion	\$39,056,604	\$51,143,396	\$90,200,000	\$4,659	\$90,195,341	\$5,404,518	\$84,795,482
Light Rail Passenger Stations Total	\$120,507,246	\$132,640,956	\$253,148,202	\$2,643,052	\$250,505,150	\$59,568,488	\$193,579,714
Revenue Vehicles							
<i>Light Rail Revenue Vehicles</i>							
LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)	\$46,500,000	\$6,644,000	\$53,144,000	\$0	\$53,144,000	\$0	\$53,144,000
Replacement Light Rail Vehicles (31)	\$47,268,494	\$179,031,506	\$226,300,000	\$0	\$226,300,000	\$0	\$226,300,000
CAF Fleet Mid-Life Component Overhaul	\$106,230,277	\$21,169,723	\$127,400,000	\$0	\$127,400,000	\$4,000,000	\$123,400,000
Replacement New Low-Floor LRVs NTP 3 (8)	\$48,000,000	\$10,400,000	\$58,400,000	\$0	\$58,400,000	\$36,271,300	\$22,128,700
Light Rail Revenue Vehicles Sub-Total	\$247,998,771	\$217,245,229	\$465,244,000	\$0	\$465,244,000	\$40,271,300	\$424,972,700
<i>Bus Revenue Vehicles</i>							
40' ZEB Buses (20)	\$21,629,000	\$1,979,539	\$23,608,539	\$0	\$23,608,539	\$0	\$23,608,539
Bus Revenue Vehicles Sub-Total	\$21,629,000	\$1,979,539	\$23,608,539	\$0	\$23,608,539	\$0	\$23,608,539
<i>Demand Response Revenue Vehicles</i>							
Cutaway Vehicle Ride Improvements	\$125,000	\$800,000	\$925,000	\$0	\$925,000	\$0	\$925,000
Sm aRT Ride Vehicle Replacement	\$528,650	\$996,350	\$1,525,000	\$0	\$1,525,000	\$0	\$1,525,000
Demand Response Revenue Vehicles Sub-Total	\$653,650	\$1,796,350	\$2,450,000	\$0	\$2,450,000	\$0	\$2,450,000
Revenue Vehicles Total	\$270,281,421	\$221,021,118	\$491,302,539	\$0	\$491,302,539	\$40,271,300	\$451,031,239

FY 2024 Capital Budget Continued

Project	Project Budget					Project Funding	
	FY23 Amended Budget	FY24 Additions	FY24 Total Project Budget	Expended Through FY23	FY24 Remaining Budget	Total Funds Available	Funding TBD
Maintenance Buildings							
<i>Light Rail Maintenance Buildings</i>							
Light Rail Wheel Truing Machine Procurement	\$4,415,438	\$6,357,324	\$10,772,762	\$877,784	\$9,894,978	\$1,379,541	\$9,393,221
LRV Maintenance Shop Upgrades	\$34,800	\$255,000	\$289,800	\$25,419	\$264,381	\$34,800	\$255,000
Light Rail Maintenance Buildings Sub-Total	\$4,450,238	\$6,612,324	\$11,062,562	\$903,203	\$10,159,359	\$1,414,341	\$9,648,221
<i>Bus Maintenance Buildings</i>							
South Area Bus Maintenance Facility	\$70,725,000	\$29,275,000	\$100,000,000	\$0	\$100,000,000	\$0	\$100,000,000
Electric Bus Charging Infrastructure: 4,000 AMP	\$9,380,000	\$7,250,500	\$16,630,500	\$146,150	\$16,484,350	\$1,091,681	\$15,538,819
Bus Maintenance Buildings Sub-Total	\$80,105,000	\$36,525,500	\$116,630,500	\$146,150	\$116,484,350	\$1,091,681	\$115,538,819
Maintenance Buildings Total	\$84,555,238	\$43,137,824	\$127,693,062	\$1,049,353	\$126,643,709	\$2,506,022	\$125,187,040
Other							
SacRT Workforce Development	\$1,063,750	\$186,250	\$1,250,000	\$0	\$1,250,000	\$0	\$1,250,000
Transit Action (Long-Range) Plan Update	\$350,000	\$200,000	\$550,000	\$0	\$550,000	\$0	\$550,000
Other Projects Total	\$1,413,750	\$386,250	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
FY24 Capital Project Total	\$564,405,464	\$444,438,125	\$1,008,843,589	\$15,925,685	\$992,917,904	\$141,659,635	\$867,183,954

Capital Project Funding Addition Descriptions

Guideway

- R322 Green Line Draft EIS / EIR** – Complete the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) for the Green Line light rail extension from the existing terminus at Township 9 to the Sacramento International Airport.
- R359 LR Modern. 15 Min. Service to Folsom (Side Track)** – 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.
- R371 Y1 Substation Installation** – Install a new 2 Megawatt substation within the main storage yard to replace the existing Y1 1 Megawatt substation. Scope includes designing and constructing a new facility for the substation.
- R385 Grand Avenue Bridge Repair** – Repair Grand Avenue bridge after fire damage.
- R400 Light Rail Improvements / State of Good Repair** – Budget authority for light rail state of good repair needs.

Passenger Stations

- 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.
- R375 Dos Rios Light Rail Station Construction** - Construct a new light rail station in 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 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 to facilitate the use of low-floor light rail vehicles.

Revenue Vehicles

- B100 40' ZEB Buses (20)** – Purchase 20 40' zero emission (ZEB) buses.
- P012 Cutaway Vehicle Ride Improvements** – Purchase air bellow suspension upgrades to improve ride quality, comfort, safety, for approximately 72 new cutaway vehicles.
- 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.
- R100 Replacement Light Rail Vehicles (31)** – Purchase 31 new replacement Low-Floor Light Rail Vehicles.
- R125 CAF Fleet Mid-Life Component Overhaul** – Overhaul of major subsystems and components on the CAF light rail vehicles.

Capital Project Funding Addition Descriptions - (Continued)**Revenue Vehicles – (Continued)**

- R368 LR Vehicles: Green Line 15 Min SVS to T9 (7 Exp.)** – Purchase 7 expansion light rail vehicles to provide 15 minute service on the Green Line between the Sacramento Valley light rail station and the Township 9 light rail station.
- 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.

Maintenance Building

- B165 Electric Bus Charging Infrastructure** – Purchase construct and install charging infrastructure to charge up to 26 electric chargers, with a potential to charge up to 52 buses 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 and construction for Light Rail Maintenance Shop upgrades needed to maintain the new Siemens S700.

Other

- M008 Transit Action (Long-Range) Plan Update** – The Long-Range Transit Plan (LRTP) will provide an opportunity to display existing conditions and future commitments of SacRT based on adopted plans, programs, practices, including the SacRT financial plan. The LRTP will be a guiding document for future project priorities and route planning and network design.
- M023 SacRT Workforce Development** – Workforce Development and training to develop staff and provide needed skills.

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING THE FIRST AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH STALY CHIN

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolution will amend the Personal Services Contract for Staly Chin, extending the contract through April 15, 2024, and will increase the total consideration by \$55,418, from \$50,380 to \$105,798.

