



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC & AGENDA

**The option to provide public comment via Zoom
for the SacRT Board of Directors meetings
is no longer available.**

**If you would like to provide public comment, you must attend the meeting in
person or submit written public comment in advance.**

The meetings will continue to be streamed on YouTube (view only).

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Broadcast Calendar - <https://sacmetro.cable.saccounty.net> for replay
dates and times.**

**Submit written public comment up to 250 words relating to the
Agenda by 1:00 p.m. on the day of the Board meeting to**

Boardcomments@sacrt.com

**Written comments will be provided to the Board and will become
part of public record upon submission to the Board.**

**Please place the Item Number in the
Subject Line of your correspondence.**



Sacramento Regional Transit District Agenda

BOARD MEETING
4:00 P.M., MONDAY, APRIL 8, 2024
SACRAMENTO REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com
(29th St. Light Rail Station Bus 38, 67, 68)

ROLL CALL — Directors Brewer, Budge, Daniels, Hume, Jennings, Kaplan, Kozlowski, Maple, Serna, Singh-Allen, Vang 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 11, 2024
- 2.2 Resolution 2024-04-023: Authorizing the General Manager/CEO to Release the Sacramento Regional Transit District Preliminary Fiscal Year 2025 Operating and Capital Budget, and Set a Notice of a Public Hearing for May 13, 2024 (J. Johnson)
- 2.3 Resolution 2024-04-024: Approving the Fifth Amendment to the Contract for SacRT GO Vehicle Cleaning, Fueling, and Maintenance Services with Paratransit, Incorporated to Exercise Contract Option Year 5 (C. Alba)
- 2.4 Resolution 2024-04-025: Approving the Memorandum of Understanding Between the City of Sacramento, County of Sacramento, and Sacramento Regional Transit District for the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit Corridor Project (L. Ham)
- 2.5 Resolution 2024-04-026: Award Contract for Construction Management Services for Watt/I-80 Transit Center Improvement Project to Atlas Technical Consultants (CA), Inc. (H. Ikwut-Ukwa)
- 2.6 Resolution 2024-04-027: Approve Project List for Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair for Fiscal Year 2025 (L. Ham)
- 2.7 Resolution 2024-04-028: Approving Work Order No. 1 to the Contract for On-Call Flagging Support Services with RailPros Field Services Inc., for the Low Floor Vehicle Platform Conversion Phase 1 Project (H. Ikwut-Ukwa)

- 2.8 Resolution 2024-04-029: Conditionally Approving the Contract for Asphalt Paving for Light and Freight Rail Grade Crossings with B&M Builders, Inc. (C. Alba)
- 2.9 Resolution 2024-04-030: Ratify the Fifth Amendment and Revise Maximum Total Consideration for the Software License and Services Agreement with Ecolane USA Inc. for Complementary Paratransit Scheduling and Dispatching Software (C. Alba)
- 2.10 Resolution 2024-04-031: Approving a Memorandum of Understanding for On-Demand Transit Service Among the City of West Sacramento, Sacramento Regional Transit District and Yolo County Transportation District (L. Ham)
- 2.11 Conditionally Delegating Authority to the General Manager/CEO to Award and Execute Contracts for Payment Acceptance Device Hardware and Transit Processor Services with Kuba, Inc. (Master Agreement 5-21-70-28-02) and Littlepay, Inc. (Master Agreement 5-21-70-28-06) through State of California Leveraged Procurement Agreements (J. Johnson)
 - A) Resolution 2024-04-032: Conditionally Delegating Authority to the General Manager/CEO to Execute a Contract for Payment Acceptance Devices with Kuba, Inc. under State of California Master Agreement 5-21-70-28-02; and
 - B) Resolution 2024-04-033: Conditionally Delegating Authority to the General Manager/CEO to Execute a Contract for Transit Processor Services with Littlepay, Inc. under State of California Master Agreement 5-21-70-28-06
- 2.12 Resolution 2024-04-034: Approve Amendment No. 2 to Work Order 10 to the Contract for General Engineering Support Services – 2020 for Construction Support for the Low Floor Vehicle Platform Conversion Phase 1 Project with Psomas (H. Ikwut-Ukwa)
- 2.13 Resolution 2024-04-035: Amending the Fiscal Year 2024 Capital Budget to Add Funding to Initiate and Fund a Comprehensive Operational Analysis Project (L. Ham)
- 2.14 Resolution 2024-04-036: Delegating Authority to the General Manager/CEO to Submit and Execute a Federal Transit Administration Grant for FY25 Operations Funding (L. Ham)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

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

7. NEW BUSINESS

- 7.1 Information: Presentation on Ongoing Projects and Initiatives (S. Valenton)
- a. Brief update on projects that were presented at recent Board meetings
 - i. Re-Imagine Watt I-80 Transit Center Master Plan Update (L. Ham)
 - ii. Fleet Optimization and Efficiency (L. Ham)
 - iii. Fare Free Analysis and Super Senior Pass (J. Johnson)
 - iv. Leveraging Technology to Enhance the Customer Experience (D. Selenis)
 - v. Low-Floor Train Public Outreach (D. Selenis)
 - vi. Community Advocate Recognition Program (D. Selenis)
 - vii. School Partnerships to Promote RydeFreeRT (D. Selenis)
 - viii. Safety and Security Incidents Monitoring and Prevention (L. Hinz)
 - ix. Social Equity Program (L. Hinz)
 - x. Mystery Rider Program (L. Hinz)
 - b. Employee Satisfaction Survey Results (S. Valenton)

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
- a. Major Project Updates
 - b. SacRT Meeting Calendar
 - c. Customer Service Response to Feedback and Comments (L. Hinz)

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

- 9.1 Sacramento-Placerville Transportation Corridor Joint Power Authority Meeting Summary – March 11, 2024 (Budge)
- 9.2 San Joaquin Joint Powers Authority Meeting Summary – March 22, 2024 (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

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, to account for the time needed to translate speaker's comment. 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 on that item.

Written public comment submitted to boardcomments@sacrt.com up to 250 words and received by 1:00 p.m. on the day of the meeting will be provided to the Board and will become part of public record upon submission to the Board.

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 posted by the front door of Sacramento Regional Transit's building located 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. The meeting will replay Wednesday, April 10th at 6:00 PM and Monday, April 15th at 2:00 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 916-556-0456 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 its Administrative Offices.



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MARCH 11, 2024

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
MARCH 11, 2024**

ROLL CALL: Roll Call was taken at 4:01 p.m. PRESENT: Directors Brewer, Budge, Chalamcherla, Daniels, Hume, Kaplan, and Chair Kennedy. Absent: Directors Singh-Allen and Maple. Director Serna arrived at 4:02 p.m., Director Vang arrived at 4:04 p.m. and Director Jennings arrived at 4:09 p.m.

The clerk noted for the record that Director Chalamcherla was in attendance as alternate for Director Kozlowski.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of February 26, 2024
- 2.2 Resolution 2024-03-018: Approving the First Amendment to Cost-Sharing Agreement for Operation of Route E37 Commuter Bus Service with the University of California Davis Health (L. Ham)
- 2.3 Resolution 2024-03-019: Approving a Sole Source Procurement and Delegating Authority to the General Manager/CEO to Execute Contracts with Urban Transportation Associates for Software and Hardware Support Services and Supplies for Automatic Passenger Counters (S. Valenton)
- 2.4 Resolution 2024-03-020: Delegating Authority to the General Manager/CEO to Execute: (1) the First Amendment to License Agreement for Parking (510 12th Street) with the City of Sacramento; and (2) a Subsequent Amendment to Extend the Term to 2034 (C. Flores)
- 2.5 Resolution 2024-03-021: Approving a Title VI Service Equity Analysis and Adopting Service Changes for 2024 (L. Ham)
- 2.6 Resolution 2024-03-022: Conditionally Approving the Contract for Track Geometry Testing with Holland L.P. (C. Alba)

Written Public Comment Received for Item 2.1: Barbara Stanton (RFTM)

Public Comment: Jeffery Tardaguila (Item 2.1)

ACTION: APPROVED. Director Budge moved; Director Kaplan seconded approval of the consent calendar as written. Motion was carried by voice vote. Ayes: Directors Brewer,

Budge, Chalamcherla, Daniels, Hume, Kaplan, Serna, Vang and Chair Kennedy; Noes: None; Abstain: None; Absent: Directors Jennings, 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:

Dan Allison (STAR): Board Composition, Action Summary

Michael Bevens: Swanston Station

Jeffery Tardaguila: Public comment, Budget hearing

7. NEW BUSINESS

7.1 Information: Branding Update (D. Selenis)

Devra Selenis, VP, Communications and Partnerships, provided a Branding Update presentation.

Director Comment: Chair Kennedy, Directors Hume, Budge, Jennings, Serna

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. SacRT Meeting Calendar
 - c. Mystery Rider Update
 - d. Strategic Plan Update

Mr. Li provided a brief report.

Lisa Hinz, VP, Security, Safety and Customer Satisfaction, provided a brief update on customer concerns from the previous SacRT Board meeting.

Director Comment: Chair Kennedy

Public Comment: Michael Bevens, Jeffery Tardaguila

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

Director Comment: Brewer, Chalamcherla

Staff Comment: Henry Li, Lisa Hinz

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

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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 4:57 p.m. in memory of William "Bill" Bourne, SacRT's first General Manager/CEO, who passed away at the age of 92 on February 5, 2024.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
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 2025 OPERATING AND CAPITAL BUDGET, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 13, 2024

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 2025 Operating and Capital Budgets and Set a Notice of a Public Hearing for May 13, 2024.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Staff is proud to submit a balanced preliminary budget for Fiscal Year 2025. 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 growth in ridership and subsequent farebox collections, and strong federal and state support for the transit industry.

On March 11, 2021, the American Recovery Plan Act (ARP) was signed into law, the last of three federal pandemic relief funding packages for transit, 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 the final \$7.8m is allocated for the FY 2024-2025 Budget. SacRT funding related to the first two federal pandemic relief funding packages; the Coronavirus Aid, Relief and Economic Security

(CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), was fully depleted prior to the beginning of FY24.

In July 2023, the State of California passed Senate Bill 125 (SB 125), which serves as a trailer bill to the State's Fiscal Year FY 2023-2024 budget. SB 125 creates approximately \$5.1 billion statewide, of new one-time funding to help address transit providers' operating and capital needs. SB 125 guides the distribution of \$4 billion from the State of California General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies (RTPA), which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB125 was created in response to ongoing revenue shortfalls in the transit industry and is intended to fund operating gaps and avoid a fiscal cliff that many transit agencies in California are facing.