FISCAL IMPACT

This First Amendment will increase total consideration by \$55,418. Of the \$55,418 increase, \$6,298 will be spent in FY 2023 and \$49,121 will be spent in FY 2024. Full funding for the PSC Contract extension is budgeted and included in the Planning Department Operating Budget for Fiscal Years 2023 and 2024.

	FY 2023	FY 2024	Total
Principal Agreement	\$35,686	\$14,694	\$50,380
Amendment #1	\$6,298	\$49,121	\$55,418
Total	\$41,984	\$63,815	\$105,798

DISCUSSION

Under the General Manager/CEO's authority, SacRT entered into a Personal Services Contract with Staly Chin on October 25, 2022, as a Planning Intern. In this role, Mr. Chin has rendered technical assistance on a number of the Planning Department's projects including the Bus Stop Improvement Plan, Passenger Origin/Destination Survey, Smart Ride planning, and various presentations, fact sheets, and research projects. Based upon the knowledge he has acquired of SacRT projects and processes, Staff would like to extend and increase his PSC Contract, to assist with a number of backlogged Planning projects, including assisting with completing the installation and configuration of recently received digital real-time bus arrival signs, assisting with updating and modernizing the department's GIS databases and making GIS and ridership data available online to the

public, assisting with updating SacRT's route profiles and related ridership reports and data visualizations, updating bus stop signage in Elk Grove to SacRT standard, and a related route re-numbering.

Staff recommends that the Board approve the First Amendment to the PSC Contract increasing the total Contract consideration by \$55,418 from \$50,380 to \$105,798, increasing the hourly rate from \$22.50 to \$36.00/hr., increasing the total number of hours available for work from 24 hours to 40 hours/week, and extending the term of the Contract from October 15, 2022, to April 15, 2024.

RESOLUTION NO. 2023-04-030

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

April 10, 2023

APPROVING THE FIRST AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH STALY CHIN

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

THAT, the First Amendment to Personal Services Contract between Sacramento Regional Transit District and Staly Chin, whereby the total consideration is increased by \$55,418 from \$50,380 to \$105,798, the hourly rate is increased from \$22.50/hr. to \$36.00/hr. and the term of the Contract is extended to April 15, 2024, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to sign said First Amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety and Customer Satisfaction
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO NEGOTIATE AND EXECUTE THE FIRST AMENDMENT TO THE AGREEMENT WITH THE CITY OF SACRAMENTO FOR PEACE OFFICER ASSIGNMENT TO INCLUDE SECURITY OPERATIONS CENTER VIDEO WALL REPLACEMENT AND IN-CAR CAMERA MAINTENANCE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The SacRT General Manager/CEO will be authorized to finalize negotiations with the City of Sacramento and will have the authority to execute the First Amendment to the Agreement with the City of Sacramento for Peace Officer Assignment to address reimbursement for replacement of a video monitoring wall and the handling of in-car camera and computer equipment and video footage for SacRT's Security Operations Center.

FISCAL IMPACT

The First Amendment would provide for SacRT to reimburse the City of Sacramento for a total not to exceed \$300,000, for the replacement and installation of the Security Operations Center (SOC) Video Monitoring Wall. This cost will be covered through the savings from unfilled vacancies in positions budgeted for peace officer assignment for FY 2023. In addition, the First Amendment will provide for SacRT to reimburse the City of Sacramento for the cost of the cloud video storage (currently approximately \$4,000 per month). This amount is also anticipated to be covered by excess contract financial capacity. The maximum total "not-to-exceed" amount of \$24,654,879 under the Agreement for Peace Officer Assignment will not be affected by the reimbursement.

DISCUSSION

SacRT contracts with both the City and County for Peace Officer Assignment to provide enhanced security on SacRT's buses, trains, and related transit facilities and rights of way.

In addition, SacRT's SOC, a unit within SacRT's Safety, Security and Customer Satisfaction Division, staffed by SacRT employees, is responsible for monitoring more than 2,000 cameras on SacRT's buses, light rail trains, and stations and recovering footage from any incident that occurs in the system. The SOC is staffed 24 hours a day, 7 days a week. Staff includes 1 SOC Manager, 2 SOC Security Lead Specialists, and 8 SOC Security Specialists. The SOC does not handle any footage from police vehicles.

In 2016, as required by the Sixth Amendment to the June 16, 2011 Agreement for Peace Officer Assignment, the City of Sacramento designed and built a space for the SOC to relocate to the Real Time Crime Center (RTCC) in the City's facility located at 300 Richards Blvd. This allowed for centralization of data from various sources, including social media and video streams. Housing the RTCC and the SOC together fosters a partnership and streamlines the communication between them. Under the Sixth Amendment, SacRT reimbursed the City of Sacramento for the design, construction, and equipment costs for SacRT's portion of the SOC.

At this time, the original equipment purchased for SacRT's portion of the video monitoring wall is in need of replacement because the equipment is obsolete and the manufacturer is no longer in business. As with the original design and construction, the City will be managing this project and SacRT will reimburse the City for up to \$300,000 for its share of the cost. The City will be paying 50% of this project (for their video monitoring wall and the installation costs), and SacRT will be paying the remaining 50% for its video monitoring wall equipment and installation costs.

The First Amendment will also include language to clarify the responsibilities of the parties with respect to car camera and computer equipment for SacRT Police Services vehicles. The agreement currently states that "SacRT, at its sole cost and expense, will purchase and equip vehicles for the Police Officers and Sergeants" and that "SacRT must pay for the maintenance and repairs for the vehicles." However, while SacRT has historically purchased and maintained the vehicles, the past practice has been that the City of Sacramento provides the camera equipment, computer equipment, and video storage for these vehicles and maintains all aspects of the camera equipment, cloud storage licenses, etc. SacRT has never held or managed the video generated from the police vehicles or maintained the camera equipment.

SacRT is currently in the process of purchasing and equipping 16 new police interceptor vehicles. As part of the discussions surrounding that purchase, the City communicated that it no longer has the financial or manpower capacity to handle the initial outfitting of the vehicles with camera and computer equipment.

Going forward, the First Amendment would provide that SacRT will purchase the car camera and computer equipment including related software, and the City of Sacramento will maintain the car camera and computer equipment, manage the videos, and contract for the cloud storage for the videos. SacRT will reimburse the City of Sacramento for the actual cost of cloud storage, which is currently approximately \$4,000 per month.

These adjustments will allow the parties to maintain the longstanding and successful partnership.

RESOLUTION NO. 2023-04-031

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

April 10, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO NEGOTIATE AND EXECUTE THE FIRST AMENDMENT TO THE AGREEMENT WITH THE CITY OF SACRAMENTO FOR PEACE OFFICER ASSIGNMENT TO INCLUDE SECURITY OPERATIONS CENTER VIDEO WALL REPLACEMENT AND IN-CAR CAMERA MAINTENANCE

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

THAT, the Board hereby delegates authority to the General Manager/CEO to negotiate and enter into a First Amendment to the Agreement for Peace Officer Assignment by and between the Sacramento Regional Transit District (therein "SacRT") and the City of Sacramento (therein "City") whereby SacRT agrees to reimburse City for up to \$300,000 for the replacement of video monitoring wall equipment at the Security Operations Center and up to \$4,000 per month for the cost of cloud storage and the parties clarify the responsibility for equipping and maintaining police vehicles with camera and computer equipment including related software. .

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING CONTRACT CHANGE ORDER NO. 5 TO THE CONTRACT FOR RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM WITH ALDRIDGE ELECTRIC, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 5 to the Contract for Rail Modernization 15-Minute Service to Folsom with Aldridge Electric, Inc. (AEI) will allow the contractor to provide the infrastructure necessary for Sacramento Municipal Utility District (SMUD) to provide a new primary electrical service to the Traction Power Substation F18.

FISCAL IMPACT

CCO No. 5 will increase the Contract Total Consideration by the lump-sum amount of \$327,628.00, from \$21,979,591.00 to \$22,307,219.00. This CCO No. 5 is being funded with federal and state funds including: Solutions for Congested Corridor and Measure A funds (State); and Congestion Mitigation and Air Quality and 5307 formula funds (Federal).

DISCUSSION

The Rail Modernization 15-Minute Service to Folsom Project will increase the train service frequency to the City of Folsom from 30-minute service to 15-minute service by installing a 0.9 mile long second track or “passing track” between Parkshore Drive and Bidwell Street in Folsom. The project also includes adding a second passenger platform at the Glenn/Robert G. Holderness Station.

On March 14, 2022, the Board awarded a Contract to AEI for Rail Modernization 15-Minute Service to Folsom for an amount not to exceed \$21,944,896.00. The Notice-to-Proceed (NTP) was issued on May 2, 2022. Since SacRT issued NTP, there have been four CCOs processed under the General Manager/CEO’s authority. Only one had a cost impact -- CCO No. 4, which will improve the train signaling and control for the project. The lump-sum amount added CCO No. 4 was \$34,695.00, bringing the Contract Total Consideration to \$21,979,591.00.

As part of the project, the existing SMUD vault and conduit and power feed to Traction Power Substation F18 must be relocated because the current location conflicts with the new track alignment.

At the time of solicitation, SMUD was scheduled to perform the construction work to relocate the vault and associated conduit to allow AEI to install the sidetrack. After SacRT executed the Contract with AEI, SMUD informed SacRT that: it cannot schedule the work in a timely manner; SacRT must install the new conduit and vault; and SMUD will only install and terminate the primary service cables.

SacRT requested that AEI provide a Change Quote to complete the relocation work. AEI submitted a Change Quote in the lump-sum amount of \$327,628.00 for the additional work and requested an extension of the revenue service shut down for an additional 14 days to perform the additional construction work. AEI provided a cost breakdown and schedule narrative for the Change Quote. Staff has determined that the lump-sum amount is fair and reasonable and that the requested 14-day extension of the revenue service shutdown is justified for the additional scope of work.

Because the value of the CCO is in excess of \$150,000, it requires Board approval under Section 1.506.D of the SacRT Procurement Ordinance.

RESOLUTION NO. 2023-04-032

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

April 10, 2023

APPROVING CONTRACT CHANGE ORDER NO. 5 TO THE CONTRACT FOR RAIL MODERNIZATION 15-MINUTE SERVICE TO FOLSOM WITH ALDRIDGE ELECTRIC, INC.

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

THAT, Contract Change Order No. 5 to 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 perform additional work to relocate a manhole and conduit belonging to the Sacramento Municipal Utility District, completion Milestone C2 is extended by 14 days, and the total consideration is increased by \$327,628.00 from \$21,979,591.00 to \$22,307,219.00, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Contract Change Order No. 5.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING THE MEMORANDUM OF UNDERSTANDING FOR PUBLIC TRANSIT ROUTE BETWEEN DAVIS AND SACRAMENTO WITH UC DAVIS AND YOLO COUNTY TRANSPORTATION DISTRICT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The recommended action will approve a new Memorandum of Understanding (MOU) to allow continuation of the Causeway Connection bus service for another two years to May 3, 2025, with operations fully funded.

FISCAL IMPACT

SacRT operating costs for the proposed two-year extension are estimated to be \$1,320,040. Payments from the University of California, Davis (UCD) under the proposed extension would total \$660,020, covering 50 percent of the operating cost. SacRT estimates an additional \$650,000 in operating support from a Congestion Mitigation and Air Quality (CMAQ) grant covering all but \$10,020 of the \$1,320,040 service. The revenues and expenditures associated with this service are included in the preliminary FY 2024 Operating Budget.

	Year 4	Year 5	Total
SacRT Cost Per Year	\$650,828	\$669,211	\$1,320,040
UC Davis Support	(\$325,414)	(\$334,606)	(\$660,020)
CMAQ Support	(\$325,000)	(\$325,000)	(\$650,000)
Net Cost	\$414	\$9,606	\$10,020

DISCUSSION

On May 4, 2020, SacRT executed an MOU with the Yolo County Transportation District (YCTD) and UCD providing for operating support from UCD to SacRT and YCTD to fund the Causeway Connection bus service (designated Route 138) operated jointly by SacRT and YCTD for a three-year period from May 4, 2020 to May 3, 2023. Under the MOU, the service is operated approximately 50/50 by SacRT and YCTD and UCD pays for

approximately half of operating costs, with payments split approximately 50/50 between SacRT and YCTD. The remainder of operating cost was covered by a CMAQ grant.

The attached Resolution would approve a new MOU to continue the service for an additional two years to end on May 3, 2025. UCD would continue to pay approximately half the operating cost of the service, split approximately 50/50 between SacRT and YCTD, with the level of service being unchanged, but the hourly rate escalating to reflect increased costs for both SacRT and YCTD. Other aspects of the prior MOU will remain in place, including but not limited to recognition of the UCD undergraduate ID as a valid form of fare media, authorization to operate within the territory/property of the other parties, operational coordination, and joint marketing and branding.

Major service changes require a Title VI service equity analysis and 30-day public review prior to implementation; however, the proposed contract extension would merely continue the existing service levels. Consequently, there are no Title VI or public engagement requirements for approving this extension; however, if SacRT were to terminate the service or if the updated MOU required major changes to the Causeway Connection service, SacRT would be required to prepare a Title VI analysis for 30-day public review, prior to adoption of any major service changes by the SacRT Board.

RESOLUTION NO. 2023-04-033

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

April 10, 2023

APPROVING THE MEMORANDUM OF UNDERSTANDING FOR PUBLIC TRANSIT ROUTE BETWEEN DAVIS AND SACRAMENTO WITH UC DAVIS AND YOLO COUNTY TRANSPORTATION DISTRICT

WHEREAS, on May 4, 2020, SacRT executed a Memorandum of Understanding (MOU) for Pilot Public Transit Route Between Davis and Sacramento (The “Causeway Connection” Bus Route) with the University of California, Davis (UC Davis) and the Yolo County Transportation District (YCTD); and

WHEREAS, the parties desire to continue the Causeway Connection funding and operation, under revised terms, but without major changes to the route or schedule, effective May 4, 2023;

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

THAT, the Memorandum of Understanding for Public Transit Route Between Davis and Sacramento (The “Causeway Connection” Bus Route)(“MOU”) by and between the Sacramento Regional Transit District, a California public corporation (therein “SacRT”), the Yolo County Transportation District, a special district of the State of California (therein “YCTD”), and the Regents of the University of California at Davis, a public university (therein “UCD”) whereby UCD agrees to provide operating funding support for the Causeway Connection public transit service, as further set forth therein, through May 3, 2025, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING THE FIRST AMENDMENT FOR THE SHERIFF'S
WORK PROJECT AGREEMENT FOR LANDSCAPE
MAINTENANCE AND LIGHT RAIL STATION CLEANING

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

That the County of Sacramento agrees to provide the services of the Sheriff's Work Project for an additional two years and the total consideration of the Amendment is \$602,700.00.