The Sacramento Area Council of Governments (SACOG), the region's RTPA, was allocated a total of \$238.2 million for the region across the two programs. Staff is working with SACOG to secure \$59 million of TIRCP funds from SB125 in FY25 to support operations and will continue to work closely with SACOG to secure additional funding for both operating and capital needs in the near future. These federal and state allocations will fully offset any projected revenue losses due to the residual impacts of COVID-19 and other economic factors for FY 2024-2025.

Assumptions Built into the FY 2025 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 customer first approach to services and business optimization.
- ARP federal stimulus funding and SB125 state funding is being used to offset the loss of fares and other revenues due to various economic factors.
- All merit increases will be received by employees per Collective Bargaining Agreements (CBA).
- There will be no fare rate adjustments.

Summary of FY 2025 Operating Budget

Tables 1A and 1B provide summaries of the preceding three years actual results, the current year budget, and the FY 2025 proposed budgeted amounts. Revenues and expenditures each increased in total by \$17.6M or 7.0% compared to the original FY 2024 budget.

State & Local revenues are increasing by \$49.1M or 29.2% as the local economy (sales tax revenue) is projected to remain steady and new funding from SB125 will be available. Federal funds are projected to decrease by \$33.2M or 56.7% which is due to the full depletion of American Rescue Plan (ARP) funds.

Salaries & Benefits are increasing \$12.6M or 7.4%, 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.

Table 1A - Revenues (Thousands)

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2025 Budget	FY 2024 to FY 2025	
						\$ Change	% Change
Fare Revenue	\$ 12,000	\$ 14,309	\$ 16,615	\$ 17,300	\$ 18,439	\$ 1,139	6.6%
Contract Services	6,634	825	842	800	1,150	350	43.8%
State & Local	113,657	144,508	159,055	168,495	217,623	49,128	29.2%
Federal	57,704	56,676	56,876	58,540	25,360	(33,180)	-56.7%
Other	7,340	5,239	9,500	4,365	4,490	125	2.9%
Total	\$ 197,335	\$ 221,557	\$ 242,888	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
Operating Surplus/(Deficit)	5,943	6,223	3,152	-	-		
Operating Revenue	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Table 1B - Expenses (Thousands)

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2025 Budget	FY 2024 to FY 2025	
						\$ Change	% Change
Salaries & Benefits	\$ 141,910	\$ 153,684	\$ 160,614	\$ 171,645	\$ 184,264	\$ 12,619	7.4%
Professional Services	14,162	16,497	19,400	24,620	26,515	1,895	7.7%
Materials & Supplies	13,504	14,748	18,955	15,839	16,562	723	4.6%
Utilities	7,272	7,425	7,988	8,458	8,427	(31)	-0.4%
Insurance & Liability	12,336	19,784	28,248	22,789	25,560	2,771	12.2%
Other	2,208	2,634	2,784	6,149	5,734	(415)	-6.7%
Operating Expenses	\$ 191,392	\$ 214,772	\$ 237,989	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
GASB 87 Lease	-	562	1,747				
Total Expenses	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Focus on Operations

In an effort to continue a customer first approach at SacRT, the FY 2025 Operating Budget places a clear emphasis on our operations. The proposed budget includes 24 new operator positions to be hired throughout the year. To augment funding for direct operations and customer-facing positions, previously authorized non-operations

positions that had not been filled were eliminated. In addition, an organizational restructuring following voluntary staff departures led to a reduction in the size of the Executive Management Team. Chart 1 and Table 2 below show that 82.1% of the positions at SacRT directly support the Operations Division.

Chart 1 – FY 2025 Positions by Division

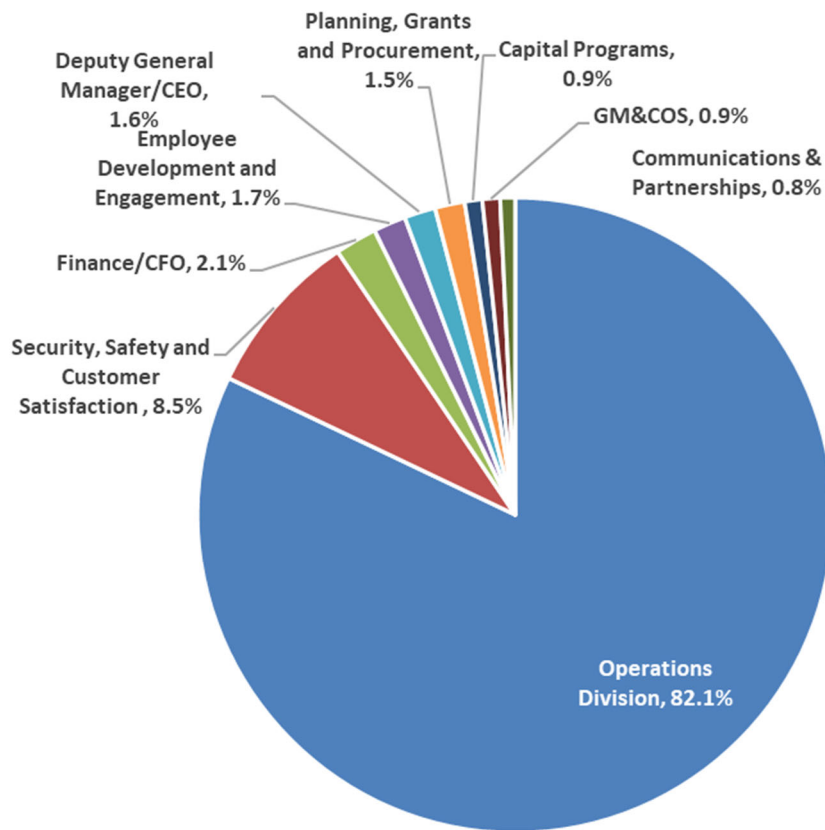


Table 2 – FY 2025 Positions by Division

Division	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2024 Funded	FY 2025 Funded	FY 2024 to FY 2025
General Manager/CEO	16	9	10	10	9	-1
Chief of Staff/VP, Real Estate	0	0	0	0	4	4
Planning, Grants and Procurement	57	58	59	67	22	-45
Operations Division*	0	0	0	0	1192	1192
Bus Operations	1196	939	945	928	0	-928
Light Rail Operations	0	261	266	270	0	-270
Deputy General Manager/CEO	33	41	22	23	23	0
Employee Development and Engagement	0	0	0	24	24	0
Capital Programs	0	0	0	0	13	13
Finance/CFO	47	51	29	23	31	8
Procurement, Real Estate & Special Projects	0	0	22	23	0	-23
Communications & Partnerships	0	9	16	16	11	-5
Security, Safety and Customer Satisfaction	74	82	79	79	123	44
Total	1,423	1,450	1,448	1,463	1,452	-11

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. The estimated amounts to be carried over from FY 2024 will be reported to the Board as part of the five-year Capital Improvement Plan later this year. The total Capital Budget for existing projects is estimated to exceed \$1.95 billion. An updated project list, including all new projects for FY 2025, will be included in the draft Budget at the May 13th Board meeting. Table 3 below provides a summary of new projects and currently approved projects that require additional Capital Budget funding for FY 2025.

Table 3 - Summary of FY 2025 Capital Budget

Project		FY 2024	FY 2025		Available	Prior Yr Funds	FY25 Funds To	
Number	Project Name	Amended	Budget	FY25 Budget	Funding	Awarded Not Available	Be Added	Funding TBD
		Budget	Additions					
Bus/Paratransit/Microtransit Projects								
B147	Fleet Maintenance Mgmt Software	\$ 414,500	\$ 1,085,500	\$ 1,500,000			\$ 1,500,000	
B150	Watt I-80 Transit Center Imprvmts	\$ 30,000,000	\$ 112,905	\$ 30,112,905	\$ 30,112,905			\$ -
B174	Disruption Manager Software	\$ 214,866	95,269	\$ 310,135	\$ 310,135			\$ -
B176	Vehicle Event Recorder	\$ 454,590	\$ 100,000	\$ 554,590	\$ 454,590	\$ 100,000		\$ -
B184	CA Labor Federation WED		\$ 77,000	\$ 77,000	\$ 77,000			\$ -
Total Bus Projects		\$ 31,083,956	\$ 1,470,674	\$ 32,554,630	\$ 30,954,630	\$ 100,000	\$ 1,500,000	\$ -
Light Rail Projects								
R384	LRV Maintenance Shop Upgrade	\$ 289,800	\$ 2,228	\$ 292,028	\$ 292,028			\$ -
R386	LR Station LED Light Upgrade	\$ 2,750,000	\$ 2,250,000	\$ 5,000,000	\$ -	\$ 2,000,000	\$ 1,000,000	\$ 2,000,000
R387	Park & Ride LED Light Upgrade	\$ 3,000,000	\$ 2,000,000	\$ 5,000,000	\$ -	\$ 2,000,000	\$ 1,000,000	\$ 2,000,000
Total Light Rail Projects		\$ 6,039,800	\$ 4,252,228	\$ 10,292,028	\$ 292,028	\$ 4,000,000	\$ 2,000,000	\$ 4,000,000
Facilities Projects								
F042	South Bus Parking Lot Pavement	\$ 100,000	\$ 700,000	\$ 800,000	\$ -	\$ 800,000		\$ -
Total Facilities Projects		\$ 100,000	\$ 700,000	\$ 800,000	\$ -	\$ 800,000		\$ -
Planning Projects								
M019	Arcade Creek Bridge Enviro	\$ 110,000	\$ 31,781	\$ 141,781	\$ 141,781			\$ -
M025	Truxel Bridge Study		\$ 14,730	\$ 14,730	\$ 14,730			\$ -
Total Planning Projects		\$ 110,000	\$ 46,511	\$ 156,511	\$ 156,511	\$ -		\$ -
Other								
M004	FY12 Revenue Bond Payments	\$ 25,406,671	\$ 1,542,900	\$ 26,949,571	\$ 25,406,671		\$ 1,542,900	\$ -
V102	Q Street Move	\$ 2,900,000	\$ 500,000	\$ 3,400,000	\$ 3,152,000		\$ 248,000	\$ -
Total Other Projects		\$ 28,306,671	\$ 2,042,900	\$ 30,349,571	\$ 28,558,671	\$ -	\$ 1,790,900	\$ -
Subrecipients								
TBD	El Dorado Transit FY24 FTA 5307/5339(a)		\$ 450,000	\$ 450,000			\$ 450,000	
		\$ -	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ -
Totals		\$ 65,640,427	\$ 8,962,313	\$ 74,602,740	\$ 59,961,840	\$ 4,900,000	\$ 5,740,900	\$ 4,000,000

Outlook for FY 2025

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 2024-2025. The revenues presented in the budget reflect these expectations. SacRT’s fare-based revenues are expected to gradually increase through Fiscal Year 2024-2025, and modest increases for sales tax based (State & Local) revenues above FY 2023-2024 have been forecasted. While Federal stimulus funds will be fully exhausted in FY 2024-2025, SacRT expects to backfill operational funding gaps with state of CA SB125 funds for the next two to three years and has already begun to focus on securing a long-term and sustainable funding source to ensure that SacRT can continue to provide our patrons with a world class public transit system in the Sacramento Region. Also funded by SB 125 is the Comprehensive Operational Analysis (COA) presented separately. The COA will include scenarios not only for expansion of SacRT’s network if a new source of revenue be secured, such as a sales tax measure or statewide

transit funding, but will also take a fiscally constrained approach to service plans in a scenario where such funding is not available by 2026. The COA will also include a review of service standards for all modes (i.e., bus, light rail, SmaRT Ride) to ensure an optimal mix of services that is cost-effective, fiscally sustainable, and consistent with other goals such as ridership maximization, coverage and accessibility, equity, air quality, etc. and to make sure that level of service expectations match industry norms for communities of various sizes and densities (i.e., that high-frequency service is planned and provided only in areas with the jobs and population density to support such service).