FISCAL IMPACT

The estimated cost of \$294,000 for FY 23-24 is included in the preliminary FY 23-24 Operating Budget submitted to the Board of Directors at the April 10th meeting for review, and to be adopted at the June 12th Board meeting. The projected cost of \$308,700 for FY 24-25 will be included in that year's Operating Budget. The total consideration of this amendment is \$602,700, which will bring the total contract consideration to \$1,442,700.

DISCUSSION

SacRT has been using the services of the Sacramento County Sheriff's Work Project crew for landscape maintenance, station cleaning and cleaning within SacRT's right of way. On July 1, 2020, SacRT entered into an agreement for these services with the County of Sacramento. The agreement was for a 3-year term with two, 1-year options, with a total consideration of \$840,000. Pursuant to the contract terms, crews participating in this Project provide a significant portion of workforce necessary to maintain SacRT's landscaping, stations and right of way. Project crews are supervised by a Deputy Sheriff. Staff recommends exercising both 1-year options and authorize SacRT to enter into an amendment to the base agreement wherein the term is extended by two years and the total consideration is increased as described below.

The hourly and shift rate for the Deputy Sheriff will increase by 5% per eight-hour shift from FY23 to \$1,133.31 per eight-hour shift for Option Year 1 and \$1,189.98 per eight-hour shift for Option Year 2, in conjunction with the established rates for Deputies authorized by the County Board of Supervisors. The services provided by the Project

crew includes, but is not limited to, maintenance of existing operating light rail corridors (right of way and 53 light rail stations) and future use properties, as well as providing needed assistance to the six Facilities Maintenance employees who perform these essential functions.

RESOLUTION NO. 2023-04-034

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

April 10, 2023

APPROVING THE FIRST AMENDMENT FOR THE SHERIFF'S WORK PROJECT AGREEMENT FOR LANDSCAPE MAINTENANCE AND LIGHT RAIL STATION CLEANING

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 between Sacramento Regional Transit District (therein referred to as "SacRT") and the County of Sacramento, (therein referred to as "County") wherein SacRT exercises its two option years, thereby extending the contract term by two years, and the total consideration is increased by \$602,700 to \$1,442,700, is hereby approved; and

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO.4 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to approve the Contract Change Order (CCO) No. 4 to the construction contract will adjust the schedule for performance of work to limit station shutdowns to weekend/overtime work and defer a portion of the work until Phase 2 of the platform conversion project.

FISCAL IMPACT

The Contract is being funded with federal and state funds. The Contract for the Base Bid of \$9,713,000 was conditionally awarded at the September 12, 2022, Board Meeting, with a delegation of authority to the General Manager/CEO to award the additive alternates based on available additional funding.

On January 23, 2023, the Board approved Contract Change Order No. 1 to remove the 8th & O Station (Inbound) from the scope of work and reduced the total consideration for the Base Bid by \$378,639. On February 23, 2023, Contract Change Order No. 2 was executed to repair the sink hole at the 39th Street Station for an amount not to exceed \$30,000. On March 13, 2023, the General Manager executed the Additive Alternates in Contract Change Order No. 3 for \$9,061,000, and the Total Consideration for the Contract increased to \$18,425,361.

The Engineer's Estimate for the additional cost of overtime work is approximately \$675,000. The Engineer's Estimate is that deletion of the requirement to install permanent detectable warning tile (DWT) installation will result in a credit of approximately \$570,000. This will result in a net addition to the Contract Total Consideration of approximately \$105,000.

DISCUSSION

The Light Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the station platform conversions to accommodate low-floor light rail vehicles. The Low Floor Vehicle Platform Conversion Project includes adjusting all Gold Line 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 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 trains with Siemens S700 vehicles.

The Technical Specifications in the Contract allow the Contractor to shut down each light rail station to passenger service for up to 1 month and to shut down up to 3 consecutive light rail stations at a time, with the station still open for trains to pass through but closed to passengers.

These prolonged shutdowns require a great deal of SacRT staff time and cost to provide flagging for the contractor during revenue service and bus bridges to provide passenger access to the closed stations.

As the work has progressed, SacRT Staff learned that it will be less disruptive and overall less expensive to shut down service for only a single weekend for each station to allow the contractor to perform all major construction within that period of time. Concentrating the major work over a single weekend requires the Contractor to incur overtime costs. While SacRT is generally not obligated to pay overtime costs, it is appropriate to do so in this instance because SacRT is dictating the sequence of work in a way that wasn't specified at the time of bidding.

Contract Change Order No. 4 will compensate Contractor for overtime costs that will be incurred to perform weekend work at the remaining 8 light rail stations on the Base Bid.

In addition, Contract Change Order No. 4 will delete the installation of permanent detectable warning tiles (DWTs) from the scope of work for the 12 light rail stations included in the Base Bid. Because of the planned construction schedule for the Phase 2 full platform conversion, it is most efficient and cost effective to defer the installation of the permanent DWTs at the 12 light rail stations to Phase 2 of the overall platform conversion project.

Staff is still waiting for the official Change Quote from PNP to include the additional cost for overtime work and provide a credit for the deletion of the requirement to install the permanent DWT. In anticipation of the Change Quote from the contractor, an Engineer's Estimate was calculated. The Engineer's Estimate for the additional cost of overtime work is approximately \$675,000. The Engineer's Estimate for the removal of permanent DWT installation will result in a credit of approximately \$570,000. This will result in a net addition of approximately \$105,000. This will add the total consideration for Base Bid and Additive Alternates from \$18,425,361 to approximately \$18,530,361.

As we move forward with the work on the Additive Alternates, a similar Change Order will be forthcoming if this current method proves to be effective.

RESOLUTION NO. 2023-04-035

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

April 10, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO.4 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

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

THAT, the Board hereby delegates authority to the General Manager/CEO to approve and execute Contract Change Order No. 4 to the Construction Contract for Low Floor Vehicle Platform Conversion Phase 1 between the Sacramento Regional Transit District, therein referred to as "SacRT" and PNP Construction, Inc., therein referred to as "Contractor," whereby the scope of the work for overtime compensation and the removal of permanent detectable warning tile installation from the scope of work on the Base Bid is anticipated to increase the Total Consideration by not more than \$105,000, from \$18,425,361 to not more than \$18,530,361.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Chris Flores, Chief of Staff
SUBJ: AUTHORIZE THE GENERAL MANAGER/CEO TO PURSUE A LEGISLATIVE AMENDMENT TO SACRT ENABLING LEGISLATION RELATIVE TO THE BOARD'S COMPOSITION AND VOTING STRUCTURE

RECOMMENDATION

Motion to Approve.

RESULT OF RECOMMENDED ACTION

Based upon the final motion to be approved by the Board at the meeting, staff will work on a legislative initiative to effectuate the board structure changes.

FISCAL IMPACT

There are no fiscal impacts related to the approval of this motion.

DISCUSSION

At the March 27th Board Meeting, staff presented item 7.1, pertaining to SacRT's Board Composition and Voting Structure Ad Hoc Committee.

On March 15, 2023, the Board Composition and Voting Structure Ad Hoc Committee met and voted unanimously to recommend to the SacRT Board to pursue legislation to add an additional seat for the City of Elk Grove and an additional seat for Sacramento County to immediately address representation concerns. The Ad Hoc Committee also recommended that they continue to convene to discuss potential changes to SacRT's Board member alternates and potential changes to the manner in which Board members could be added in the future, as well as whether the Board should have a limit in the total number of members that are appointed to the Board.

Assemblywoman Stephanie Nguyen is supportive of the Voting Structure Ad Hoc Committee recommendations. She has indicated she would like to see the Board to unanimously approve the addition of one or both seats in order to move forward with legislative changes.

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

Major Project Updates

Oral Report

SacRT Meeting Calendar

Regional Transit Board Meeting

April 24, 2023

SacRT Auditorium / Webconference

5:30 P.M

Quarterly Retirement Board Meeting

June 14, 2023

SacRT Auditorium / Webconference

9:00 A.M

Mobility Advisory Council Meeting

May 4, 2023

SacRT Auditorium / Webconference

2:30 P.M

Free Transit Tuesdays

The Sacramento Regional Transit District (SacRT) is celebrating 50 years of service and is offering free rides and hosting a series of events for riders to commemorate the moment. SacRT's offering Free Transit Tuesdays on fixed-route bus and light rail every Tuesday throughout April. The free-ride dates are through the end of the month are, April 11, April 18 and April 25.

In addition, SacRT has launched a specially decorated 50th anniversary edition bus and light rail train, sponsored by Siemens Mobility and GILLIG, each of which provides an

immersive experience for riders. The special bus and train feature interior decals with QR codes that connect to stories and videos about our history and achievements.

Those QR codes offer insights into the early days of SacRT, why it was formed, and includes fun facts, including how the agency dealt with the OPEC oil embargo. It also includes insights into major changes SacRT has been making since the Great Recession to position itself to better serve the region as it grows. For those who want to know where that bus and train are operating each day, check the schedule at sacrt.com/50years.

SacRT is also hosting several customer appreciation public pop-up events at light rail stations and transit centers throughout April, where there will be giveaways and prizes. Future pop-up events will be held:

- Thursday, April 13: University/65th Street Station – 7 a.m. to 10 a.m.
- Saturday, April 15: Historic Folsom Station (Farmers Market) – 8 a.m. to 1 p.m.
- Tuesday, April 18: Arden/Del Paso Station – 7 a.m. to 10 a.m.
- Wednesday, April 19: Cosumnes River College Station – 2 p.m. to 6 p.m.
- Monday, April 24: 13th Street Station – 10 a.m. to 2 p.m.

Go Green with SacRT on Earth Day

SacRT is offering systemwide free rides in celebration of Earth Day on Saturday, April 22, 2023. Free rides are available to travel on all buses, light rail, SmaRT Ride, SacRT GO paratransit services, and Causeway Connection during regular service hours. No flyer is needed to ride free, just board and go.

Fossil-fuel powered transportation is the single biggest source of air pollution in California. Just one light rail train car can take 150 automobiles off the road, and one bus can take 60 cars off the road. SacRT light rail vehicles minimize air pollution, as they are 100% powered by electricity and most buses use compressed natural gas (CNG) which produces fewer pollutants, other vehicles are 100 percent zero-emission electric battery powered vehicles.

On Earth Day, help clear the air by trying an alternative form of transportation. Leave the car at home and try SacRT for free.

SacRT Earth Day Events:

- Saturday, April 22:
SacRT will be at the South Natomas Community Center for the Our Planet, Our Home Earth Day event from 11 a.m. – 1 p.m. The event will be at the Community Center located at 2921 Truxel Road.
- Sunday, April 23:
SacRT partnered with the Environmental Council of Sacramento (ECOS) to provide free rides to Sacramento Earth Day at Southside Park on Sunday, April 23 with a free ride flyer.

For event details, [visit ecosacramento.net](https://ecosacramento.net). To ride free, simply print or screenshot the free ride flyer, visit sacrt.com/freerideflyer.

Help Spring Clean at the American River Parkway

The American River Parkway Foundation's Spring Clean-Up is being held on Saturday, April 15, 2023 at 9 a.m. This free community event is the second-largest annual clean-up and helps remove thousands of pounds of trash from the Parkway. With nine locations to choose from along the American River Parkway from Discovery Park to Nimbus Dam, you can help conserve your favorite part of the Parkway or explore a new area. This is an opportunity for the entire family to make an impact on the community together and a great way to earn community service hours. Learn more about the clean-up opportunities at arpf.org.

STAFF REPORT

DATE: April 10, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Kevin Schroder, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF MARCH 24, 2023

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board members present:

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on March 24, 2023.

Meeting Notes

Item 1. Call to Order, Pledge of Allegiance, Roll Call

Item 2. Public Comments

- A RailPAC member had comments about supplying food service on the trains.
- A citizen talked about limited service, and food cart potentially due to lower income section of the population.

Item 3. Consent Calendar

- All comments were approved.

Item 4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2023 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2023/2024.

Staff Comments:

The Draft 2023 SJJPA Business Plan was released on March 3rd, 2023. Staff has provided the bullet point changes to the plan below:

- Updated ridership and financial numbers.
- Discussed impacts related to COVID-19 and plans to reintroduce the 7th daily round trip.
- Proposed deployment of new Thruway Bus Route 40 between Merced and San Jose.
- Support the development of the Cross Valley Corridor.
- Annual maintenance of State-owned Venture Cars.

- Details of the expanded Valley Rail Program.
- Details of the Federal Railroad Administration Corridor ID Program and SJJPA intention to partner with Caltrans.
- Several of the strategies for reducing San Joaquin’s travel times between Northern California and Bakersfield to under six hours were eliminated in the 2023 Draft Business Plan.
- The “Studies of New Proposals” was deleted from the 2023 Draft Business Plan.
- Proposed and encouraged café car service on the new Venture Car equipment.
- Martinez transfer station should be only considered for additional San Joaquin’s service and not affect the current and planned through running service to Oakland.
- Encourage acquiring more rolling stock equipment.
- Encourage “First/Last Mile” connectivity solutions be incorporated into future SJJPA grant applications.
- Raised rolling stock equipment ADA concerns and suggested improved flat surface entry from the Station platform onto the train.

Board Comments:

- N/A

Public comments:

- Question about meeting with Amtrack to talk about 7th round trip.

Board Vote:

- All approved.

Item 5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with AECOM Technical Services, Inc. for Project Development Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$433,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority.

Staff Comments: Map of area of existing and relocation station areas.



Madera station relocation has definable features of work:

- The first definable feature work is the relocation of the existing station.
- The second definable feature work is building a station platform that is approximately 600 feet long.
- The third definable feature work is to tie into the BNSF mainline.
- The fourth definable feature is a new access road to provide access to the station and to run adjacent to California High speed rail.