The General Manager/CEO is presenting a balanced budget for FY 2024-2025 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. 2024-04-023

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

April 8, 2024

AUTHORIZING THE GENERAL MANAGER/CEO TO RELEASE THE SACRAMENTO REGIONAL TRANSIT DISTRICT PRELIMINARY FISCAL YEAR 2025 OPERATING AND CAPITAL BUDGET, AND SET A NOTICE OF A PUBLIC HEARING FOR MAY 13, 2024

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 2025, 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 13, 2024.

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 2024-2025**

April 8, 2024

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County of Sacramento

Rick Jennings II, Vice Chair
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City of Elk Grove

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Bret Daniels
City of Citrus Heights

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City of Folsom

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City of Rancho Cordova

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City of Citrus Heights

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City of Elk Grove

Executive Management Team

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General Manager/CEO

Shelly Valenton
Deputy General Manager/CEO

Olga Sanchez-Ochoa
General Counsel

Carmen Alba
VP, Operations

Christopher Flores
Chief of Staff/VP, Real Estate

Laura Ham
VP, Planning, Grants & Procurement

Lisa Hinz
VP, Security, Safety, and Customer Satisfaction

Henry Ikwut-Ukwa
VP, Capital Programs

Jason Johnson
VP, Finance/Chief Financial Officer

Devra Selenis
VP, Communications and Partnerships

David Topaz
VP, Employee Development and Engagement

Office of Management & Budget Team

Casey Courtright

Director, Office of Management and Budget

Nadia Mokhov

Senior Financial Analyst

Judy Wong

Senior Financial Analyst

Grants & Capital Programming Team

Wondimu Ketsela Mengistu

Director, Grants and Capital Programming

Joe Paglieroni

Senior Grants Analyst

Carol Lynn Cherry

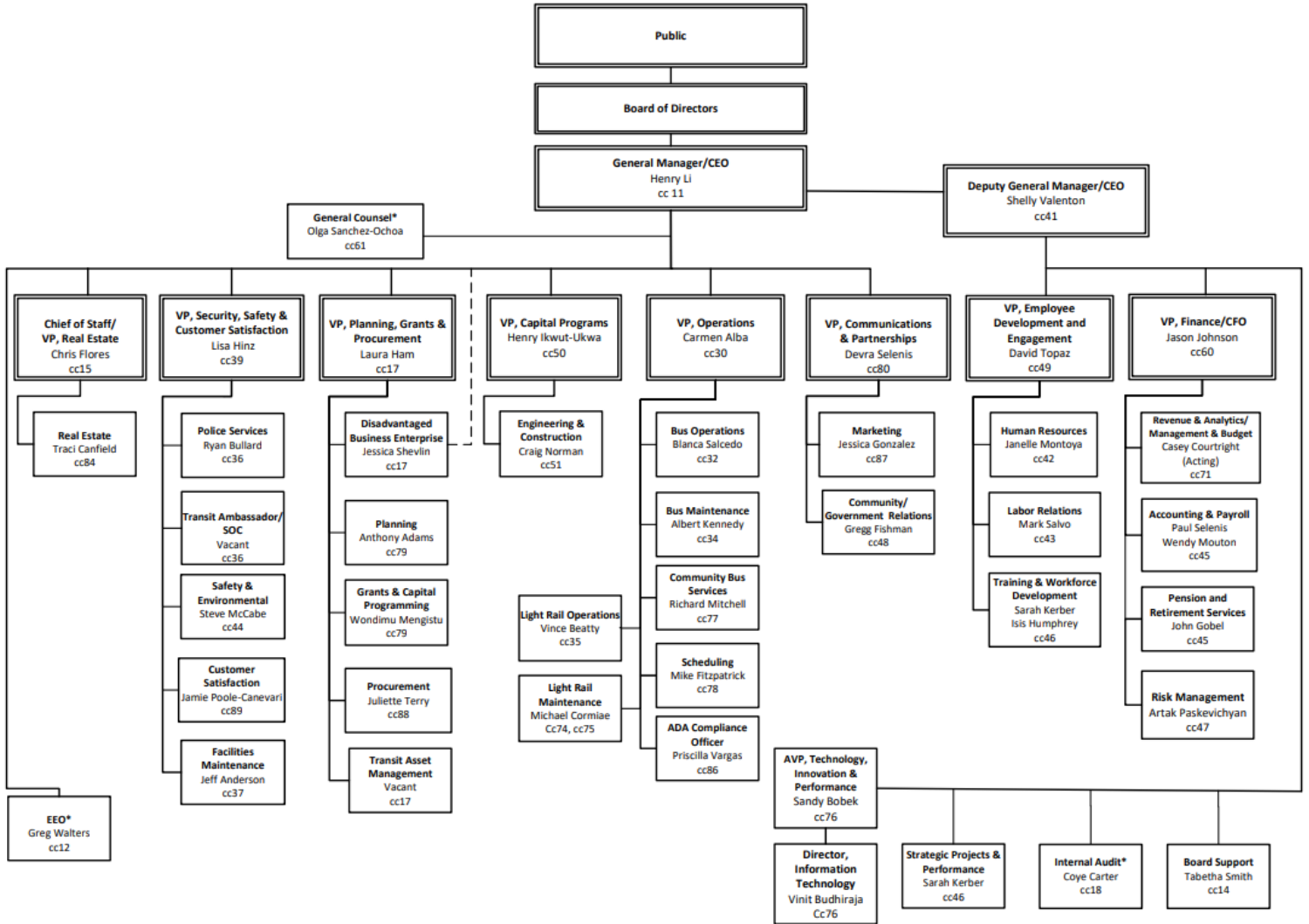
Senior Grants Analyst

Qin Huang

Senior Grants Analyst

Organizational Structure

(Cost Center/Functional Base)



Effective February 12, 2024

*Dotted line to the Board of Directors

cc=Cost Center

District Overview

District Profile

Sacramento Regional Transit District (SacRT)	Constructs, operates, and maintains a comprehensive mass transportation system that serves 438 square miles in Sacramento County
---	--

Bus Service	
Power	CNG, Diesel, Gasoline, Electric
Routes	82
Schedule	4:59 am to 11:15 pm daily
Stops	3,100+
Vehicles	40' Buses - total 245: CNG – 231, Diesel – 5, Electric -9 Shuttles – total 73: CNG – 35, Gas – 29, Electric - 9
Annual Ridership	9,500,000

Light Rail Service	
Power	Electrical
Miles	44.9
Schedule	3:49 am to 12:59 am daily
Stops	52
Vehicles	36 Siemens (U2) 40 CAF 20 Siemens S700 (will be in service in FY25)
Annual Ridership	6,700,000

ADA Service	
ADA Passenger Trips Provided	360,000
ADA Vehicle Revenue Miles	2,960,000
Vehicles	120

Passenger Amenities/ Customer Service	
Transfer Centers	32
Park & Ride	22
Annual Customer Satisfaction Calls	260,434
Customer Info Line	(916) 321-2877

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.

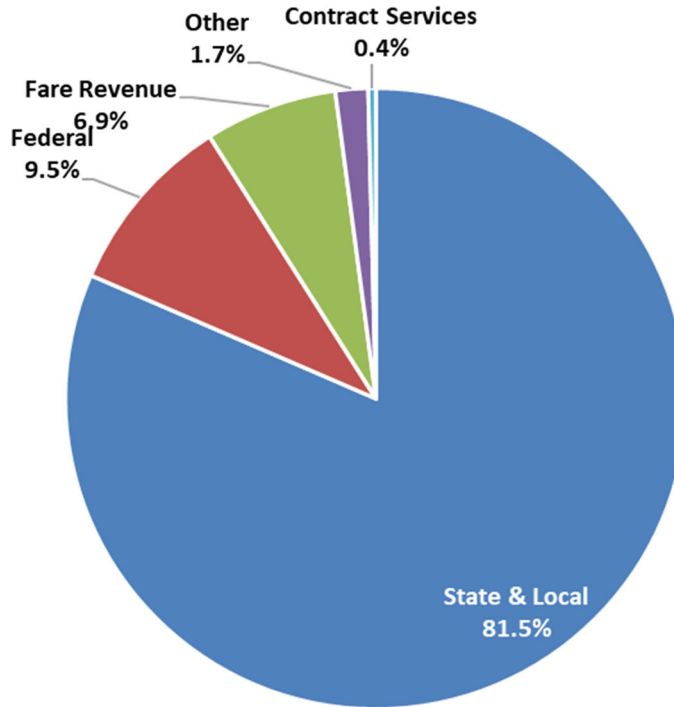
These team tactics illustrate how annual goals will be attained for assessing delivery of high-quality transportation services to customers:

- **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 2025 Operating Revenue by Funding Source



(Dollars in Thousands)

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2025 Budget	FY 2024 to FY 2025	
						\$ Change	% Change
Fare Revenue	\$ 12,000	\$ 14,309	\$ 16,615	\$ 17,300	\$ 18,439	\$ 1,139	6.6%
Contract Services	6,634	825	842	800	1,150	350	43.8%
State & Local	113,657	144,508	159,055	168,495	217,623	49,128	29.2%
Federal	57,704	56,676	56,876	58,540	25,360	(33,180)	-56.7%
Other	7,340	5,239	9,500	4,365	4,490	125	2.9%
Total	\$ 197,335	\$ 221,557	\$ 242,888	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
Operating Surplus/(Deficit)	5,943	6,223	3,152	-	-		
Operating Revenue	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Revenues (continued)

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 2025 Budget includes \$18.4 million in Fare Revenue, an increase of \$1.1 million (6.6%) from the FY 2024 Adopted Budget of \$17.3 million.

- The fare revenue increase is based on continued ridership growth and service enhancements.

Contracted Services

Contracted Services include the City of Rancho Cordova contract for transit services, as well as UC Davis Causeway Connection and Elk Grove Medical Center shuttle services.

The FY 2025 Budget includes \$1.15 million in Contracted Services revenue, an increase of \$0.35 million (43.8%) from the FY 2024 Adopted Budget of \$0.8 million.

- The Rancho Cordova contract is \$0.5 million based on current trend.
- UC Davis Causeway Connection and Elk Grove Medical Center shuttle services are budgeted at \$0.3 million each.

Revenues (continued)

State & Local

State & Local funding 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 and Senate Bill 125 funding.

The FY 2025 Budget includes \$217.6 million in state and local funding revenue, an increase of \$49.1 million (29.2%) from the FY 2024 Adopted Budget of \$168.5 million.

- Measure A increased \$0.2 million or 0.4% over the FY 2024 Adopted Budget to reflect trends in sales tax collection.
- \$5.5 million of Measure A is budgeted for Paratransit SacRT Go service.
- TDA-LTF decreased \$9.9 million or 10.1% due to an adjustment done in FY 2024 to LTF allocation by SACOG, which reduced the base for future projection.
- \$4.0 million is included for 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.
- \$0.8 million is included in Neighborhood Shuttle Measure A for SmART Ride service, which is the same amount as FY 2024 Adopted Budget.
- This budget includes \$59 million in projected Senate Bill 125 funding.

Federal

Federal revenue 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 2025 Budget includes \$25.4 million in federal funding, a reduction of \$33.1 million (56.7%) from the FY 2024 Adopted Budget of \$58.5 million.

- This budget includes \$1.1 million in Job Access/Reverse Commute (JARC) funding, which is the same level of funding as in FY 2024.
- \$16.0 million is budgeted in FY 2023 Section 5307 Urbanized Area funds. Federal Section 5337 State of Good Repair funds are budgeted in the capital budget.
- \$7.8 million is included 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. The year over year reduction of \$27.4 million or 77.9% from FY 2024 Adopted Budget is due to depletion of ARP funding.
- This budget includes \$0.25 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funds for Causeway Connection to UC Davis and \$0.22 million in CMAQ funding for Airport Shuttle.

Revenues (continued)

Other

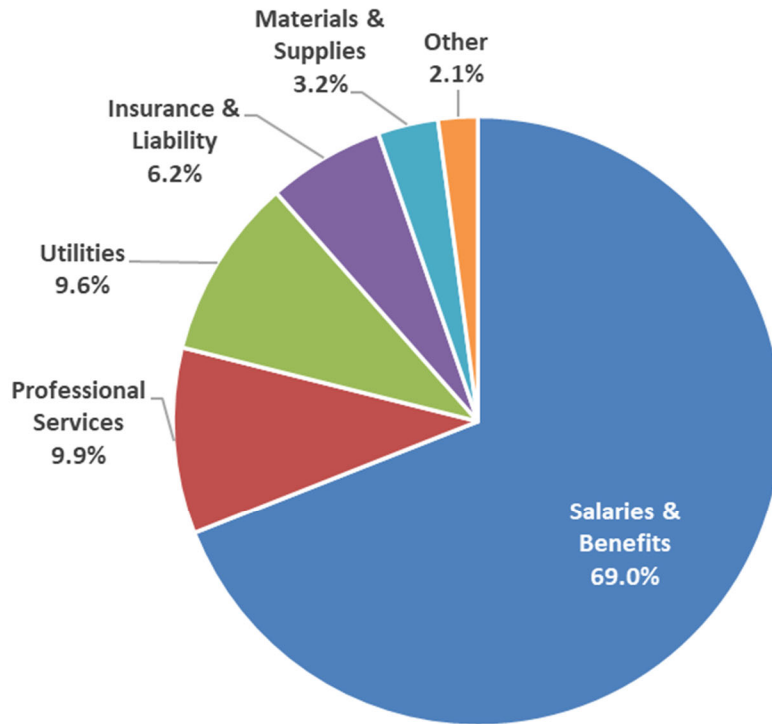
Other revenues include investment income, commercial real estate leases, advertising income, bus book sales, fare evasion fines, promotional item sales, and photo identification sales.

The FY 2025 Budget includes \$4.5 million in other revenue, which is an increase of \$0.1 million (2.9%) from the FY 2024 Adopted Budget of \$4.4 million.

- \$0.3 million is included for the sale of Low Carbon Credits through the State Cap and Trade program and \$0.4 million for RINs credits, which is the same as FY 2024 Adopted Budget.
- Investment income is \$0.75 million.
- Advertising revenue is \$0.8 million.
- This budget includes \$1.5 million in Miscellaneous Income.

Expenses

FY 2025 Operating Expenses by Expense Category



(Dollars in Thousands)

	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Budget	FY 2025 Budget	FY 2024 to FY 2025 \$ Change	FY 2024 to FY 2025 % Change
Salaries & Benefits	\$ 141,910	\$ 153,684	\$ 160,614	\$ 171,645	\$ 184,264	\$ 12,619	7.4%
Professional Services	14,162	16,497	19,400	24,620	26,515	1,895	7.7%
Materials & Supplies	13,504	14,748	18,955	15,839	16,562	723	4.6%
Utilities	7,272	7,425	7,988	8,458	8,427	(31)	-0.4%
Insurance & Liability	12,336	19,784	28,248	22,789	25,560	2,771	12.2%
Other	2,208	2,634	2,784	6,149	5,734	(415)	-6.7%
Operating Expenses	\$ 191,392	\$ 214,772	\$ 237,989	\$ 249,500	\$ 267,062	\$ 17,562	7.0%
GASB 87 Lease	-	562	1,747				
Total Expenses	\$ 191,392	\$ 215,334	\$ 239,736	\$ 249,500	\$ 267,062	\$ 17,562	7.0%

Expenses (continued)

Salaries & Benefits

Salaries and benefits include 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 2025 Budget includes \$184.2 million for salaries and benefits, an increase of \$12.6 million (7.4%) from the FY 2024 Adopted Budget of \$171.6 million.

- The Fiscal Year 2025 Budget includes 1,452 funded positions, which is a decrease of 11 funded positions from the Fiscal Year 2024 Adopted Budget of 1,463 funded positions. See Positions section on page 24 for details.
- Straight time pay, overtime and personal service contract costs increased by \$7.8 million (7.3%) from the FY 2024 Adopted Budget of \$107.1 million. This reflects CBA (Collective Bargaining Agreement) salary increases and overtime adjustments.
- Fringe Benefit costs increased by \$4.3 million (6.4%) from the FY 2024 Adopted Budget of \$67.2 million. This reflects an increase of \$0.6 million in FICA costs, \$1.9 million in pension and defined contribution costs, \$1.7 million in medical, dental, life and vision costs, and \$0.7 million in vacation and sick leave accrual, etc.
- Capital recovery and indirect savings decreased by \$0.5 million (19.2%) from the FY 2024 Adopted Budget of \$2.6 million. This represents labor charged to capital projects and other initiatives.

Professional Services

Professional services include transit security, equipment maintenance, facilities maintenance, legal services, and services provided by outside consultants.

The FY 2025 Budget includes \$26.5 million for Professional Services, an increase of \$1.9 million (7.7%) from the FY 2024 Adopted Budget of \$24.6 million.

- Security services cost increased \$1.1 million from the FY 2024 Adopted Budget due to additional security guards' coverage and contractual cost increases.
- Outside services costs were reduced by \$0.7 million.
- Software/cloud services cost increased by \$0.6 million.
- Radio Maintenance cost increased by \$0.35 million.
- Purchased Transportation cost for supplemental ADA service increased \$0.6 million due to increased demand.
- This budget reflects the FY 2025 portion of multi-year contracts for professional services.

Materials & Supplies

Materials and supplies include fuel, bus and light rail parts, small maintenance tools and equipment, cleaning supplies, printing materials, and general office supplies.

The FY 2025 Budget includes \$16.5 million for materials and supplies, an increase of \$0.7 million (4.6%) from the FY 2024 Adopted Budget of \$15.8 million.

Expenses (continued)

- This budget includes \$3.6 million in gasoline cost. This is an increase of \$0.6 million in gasoline cost due to gas prices and higher demand for ADA service, which uses gasoline as a fuel for most of the vehicles.
- Bus parts budget increased by \$0.4 million due to a noticeable increase in pricing for standard inventory materials for the buses and vans currently supported by Bus Maintenance.
- This budget reflects a \$0.1 million increase in Wayside spare parts.

Utilities

Utilities include electricity, water, gas, refuse, and telephone for bus, light rail, and administrative facilities.

The FY 2025 Budget includes \$8.4 million for Utilities, which is about the same as the FY 2024 Adopted Budget.

- Electricity cost increased by \$0.2 million due to projected electricity rate increases.
- Traction power cost increased by \$0.1 million.
- This budget reflects a reduction of \$0.4 million in telephone costs.

Insurance & Liability

Insurance and liability include 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 2025 Budget includes \$25.6 million for Insurance & Liability, an increase of approximately \$2.8 million (12.2%) from the FY 2024 Adopted Budget of \$22.8 million.

- Cost for projected claim reserves for Property and Liability for FY 2025 increased by \$1.5 million.
- Cost for projected claim reserves for Workers' Compensation for FY 2025 increased by \$0.9 million.
- The budget includes an increase of \$0.6 million in excess liability insurance costs due to challenging market conditions to get the required insurance limits.
- This budget reflects increases in FY 2025 estimated insurance premium costs due to a more restrictive and more competitive insurance market.