In September 2021, the board authorized an agreement with AECOM for technical services:

- This design estimate contract was based on 60% for station design and then 30% design for the track and platform work. This contract was only for 60% designed for the station and 30% for track and platform design.
- The contract allowed the project to proceed in a timely manner.
- Staff were able to do the 60% design for the station and the 30% design for the track work and keep the project on schedule and prevent cost escalation in construction for the outer years.

This is the First Amendment to the agreement for this contract.

- This is not an increase in scope or any overruns. Funding is available and design is being requested to be made to 100%.

Fiscal Impact

Project	Madera Station Relocation
Phase for this Amendment	PS&E
Funding Sources for this Phase	State Rail Assistance (SRA) and Transit and Intercity Rail Capital Program (TIRCP)
Budget for this Phase	\$2,910,000
Encumbrances for this Phase	\$1,842,697
Budget Remaining for This Phase	\$1,067,303
Agreement Amount	\$433,800
Budget Remaining For this Phase if Approved	\$633,503

Board Comments:

- Question about opening dates and decommission dates.
- The delay time of opening and decommission could take a bit longer due to environmental mitigation.

Public comments:

- N/A

Board Vote:

- All approved.

Item 6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with BNSF for Preliminary Engineering Services for the Madera Station Relocation Project for an Amount Not-To-Exceed \$514,800 and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority.

Staff Comments:

- As the owner operator of the facilities, BNSF must review and approve all engineering plans.
- Agencies often enter into agreements directly with BNSF to perform these reviews.
- Since BNSF is the owner operator of the tracks, the commission must enter into the agreement with them under the non-competitive process.
- Staff recommends the board approve the agreement with BNSF for preliminary engineering services.

Board Comments: Question about the \$800 in costs of the amendment.

Public comments:

- N/A

Board Vote:

- All approved.

Item 7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$1,200,000 for the Madera Station Relocation Project.

Staff Comments:

- This item focuses on funding for the Madera station relocation project.
- With the creation of Senate bill 1, the State Rail Assistance program has been directing a portion of new revenue specifically to provide operating and capital assistance for commuter and intercity rail agencies.
- These funds are spent in a cost-effective manner to provide operations and capital improvements for the benefit of the public.

The table below is the annual estimated funding distribution for all eligible agencies for cycle 2 SRA, which is from fiscal year 2021 through fiscal year 2025, with actual allocations coming in higher due to the increase in diesel revenue.

Intercity Rail Agency	Estimated Distribution				
	2020-21	2021-22	2022-23	2023-24	2024-25
Capitol Corridor Joint Powers Authority	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
LOSSAN Rail Corridor Agency (Pacific Surfliner)	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
San Joaquin Joint Powers Authority	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M
Flexible for intercity rail agencies, public agencies authorized to plan an/or manage intercity rail operations for aspiring corridors, and Caltrans	\$5.7M	\$5.8M	\$5.9M	\$6.1M	\$6.3M

The JPA has an income fund balance and the SRA program of \$11,700,000. And this action would leave a remaining balance of \$10,500,000.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

Item 8. City of Antioch Presentation to the Board Regarding the Antioch Pittsburg San Joaquins Passenger Stop

Antioch mayor’s comments:

- Comments about shutting down the Antioch train station.
- Crime and homelessness should not be the reason to shut down the station. The City of Antioch has ensured the station is not concerned with these two issues anymore.
- The city is rehousing and providing special response teams for homeless and mental health services especially around the station.
- The downtown had a specific plan passed in 2018 with the station being a key part of the economic and housing location of the city.
- There is planning for a downtown square next to the amtrack station.
- The mayor is justifying why the amtrack station should stay operation and requested to push the vote to a later date so the correct representatives to attend and speak on the matter.

Board Comments:

- Mayor Lamar Thorpe is a passionate person for his community.
- Question about a building at the station (the structure came down due the homeless issues).
- The mayor’s response: The past decisions should not impact the future benefit of the station and community.

- The board recognizes the concerns of removing the station building and decisions should be made/addressed by public officials before a final vote.
- Thank you for taking efforts to support the unhoused through this effort.

Public comments:

- Discussed the efforts and funds spent on downtown Antioch in support of keeping the station operational.

Board Vote:

- Informational item.

Item 9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Decommissioning of the Antioch-Pittsburg San Joaquin Passenger Stop.

Staff Comments:

- Presentation on the concerns of homelessness and crime at Antioch-Pittsburg station.

Board Comments:

- What attempts have been made to contact Antioch staff?
- How far is Oakley station from Antioch? (6 miles).
- Discussion about ridership impacts of keeping or not keeping station.

Public comments:

- N/A

Board Vote:

- 5-1 voted in approval. Continued discussion with City of Antioch to support reviewing the station in due time.

Item 10. Update on Caltrans Venture Car Agreements with Caltrans and Amtrak

Staff Comments: Presentation made to remaining staff members (hour 4 of the meeting).

- There is a technical review of the agreements.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved

Item 11. Valley Rail Program Schedule Update

Staff Comments:

- Presentation made to remaining staff members (four-hour meeting).
- Discussion of the Stockton Diamond delays and timeline.

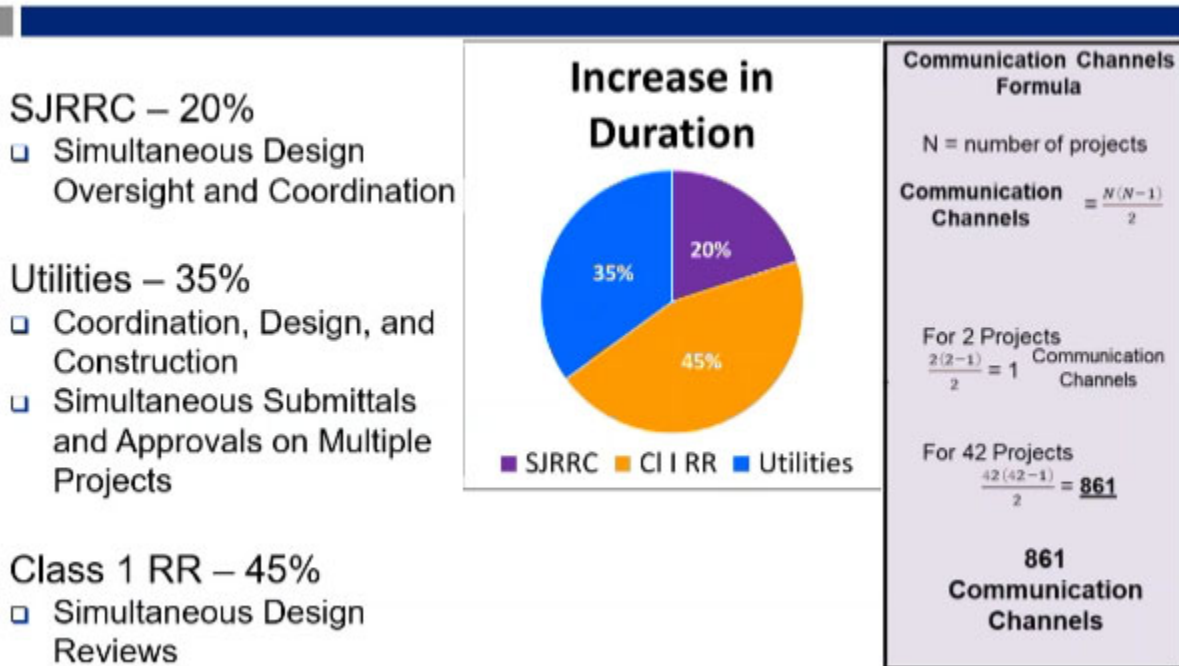
Future-proofing the Valley Rail Improvements:

- Simultaneous North and South Expansion.
- Center Loaded Platforms
- Double-Tracking of Corridors
- Stockton Diamond to allow significantly more passenger trains.