Other

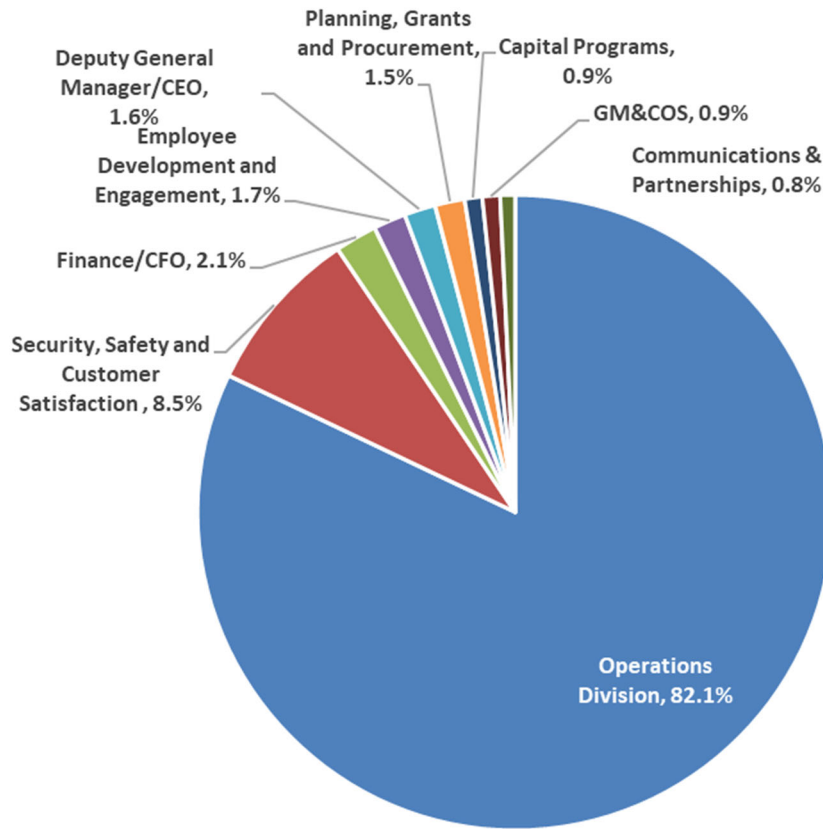
Other expenses include, but is not limited to, travel and training, seminars, dues and subscriptions, awards and ceremonies, building leases, equipment leases, taxes, freight, advertising, legal notices, and banking fees.

The FY 2025 Budget includes \$5.7 million for other expenditures, a reduction of \$0.4 million (6.7%) from the FY 2024 Adopted Budget of \$6.1 million.

- Cost for property leases increased by \$0.2 million due to lease cost for additional suites at Q Street administrative building and scheduled property cost increases.
- This budget reflects a reduction of \$0.6 million in contingency funds.

Positions

FY 2025 Positions by Division



Division	FY 2021 Funded	FY 2022 Funded	FY 2023 Funded	FY 2024 Funded	FY 2025 Funded	FY 2024 to FY 2025
General Manager/CEO	16	9	10	10	9	-1
Chief of Staff/VP, Real Estate	0	0	0	0	4	4
Planning, Grants and Procurement	57	58	59	67	22	-45
Operations Division*	0	0	0	0	1192	1192
Bus Operations	1196	939	945	928	0	-928
Light Rail Operations	0	261	266	270	0	-270
Deputy General Manager/CEO	33	41	22	23	23	0
Employee Development and Engagement	0	0	0	24	24	0
Capital Programs	0	0	0	0	13	13
Finance/CFO	47	51	29	23	31	8
Procurement, Real Estate & Special Projects	0	0	22	23	0	-23
Communications & Partnerships	0	9	16	16	11	-5
Security, Safety and Customer Satisfaction	74	82	79	79	123	44
Total	1,423	1,450	1,448	1,463	1,452	-11

*The FY25 Operations Division is equivalent to the sum of the Bus Operations and Light Rail Operations divisions in prior years.

Positions (continued)

As we continue to strive for excellence through business optimization, leadership and professional development and continuous improvement, effective January 5, 2024, SacRT adjusted our organizational structure. From FY 2024 to FY 2025, SacRT has a total net decrease of 11 funded positions. The changes reflected in the FY 2025 Budget are as follows:

General Manager/CEO Division has net decrease of 1 funded position.

- Reclassed Chief of Staff to Chief of Staff/VP, Real Estate and transferred to Chief of Staff/VP, Real Estate Division.

The Chief of Staff/VP, Real Estate Division was created and has a net increase of 4 positions.

- Transferred 1 Chief of Staff/VP, Real Estate from GM's Division.
- Transferred 2 from the Procurement, Real Estate and Special Project Division.

Planning, Grants and Procurement Division was renamed from Planning and Engineering Division. It has a net decrease of 45 funded positions.

- Transferred total net decrease of 44 positions: transferred 12 Engineering and Construction to Capital Programs Division, transferred 42 Facilities to Security, Safety & CS (Customer Satisfaction) Division, and added 10 Procurement from Procurement, Real Estate and Special Project Division, which has been eliminated.
- Eliminated 1 Procurement Analyst II.
- Reclassed 1 Manager, Procurement Services from Senior Procurement Analyst.

Combined both Bus and Light Rail Operations and reinstated the Operation Division. It has a net decrease of 6 funded positions.

- Added 26 positions: 1 AVP, Operations and 1 Program Analyst, 7 Bus Operators, 7 Light Rail Operators, and 10 Paratransit Operators,
- Eliminated 32 positions: 1 VP, Light Rail Operations, 29 CBS Smartride Operators (24 of these positions were budgeted part-time and created in FY2020, but never filled), and 2 Folsom Operators.
- Reclassed and promote VP, Bus Operations to VP, Operations.
- Reclassed 1 Elk Grove Reservationist to 1 Elk Grove Dispatcher.

Deputy General Manager/CEO Division and Employment Development and Engagement Division has no changes.

Finance/Chief Financial Officer (CFO) Division has a net increase of 8 funded positions.

- Transferred 8 Risk positions from Procurement, Real Estate and Special Project Division.
- Added 1 Accountant I
- Eliminated 1 Senior Manager, Revenue and Analytics
- Reclassed 1 Accounts Payable Clerk and 2 Revenue Clerks to Senior Clerks.

The Procurement, Real Estate and Special Project Division was eliminated. It has a net decrease of 23 funded positions.

- Transferred total of 21 positions: 1 Sr. Administrative Assistant and 2 Real Estate to Chief of Staff/VP, Real Estate, 10 Procurement to Planning, Grants and Procurement Division, and 8 Risk Management to Finance/CFO Division.
- Unfunded 1 Manager, Quality Assurance and TAM.
- Eliminate 1 VP, Procurement, Real Estate and Special Project.

Positions (continued)

Communications and Partnerships Division has a net decrease of 5 funded positions.

- Reclassed and eliminated 6 Community Outreach Specialist to 2 Marketing and Communications Specialist.
- Unfunded 1 Senior Governmental Affairs Officer.

Security, Safety and Customer Satisfaction Division has net increase of 44 funded positions.

- Transferred 42 Facilities from Planning, Grants and Procurement Division.
- Added 2 positions: 1 Transportation Supervisor – Police Services and 1 Facilities Superintendent.
- Reclassed 1 Administrative Technician to Facilities Maintenance Scheduler.
- Reclassed 1 Facilities Service Worker (Elk Grove) to 1 Facilities Grounds Worker I (Elk Grove).
- Reclassed 1 Treasury Clerk to 1 Senior Clerk.

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 2025 Capital Budget includes only additions to previously approved projects. The following tables and chart represent the Capital Budget as it pertains to the FY 2025 Budget for the projects listed. The amounts contained in the FY 2025 Preliminary Capital Budget represent fully funded, partially funded, and unfunded projects along with anticipated and secured funding sources for FY 2025. Non-Awarded grant funding is shown as To-Be-Determined (TBD).

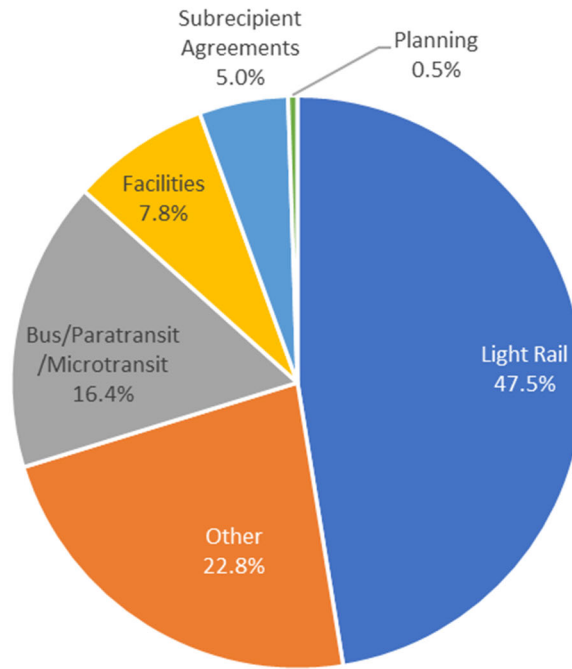
Major Capital Projects

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). Twenty S700 new light rail vehicles have been delivered and another 25 are in production. Station modifications design began in 2023 and will be completed by December 2024. Station modifications started in 2023 and will continue through 2027.

Capital Budget by Category



Project Categories	# of Projects	FY 2025 Budget Additions		%
Bus/Paratransit/Microtransit	5	\$	1,470,674	16.4%
Light Rail	3		4,252,228	47.5%
Facilities	1		700,000	7.8%
Planning	2		46,511	0.5%
Other	2		2,042,900	22.8%
Subrecipient Agreements	1		450,000	5.0%
Total	14	\$	8,962,313	100%

Capital Revenues & Expenses

SacRT relies primarily on local, state, and federal grants to pay for capital projects. The FY 2025 budget proposes an increase in budget authority of \$8.96 million.

- Progress on CIP since FY24 – SacRT obtained over \$5 million in competitive grant funding towards our CIP list.
- The new capital project revenues for FY 2025 include \$5.74 million of funding and \$4 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 capital projects requiring FY 2025 budget additions include total available funding of \$59.96 million which includes \$30.95 million for Bus/Paratransit/Microtransit Projects, \$0.29 million for Light Rail Projects, \$0.16 million for Planning Projects, and \$28.56 million for Other Projects.

FY 2025 Capital Budget

Project Number	Project Name	FY 2024 Amended Budget	FY 2025 Budget Additions	FY25 Budget	Available Funding	Prior Yr Funds Awarded Not Available	FY25 Funds To Be Added	Funding TBD
Bus/Paratransit/Microtransit Projects								
B147	Fleet Maintenance Mgmt Software	\$ 414,500	\$ 1,085,500	\$ 1,500,000			\$ 1,500,000	
B150	Watt I-80 Transit Center Imprvmnts	30,000,000	112,905	30,112,905	30,112,905			-
B174	Disruption Manager Software	214,866	95,269	310,135	310,135			-
B176	Vehicle Event Recorder	454,590	100,000	554,590	454,590	100,000		-
B184	CA Labor Federation WED		77,000	77,000	77,000			-
	Total Bus Projects	31,083,956	1,470,674	32,554,630	30,954,630	100,000	1,500,000	-
Light Rail Projects								
R384	LRV Maintenance Shop Upgrade	289,800	2,228	292,028	292,028			-
R386	LR Station LED Light Upgrade	2,750,000	2,250,000	5,000,000	-	2,000,000	1,000,000	2,000,000
R387	Park & Ride LED Light Upgrade	3,000,000	2,000,000	5,000,000	-	2,000,000	1,000,000	2,000,000
	Total Light Rail Projects	6,039,800	4,252,228	10,292,028	292,028	4,000,000	2,000,000	4,000,000
Facilities Projects								
F042	South Bus Parking Lot Pavement	100,000	700,000	800,000	-	800,000		-
	Total Facilities Projects	100,000	700,000	800,000	-	800,000		-
Planning Projects								
M019	Arcade Creek Bridge Enviro	110,000	31,781	141,781	141,781			-
M025	Truxel Bridge Study		14,730	14,730	14,730			-
	Total Planning Projects	110,000	46,511	156,511	156,511	-		-
Other								
M004	FY12 Revenue Bond Payments	25,406,671	1,542,900	26,949,571	25,406,671		1,542,900	-
V102	Q Street Move	2,900,000	500,000	3,400,000	3,152,000		248,000	-
	Total Other Projects	28,306,671	2,042,900	30,349,571	28,558,671	-	1,790,900	-
Subrecipients								
TBD	El Dorado Transit FFY24 FTA 5307/5339(a)		450,000	450,000			450,000	
		-	450,000	450,000	-	-	450,000	-
	Totals	\$ 65,640,427	\$ 8,962,313	\$ 74,602,740	\$ 59,961,840	\$ 4,900,000	\$ 5,740,900	\$ 4,000,000

Capital Project Funding Addition Descriptions

- B147 Replace the existing internally developed Bus Maintenance system with a new SacRT Fleet Maintenance Management Software for Bus, Light Rail Maintenance, Light Rail Wayside Maintenance, and Facilities.
- B150 Watt/I-80 Transit Center Improvements – Construction activities include relocating the roadway median barrier and narrowing vehicle travel lanes, expanding platform(s), new stairway(s), add new lighting & signage, trash and recycling receptacles, seating, shade/rain shelters, pedestrian amenities, landscape buffer, relocating bus stops, improving on-ramps and pick-up/drop-off space, shelter modifications, elevator replacement, bathroom/breakroom renovations, and demolition.
- B174 Disruption Manager Software – Software will allow SacRT to react quickly to service disruptions that occur due to weather, traffic, or road conditions, and/or vehicle maintenance issues.
- B176 Vehicle Event Recorder – The on-board video event recorder will increase visibility, improve safety, track vehicles, and streamline fleet compliance.
- B184 CA Labor Federation WED – Workforce and Economic Development Program to build out and continue the Partners Moving Forward high road training partnership.
- F042 South Bus Parking Lot Pavement – Pavement repair to South bus parking lot.
- M004 FY12 Revenue Bond Payments – Annual payments for revenue bond issuance.
- M019 Arcade Creek Bridge Environmental – To obtain CEQA categorical exemption and environmental permitting to proceed with repairs.
- M025 Truxel Bridge Study – SacRT is providing internal technical review/support for the City of Sacramento engineering feasibility study for a new multi-modal bridge across the lower American River between Truxel Road and Sequoia Pacific Boulevard
- R384 LRV Maintenance Shop Upgrades – Engineering and construction for Light Rail Maintenance Shop upgrades needed to maintain the new Siemens S700.
- R386 LR Station LED Light Upgrade – Replace all obsolete high intensity discharge (HID) light fixtures at all light rail stations.
- R387 Park & Ride LED Light Upgrade - Replace all obsolete high intensity discharge (HID) light fixtures at all park & ride locations.
- R388 Facilities LED Light Upgrade - Replace all obsolete high intensity discharge (HID) light fixtures at all SacRT facilities.
- V102 1102 Q Street Building Move – Relocate staff to new building, buildout of office space and Board room, purchase/install furniture, and equipment.



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Operations
SUBJ: APPROVING THE FIFTH AMENDMENT TO THE CONTRACT FOR SACRT GO VEHICLE CLEANING, FUELING, AND MAINTENANCE SERVICES WITH PARATRANSIT, INCORPORATED TO EXERCISE CONTRACT OPTION YEAR 5

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adopting the Resolution will extend the Contract with Paratransit, Incorporated, for one year and increase the Total Consideration by \$673,350 to allow for continued vehicle maintenance services.

FISCAL IMPACT

The proposed contract amendment is \$653,350 for a 1-year term covering Fiscal Year 2025 with an additional \$20,000 for contingency repair costs, totaling \$673,350, and is included in the FY 2025 Operating Budget.

DISCUSSION

On June 23, 2020, after a competitive solicitation, the Board awarded a Contract for SacRT GO Vehicle Cleaning, Fueling, and Maintenance Services to Paratransit, Incorporated, for an amount not-to-exceed \$1,174,600, plus fueling costs. The initial Contract was awarded for a 2-year term with a SacRT option to renew for up to 3 additional 1-year periods.

On June 17, 2022, the First Amendment was executed to add \$615,100 for Option Year 3, which increased the Total Consideration from \$1,174,600 to \$1,789,700. On November 14, 2022, the Second Amendment was executed and added \$16,350 to increase the Total Consideration to \$1,806,050 for the installation of protective measures to prevent catalytic converter theft. On March 26, 2023, the Third Amendment was executed to include language for Paratransit to perform repairs of damage from theft or larceny on a time and materials basis with no change to the Total Consideration. On June 21, 2023, the Fourth Amendment was executed to add \$654,100 for Option Year 4, which increased the Total Consideration from \$1,806,050 to \$2,460,150.

Staff is recommending that the Board exercise Option Year 5 to extend the Contract term and increase the total consideration by \$673,350, which reflects: (a) the bid amount for Option Year 5 of \$653,350; and (b) \$20,000 in contingent funding for possible theft/larceny repairs. Staff has analyzed the cost proposal and the services provided to date and believes that it is in SacRT's best interest to exercise Option Year 5. Exercising Option Year 5 will increase the Total Consideration to \$3,133,500.

Paratransit, Incorporated has satisfactorily met the terms of the Contract. Staff meets on a quarterly schedule with Paratransit, Incorporated and continuously monitors contractor performance. During the Contract term, Paratransit, Incorporated has completed preventive maintenance on time, kept adequate maintenance records, and provided daily and monthly maintenance reports.

RESOLUTION NO. 2024-04-024

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

April 8, 2024

APPROVING THE FIFTH AMENDMENT TO THE CONTRACT FOR SACRT GO VEHICLE CLEANING, FUELING, AND MAINTENANCE SERVICES WITH PARATRANSIT, INCORPORATED TO EXERCISE CONTRACT OPTION YEAR 5

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

THAT, the Fifth Amendment to the Contract for SacRT GO Vehicle Cleaning, Fueling and Maintenance Services by and between Sacramento Regional Transit District (therein "SacRT") and Paratransit, Incorporated (therein "Contractor"), whereby the term is extended by one year, and the total consideration is increased by \$673,350.00, from \$2,460,150.00 to \$3,133,500.00, plus applicable sales taxes, fees, and fueling costs, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, AND SACRAMENTO REGIONAL TRANSIT DISTRICT FOR THE STOCKTON BOULEVARD MULTIMODAL PARTNERSHIP AND BUS RAPID TRANSIT CORRIDOR PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Memorandum of Understanding (MOU) would establish roles and responsibilities and divide project funds between SacRT, the City of Sacramento (City), and Sacramento County (County) for a proposed Bus Rapid Transit project (Project) on the Stockton Boulevard and Broadway corridors.

FISCAL IMPACT

Of the \$5,700,000 of awarded funding for the Project, SacRT will be able to obtain reimbursement for up to \$200,000 to cover all projected SacRT staff costs over the planning, environmental, and project approval phases, which will take approximately two years.

DISCUSSION

The proposed MOU would formalize a partnership between SacRT, the City,, and the County for developing the Project on the Stockton Boulevard and Broadway corridors (currently served by SacRT Route 51).

Corridor Selection

The Route 51 corridor was identified as a potential BRT corridor in SacRT's 2020 Stockton Boulevard Conceptual Plan. The City of Sacramento's 2021 Stockton Boulevard Corridor Planning Study identified multimodal improvements including potential BRT-style transit improvements for Stockton Boulevard. Bus stop improvements were also identified in SacRT's 2023 Stockton Boulevard Implementation Plan.

Project Scope and Funding

The proposed MOU would govern the Project through Project Approval and Environmental Documentation (PA&ED). This includes an Alternatives Analysis (AA) culminating in a Locally Preferred Alternative (LPA), any environmental work, and up to 30 percent engineering. Environmental work could potentially include an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) depending on the selected alternative.

Project Budget

The total cost through PA&ED is estimated at \$5.7 million, including staff time. State and federal funds totaling \$5.7 million have been awarded for the Project by the Sacramento Area Council of Governments (SACOG) over two funding rounds, fully funding the project, with no additional local match requirements. The City will be the recipient and will pass funds onto SacRT and the County under the MOU. The City will also lead the procurement of a consultant, with a budget of \$5,150,000, with assistance from SacRT and the County on developing the scope of work, selecting a firm, and reviewing work.

Stage	Entity (Estimated Budgets)	Expense Budget
Stage 1 - Alternative Evaluation	Contractor Budget	\$1,750,000
Stage 2 - PA&ED	Contractor Budget	\$3,400,000
Stage 1 and 2 - Management Staff	City	\$225,000
	County	\$125,000
	Regional Transit	\$200,000
		\$0
	Mgmt Subtotal	\$550,000
	Totals	\$5,700,000
	Existing Funds	\$500,000
	Total New Funding	\$5,200,000

Project Timeline

Current work is being divided into two stages, based on availability of awarded grant funds. Stage 1 will be the Alternatives Analysis, including environmental planning and establishment of an LPA, and is expected to take approximately one year, beginning Summer 2024 and ending Summer 2025. Stage 2 will be the preliminary engineering, up to 35 percent design, and is expected to take approximately one additional year, from Summer 2025 to Summer 2026.

The next step would be the Plans, Specifications, and Engineering (PS&E) phase, which would take the project from 35 percent to 100 percent design and potentially include right-of-way acquisition, would take approximately two years. Approximately one more year would likely be needed to apply for construction funds and complete right-of-way certification before construction. Construction would take approximately another two years and would include utility relocation and vehicle acquisition. The timeline could grow

or shrink depending on the complexity of the chosen alternative or if major revisions are made.