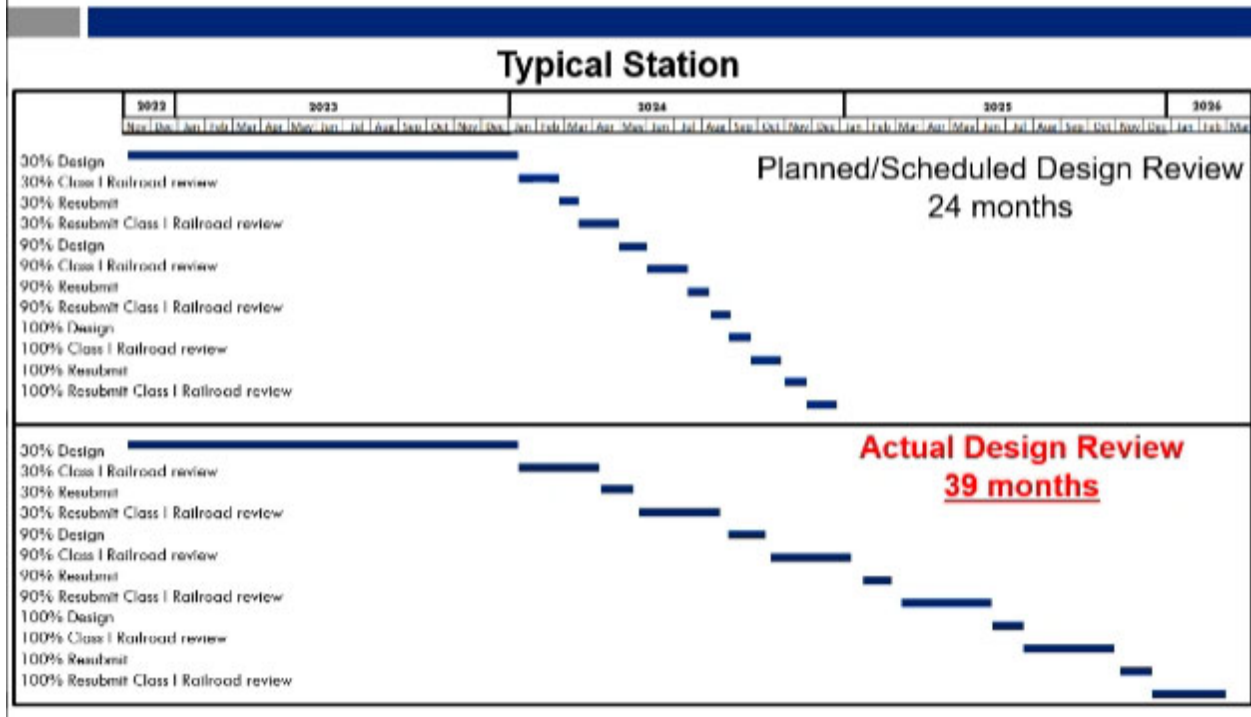
In FY 22/23 the Valley Rail Program had 29 active projects with multiple submittals to UP and BNSF Railroads and Utility Companies.

- This number is expected to increase to 42 in FY 23/34.

Factors Increasing Schedule Duration



Duration Increase Analysis



Board Comments:

Public comments:

- N/A

Board Vote:

- N/A

Item 12. San Joaquins Service Update

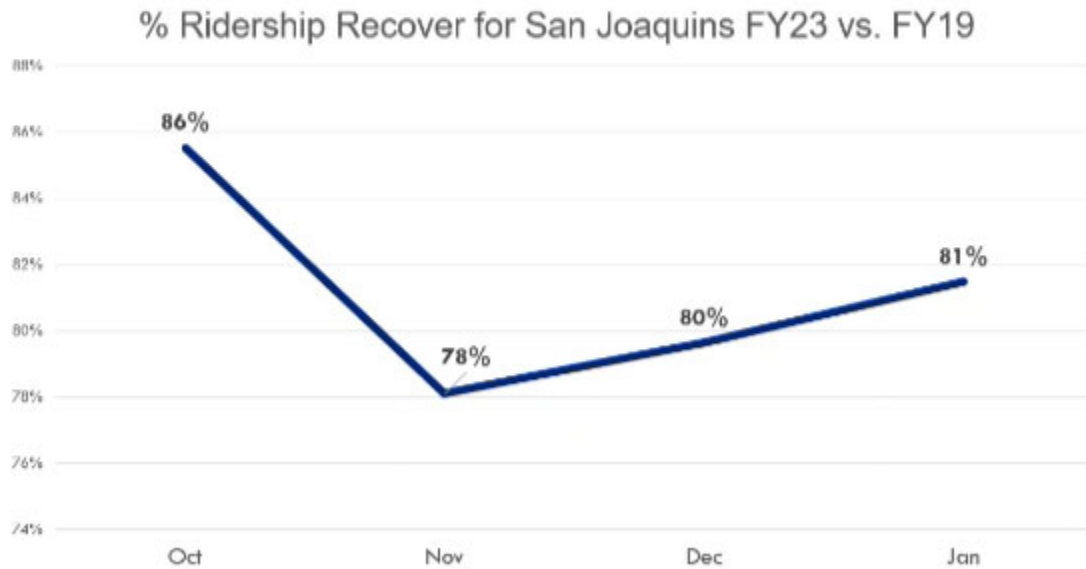
Staff Comments:

- Report on ridership and revenue, along with comparison to other service providers (slide #1-#3).
- A slide on the weather-related impacts to transit this winter (slide #4).
- Travel related services questionnaires (slide #5-#6).

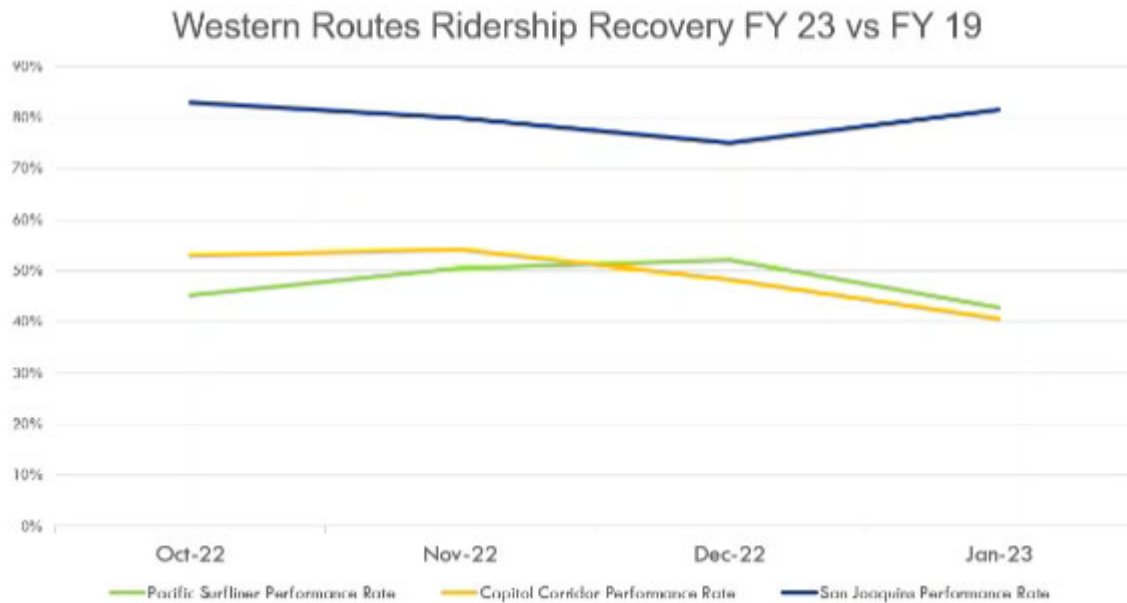
FY23 YTD Performance

San Joaquins Ridership and Revenue						
(OCT – JAN FY23 vs. FY19)						
Month	Ridership			Ticket Revenue		
	FY22	FY19	% change	FY22	FY19	% change
Oct	72,534	84,802	86%	\$2,348,088	\$2,480,787	95%
Nov	78,937	101,070	78%	\$2,827,088	\$3,253,885	87%
Dec	74,200	93,180	80%	\$2,673,396	\$2,949,028	91%
Jan	62,063	76,154	81%	\$2,051,795	\$2,312,775	89%
Total	287,734	355,206	81%	\$9,900,502	\$10,996,475	90%

FY23 YTD Performance



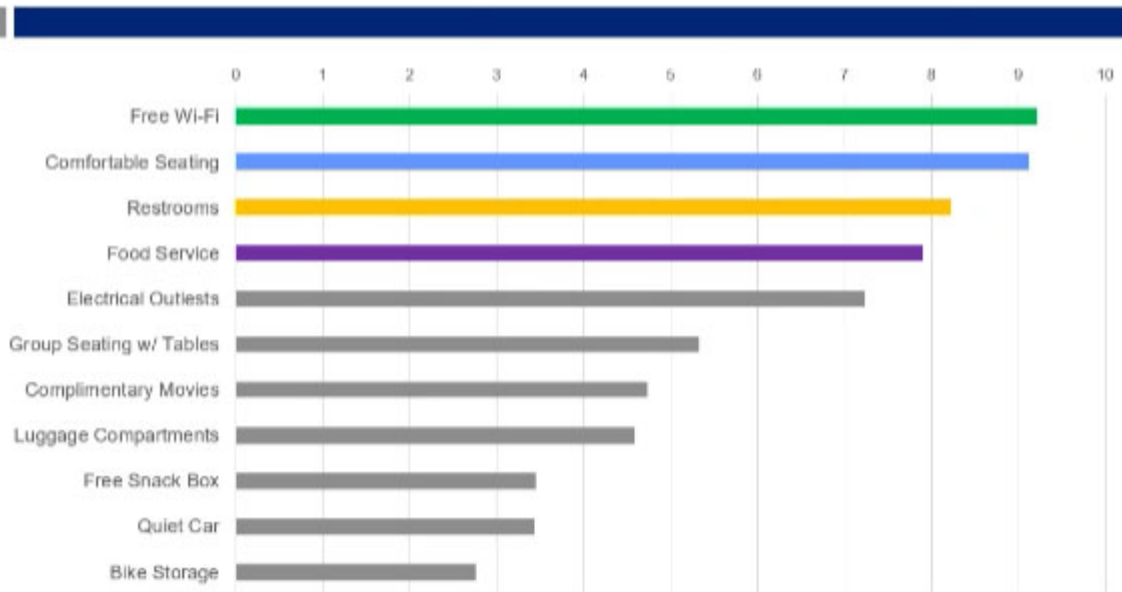
FY23 YTD Performance



Recent Weather-Related Impacts

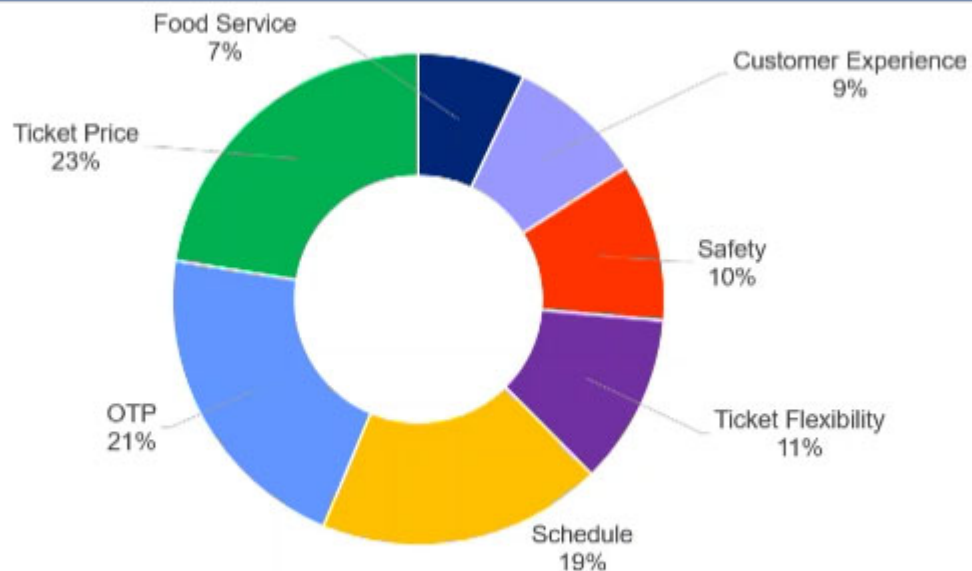
- Grapevine Snow – Suspension of Thruway Bus Service
 - 1/10, 1/11, 2/23 - 2/27, 2/28-3/2, 3/11-3/13
- Sierra Snow – Suspension of YARTS Service
 - Rockslide 12/27-12/28 closed YOS, YOV and YOC
 - Flooding on 1/11 suspend Rt 15 service
 - Snow on 1/16-2/1 suspend service to EPL, YOC, YOV and YOC
 - Snow on 2/27-3/18 suspend service to EPL, YOC, YOV and YOC
 - 3/18-4/7 suspend service to YOC
- Flooding in Southern San Joaquin Valley – Suspension of Service between Fresno and Bakersfield
 - 3/19 – 3/23

What amenities are the most important?



- ❑ The top two amenities are Wi-Fi and Comfortable Seating
- ❑ Food Service ranks at #4 in importance.

Rank top three most important travel experience factors?



- ❑ Ticket Price is by far the most important factor for travel experience on the San Joaquins.
- ❑ Schedule and OTP are the 2nd and 3rd most important.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

Item 14. Board Member Comments

- N/A

Item 15. Executive Director's Report Adjournment

The next regular meeting is scheduled for: May 19th, 2023.