Alternatives Analysis

The first step of the proposed project is the Alternatives Analysis, which would evaluate the feasibility, impacts, costs, benefits, etc., of various project options and establish an LPA formally defining the project. Stakeholder engagement would be a key element of this phase, including, for example, station design, parking and traffic impacts, potential economic development opportunities, etc. Some of the other key elements of the analysis would include:

- Service design (i.e., route map, frequency, and hours of service)
- Roadway design (i.e., mixed-flow, exclusive lane, fixed guideway)
- Vehicle type (e.g., 40-foot or 60-foot bus, fuel type)
- Station locations and architectural design
- Site surveying (including identifying right-of-way and utility locations)
- Estimated benefits (e.g., ridership, economic development, air quality, equity)
- Cost estimation (including construction, fleet, and operations)
- Funding strategy (e.g., competitiveness for key federal and state programs)
- Stakeholder engagement (as discussed above)

Next Steps

Following approval of the MOU, staff will finalize a consultant scope of work, and the City will procure a consultant. Staff is targeting a July 2024 notice to proceed.

RESOLUTION NO. 2024-04-025

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

April 8, 2024

APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, AND SACRAMENTO REGIONAL TRANSIT DISTRICT FOR THE STOCKTON BOULEVARD MULTIMODAL PARTNERSHIP AND BUS RAPID TRANSIT CORRIDOR PROJECT

WHEREAS, the City of Sacramento, Sacramento County, and Sacramento Regional Transit District desire to develop Bus Rapid Transit and related corridor improvements on the Stockton Boulevard corridor; and

WHEREAS, grant funding totaling \$5,700,000 has been awarded by the Sacramento Area Council of Governments for the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit Corridor Project for planning and environmental documentation; and

WHEREAS, establishment of a Memorandum of Understanding governing cost-sharing and project roles and responsibilities is necessary to allow reimbursement of staff costs and assure orderly project delivery.

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 execute the Memorandum of Understanding for the Stockton Boulevard Partnership and Bus Rapid Transit Corridor Project.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry, Ikwut-Ukwa, VP, Capital Programs
SUBJ: AWARD CONTRACT FOR CONSTRUCTION MANAGEMENT SERVICES FOR WATT/I-80 TRANSIT CENTER IMPROVEMENT PROJECT TO ATLAS TECHNICAL CONSULTANTS (CA), INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Award of the Contract for Construction Management Services for Watt/I-80 Transit Center Improvement Project to Atlas Technical Consultants (CA), Inc. to provide supplemental resources to assist SacRT's limited construction management staff to oversee construction of the Watt/I-80 Transit Center Improvement Project and ensure timely completion in accordance with the construction contract requirements.

FISCAL IMPACT

The not to exceed amount for the Contract for Construction Management Services for the Watt/I-80 Transit Center Improvement Project is \$2,602,316.33 based upon the estimated number of hours of work. Other than testing services to be performed on a firm-fixed price basis, the work will be completed on a cost-plus-fixed-fee basis based on actual hours worked and costs incurred, including audited indirect costs and direct costs. The construction management services portion of the Watt/I-80 Transit Center Improvement Project is fully funded with federal (FTA 5307, Congestion Mitigation Air Quality), and state (Solutions for Congested Corridors) funds.

DISCUSSION

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

SacRT completed a visioning effort to re-imagine the Transit Center in 2018 with participation by a range of community stakeholders. With the community-envisioned

upgrades, this facility will attract and accommodate more riders, as well as accommodate additional bus service from regional operators and expansion of high-capacity transit connecting to American River College, Arden-Arcade, Citrus Heights, McClellan Park, and North Highlands.

The Watt/I-80 Transit Center Improvement Project will increase safety and security, and includes reconstructing the Transit Center's bus stop waiting areas on Watt Avenue; replacing the stair structures; widening the sidewalks along the Watt Avenue overpass; incorporating improved bike access along the overpass; and improving pedestrian access under Watt Avenue from the northbound bus stop to the light rail station; modifying the freeway on-ramps for improved pedestrian access; adding/updating lighting, signage, site furnishings, and fencing; and updating the operator restroom and breakroom.

To assist SacRT staff during the construction of the Watt/I-80 Transit Center Improvement Project, on November 22, 2023, SacRT released a Request for Proposals (RFP) for Construction Management (CM) Services for Watt/I-80 Transit Center Improvement Project in accordance with SacRT's Procurement Ordinance.

On December 22, 2023, SacRT received proposals from 3D Built, 4LEAF, Inc., and Atlas Technical Consultants (CA), Inc. An internal Evaluation Committee evaluated and ranked each proposal based on the qualifying criteria. Because construction management is considered an architecture and engineering contract (A&E), price is not considered as a selection criteria and price proposals are not opened until the top-ranked firm has been established. Oral presentations to the Evaluation Committee were not held because Atlas Technical Consultants (CA), Inc. was clearly the most qualified firm after scoring of the written proposals.

After making the determination of the most-qualified firm, SacRT reviewed the cost proposal for the referenced services with Atlas Technical Consultants (CA), Inc. to finalize the contract cost and determine that the price is fair and reasonable.

RESOLUTION NO. 2024-04-026

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

April 8, 2024

AWARD CONTRACT FOR CONSTRUCTION MANAGEMENT SERVICES FOR WATT/I-80 TRANSIT CENTER IMPROVEMENT PROJECT TO ATLAS TECHNICAL CONSULTANTS (CA), INC.

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

THAT, the Contract for Construction Management Services for Watt/I-80 Transit Center Improvement Project between the Sacramento Regional Transit District, therein referred to as "SacRT," and Atlas Technical Consultants (CA), Inc., therein referred to as "Contractor," whereby Contractor agrees to provide construction management services for Watt/I-80 Transit Center Improvement Project, as further specified therein, for an amount not to exceed \$2,602,316.33, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR FOR FISCAL YEAR 2025

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the project list for funding under the Roadway Repair and Accountability Act of 2017 (SB1), State of Good Repair (SGR) for Fiscal Year 2025 will allow SacRT to request funding from Caltrans for the cost associated with the listed projects.

Approval of this action will also revise the scope of the Gold Line/Blue Line Station Conversions project to include LED lights/fixtures.

FISCAL IMPACT

Funding in the amount of \$3,537,488 has been allocated to SacRT for FY25. This SGR funding is included in the FY25 Capital Budget for the Gold Line/Blue Line Station Conversions project and the Park & Ride LED Light Upgrade project.

The FY25 99313 SGR funds of \$2,531,910 are to be distributed to the Gold Line/Blue Line Station Conversions project.

The FY25 99314 SGR funds of \$1,005,578 are to be distributed to the Park & Ride LED Light Upgrade project.

DISCUSSION

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

The original scope of the Gold Line/Blue Line Station Conversion projects did not specify LED lights/fixtures in the scope of work. Sacramento Area Council Governments is requiring SacRT Board to formally approve the revised scope of work.

These funds are limited in the types of projects that can be approved. They must not be capacity increasing and must be listed in the Transit Asset Management Plan. Staff recommends allocation of SacRT's entire FY25 state of good repair funds towards the existing Gold Line/Blue Line Station Conversions project.

RESOLUTION NO. 2024-04-027

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

April 8, 2024

APPROVE PROJECT LIST FOR FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR FOR FISCAL YEAR 2025

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

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

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

WHEREAS, the General Manager/CEO is authorized to apply for grant funds and bind SacRT to grant agreements to receive local, state and/or federal funding for SacRT's Capital and/or Operating Budgets, pursuant to Title VI of the Sacramento Regional Transit District Administrative Code.

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

THAT, the Board hereby authorizes the Blue Line and Gold Line Light Rail Station Conversion/Modifications project, for which SGR funding is hereby committed.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVING WORK ORDER NO. 1 TO THE CONTRACT FOR ON-CALL FLAGGING SUPPORT SERVICES WITH RAILPROS FIELD SERVICES, INC., FOR THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Work Order No. 1 will assist Sacramento Regional Transit District (SacRT) to meet S700 revenue service implementation in summer 2024.

FISCAL IMPACT

Work Order No. 1 will have a not-to-exceed amount of \$298,782.00 for 66 days of flagging services based on the firm fixed daily pricing provided as part of the proposal. The Work Order will be funded with State Transit Assistance funds. The cost of this service is included in the Capital Budget for this project.

DISCUSSION

SacRT is required by the Public Utilities Commission (General Order 175-A) to provide roadway worker protection, also known as railroad flagging, to support all activities in the SacRT rail right-of-way and infrastructure and systems. Under normal circumstances, the SacRT Light Rail Maintenance Department provides these services. However, at times the demand for railroad flagging exceeds the capacity of the department's personnel resources. To alleviate this problem, SacRT solicited bids from third party contractors to provide flagging services under a general On-Call Flagging Support Services Contract.

On December 11, 2023, the Board awarded three on-call contracts for railroad flagging support services for ongoing SacRT construction projects and third parties requesting access to SacRT's right-of-way, including a contract with RailPros Field Services, Inc.

The Low Floor Vehicle Platform Conversion Phase 1 Project construction contractor (PNP) has requested flagging services to install permanent detectable warning tiles (DWT) on the newly-constructed raised platforms. Rail flagging is required for Contractor

to install the DWT, but due to SacRT's limited internal resources and its own ongoing maintenance obligations, the SacRT Light Rail Maintenance Department is unable to provide the flagging services internally and has requested assistance from one of the three on-call flagging contractors. While RailPros Field Services, Inc. is the most expensive of the three on-call contractors, at this time it is the only firm with sufficient trained personnel and availability to meet SacRT's flagging needs for Phase 1 project.

RESOLUTION NO. 2024-04-028

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

April 8, 2024

APPROVING WORK ORDER NO. 1 TO THE CONTRACT FOR ON-CALL FLAGGING SUPPORT SERVICES WITH RAILPROS FIELD SERVICES, INC., FOR THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 PROJECT

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

THAT, Work Order No. 1 to the Contract for On-Call Flagging Support Services with RailPros Field Services, Inc. by and between the Sacramento Regional Transit District (therein "SacRT") and RailPros Field Services, Inc. (therein "Contractor") whereby Contractor agrees to provide specified flagging services in support of SacRT Low Floor Vehicle Platform Conversion Phase 1 project for an amount not to exceed \$298,782.00, is hereby approved..

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Operations
SUBJ: CONDITIONALLY APPROVING THE CONTRACT FOR ASPHALT PAVING FOR LIGHT AND FREIGHT RAIL GRADE CROSSINGS WITH B&M BUILDERS, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Awarding this Contract will allow B&M Builders, Inc. to provide asphalt paving services for three light rail and freight rail grade crossings.

FISCAL IMPACT

This contract has a total not to exceed amount of \$174,803.00. The cost of this contract is included in the approved FY 23/24 Operating Budget.

DISCUSSION

Grade crossing surface repairs are required at three separate grade crossings to resolve roadway defects that have generated complaints from the public and California Public Utilities Commission (CPUC) recommendations to resolve.

The light rail and freight rail grade crossing locations include (1) 34th Street and Stockton Boulevard (two adjacent tracks – the paving work at this location includes the traffic island between the two streets as well as the two crossings), Sacramento, CA 95816; (2) Marketplace Lane (one freight track), Rancho Cordova, CA 95742; and (3) Mercantile Drive (one freight track), Rancho Cordova, CA 95742. Under the Shared Use Agreement entered into between the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) and Southern Pacific Railroad (as the predecessor in interest to Union Pacific Railroad) and the Reciprocal Use and Funding Agreement between the SPTC-JPA and SacRT, SacRT is responsible for maintaining both the freight rail and light rail grade crossings in the Folsom corridor on behalf of the SPTC-JPA.

On July 7, 2023, SacRT released an Invitation for Bids on PlanetBids e-Procurement system for Asphalt Paving for Light Rail and Freight Rail Grade Crossings. There were

256 vendors notified of the contracting opportunity. On February 9, 2024, SacRT received three bids as follows:

- | | | |
|----|---------------------------------|--------------|
| 1. | Robert Burns Construction, Inc. | \$158,184.41 |
| 2. | B&M Builders, Inc | \$174,803.00 |
| 3. | Dirt Dynasty, Inc. | \$200,000.00 |

Robert Burns Construction, Inc. failed to sign and submit Form 15 (Federal Transit Administration (FTA) Buy America Certificate), which was added to the IFB through Addendum No. 8. Because submission of the certificate is a mandatory federal regulatory requirement, the bid from Robert Burns Construction, Inc. was deemed non-responsive and rejected.

After a thorough review of the bids, Staff determined that B&M Builders, Inc. was the lowest responsive and responsible bidder. Because SacRT is still awaiting the required payment and performance bonds from the Contractor, a conditional award is being requested.

RESOLUTION NO. 2024-04-029

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

April 8, 2024

CONDITIONALLY APPROVING THE CONTRACT FOR ASPHALT PAVING FOR LIGHT AND FREIGHT RAIL GRADE CROSSINGS WITH B&M BUILDERS, INC.

WHEREAS, grade crossing surface repairs are required at three separate freight and light rail grade crossings to resolve roadway defects that are significant enough to cause complaints and CPUC recommendations to resolve.

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

THAT, the Contract for Asphalt Paving for Light and Freight Rail Grade Crossings by and between the Sacramento Regional Transit District (therein "SacRT") and B&M Builders, Inc. (therein "Contractor"), whereby Contractor agrees to provide labor and materials for asphalt paving at three locations for an amount not-to-exceed \$174,803, is hereby conditionally approved, contingent upon Contractor submitting the required payment and performance bonds.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Operations
SUBJ: RATIFY THE FIFTH AMENDMENT AND REVISE MAXIMUM TOTAL CONSIDERATION FOR THE SOFTWARE LICENSE AND SERVICES AGREEMENT FOR COMPLEMENTARY PARATRANSIT SCHEDULING AND DISPATCHING SOFTWARE WITH ECOLANE USA INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Ratifying the Fifth Amendment to the Contract with Ecolane USA Inc. ("Ecolane") and increasing the allowable total consideration for the contract to include the original agreement and all amendments and settlements will allow SacRT to continue to use complementary paratransit scheduling and dispatching software needed for SacRT to provide complementary paratransit service.

FISCAL IMPACT

Ratification of the GM/CEO-approved Fifth Amendment, together with the Board-approved Sixth Amendment, would increase the maximum Contract Total Consideration from \$805,234.90 to \$830,883.70. The cost of this amendment is included in the approved FY24 Operating Budget and the preliminary FY25 Operating Budget.

DISCUSSION

In December 2019, under Resolution No. 19-12-0129, the SacRT Board delegated authority to the GM/CEO to approve and execute a Contract with Ecolane to provide complementary paratransit scheduling and dispatching software using the National Cooperative Purchasing Alliance (NCPA), which had conducted a full and open competitive procurement in compliance with SacRT requirements prior to awarding a contract to Ecolane. The Board further delegated authority to the GM/CEO to approve and execute an additional \$250,000 in amendments to the original agreement for the continuation of services with Ecolane.

The original agreement with Ecolane specified that 10,000 SMS text messages were included in the base pricing and “SMS Text message credit bundle” beyond the initial 10,000 was an “optional” additional service. The SMS messages provide critical alerts to passengers regarding their trips. While Ecolane was unable to provide documentation that SacRT formally requested that the SMS messages continue to be sent after the initial allotment was exhausted, SMS texts were provided to customers and SacRT was invoiced in September 2022 for 130,000 additional messages based the “optional” rate and in March 2023 for an additional 60,000 messages. On September 5, 2023, the parties entered into a Settlement Agreement to resolve the contract dispute regarding previously-sent SMS messages for the amount of \$25,000 and also executed a Fifth Amendment in the amount of \$18,000 to provide compensation, forward-going, for SMS text messages.

On February 26, 2024, Staff recommended to the Board the approval of a sole source procurement and Sixth Amendment to the Software License and Services agreement with Ecolane for complementary paratransit scheduling and dispatching software, as the Sixth Amendment was identified as being above the GM’s \$250,000 amendment award authority.

However, in March 2024, Staff found that the September 2023 Settlement Agreement in the amount of \$25,500 with Ecolane- compensating Ecolane for text messages sent to complementary paratransit service users—was inadvertently excluded from the calculations for the GM/CEO’s amendment authority and was also excluded from the total contract consideration reported to the Board in February 2024. The settlement agreement put the GM’s award total at \$242,856.80. Therefore, the GM/CEO approval of the Fifth Amendment in the amount of \$18,000 exceeded the GM/CEO’s delegated authority by \$10,856.80.

Because the General Manager/CEO’s authority to execute amendments under Resolution No. 19-12-0129 was limited to amendments up to \$250,000.00, and the Fifth Amendment resulted in GM/CEO awarded amendments totaling \$260,856.80, execution of the Fifth Amendment was an unauthorized procurement under the Procurement Ordinance that is not binding on SacRT unless ratified by the Board of Directors. Ratification is permitted under the Procurement Ordinance if: supplies or services have been provided to and accepted by SacRT, or SacRT otherwise has obtained or will obtain a benefit resulting from performance of the unauthorized procurement; the ratifying official has the authority to enter into a contractual commitment; the resulting contract would otherwise have been proper if made by an appropriate contracting officer; the contracting officer reviewing the unauthorized procurement determines the price to be fair and reasonable; and sufficient funds are available.

Because the above criteria are met in this instance, Staff is requesting that General Manager/CEO’s action in executing the Fifth Amendment be ratified.

Additionally, staff requests Board approval of the revised total maximum consideration for the Ecolane contract, amendments, and Settlement Agreement totaling \$830,883.70.

RESOLUTION NO. 2024-04-030

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

April 8, 2024

RATIFY THE FIFTH AMENDMENT AND REVISE MAXIMUM TOTAL CONSIDERATION FOR THE SOFTWARE LICENSE AND SERVICES AGREEMENT FOR COMPLEMENTARY PARATRANSIT SCHEDULING AND DISPATCHING SOFTWARE WITH ECOLANE USA INC.

WHEREAS, in December 2019, under Resolution No. 19-12-0129, the SacRT Board delegated authority to the GM/CEO to approve and execute a Contract with Ecolane USA Inc. for complementary paratransit scheduling and software services to SacRT since 2019 and to execute amendments to the Contract up to an aggregate amount of \$250,000; and

WHEREAS, due to the concurrent execution of a Settlement Agreement related to SMS text messages, the execution of the Fifth Amendment in September 2023 was in excess of the General Manager/CEO's amendment authority and was, therefore, an unauthorized procurement; and

WHEREAS, this issue was brought to light after approval and execution of the Sixth Amendment pursuant to Resolution No. 2024-02-013, which reflected an incorrect Total Consideration amount that did not take into account the Settlement Agreement; and

WHEREAS, under Section 1.105.B of the Procurement Ordinance, the Board may ratify an unauthorized procurement under specified circumstances.

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

THAT, because the criteria for ratification specified in Section 1.105.B of the Procurement Ordinance have been met, the action of the General Manager/CEO in execution the Fifth Amendment to the Software License & Services Agreement between Sacramento Regional Transit District, therein referred to as "Licensee," and with Ecolane USA Inc. therein referred to as "Licensor," is hereby approved .

THAT, notwithstanding anything to the contrary in Resolution 2024-02-013, the maximum Total Consideration for the Agreement between SacRT and Ecolane USA Inc. for complementary paratransit dispatch and scheduling services may not exceed \$830,883.70.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING A MEMORANDUM OF UNDERSTANDING FOR ON-DEMAND TRANSIT SERVICE AMONG THE CITY OF WEST SACRAMENTO, SACRAMENTO REGIONAL TRANSIT DISTRICT, AND YOLO COUNTY TRANSPORTATION DISTRICT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Memorandum of Understanding (MOU) would allow West Sacramento's Via On-Demand Microtransit to have pick-up and drop-off stops in Sacramento, at specific locations designated by SacRT staff.

FISCAL IMPACT

There is no fiscal impact to SacRT from this item.

DISCUSSION

Since May 14, 2018, the City of West Sacramento (City) has provided an on-demand microtransit service within its city limits. This service is similar to SacRT's SmaRT Ride service, providing on-demand curb-to-curb shared-ride public transportation to the general public. Customers who would like to travel to and from Sacramento must use Yolobus service. The City would like to allow direct, no-transfer rides into Downtown Sacramento on its microtransit service.

Under the state constitution, SacRT's consent is required for another transit operator to provide service within SacRT's jurisdiction. The proposed MOU would provide the required authorization. SacRT has similar agreements in place with other transit providers.

The main purposes of these agreements are to: (1) assure that partner agencies do not claim state transit funds designated for SacRT's service area, (2) assure that SacRT not lose significant fare revenue to a competing or redundant service, (3) mutually disclaim and limit liability; and (4) assure an orderly management of curb space i.e., at bus stops. SacRT has an agreement of this nature with Yolo Transportation District (YoloTD), which

provides fixed-route transit for City, but has no such agreement with the City, which directly manages its microtransit service. The proposed MOU would establish these important provisions.

Currently, any transit customers travelling between Sacramento and West Sacramento must use YoloBus, not SacRT, so there would be no fare revenue impact to SacRT from the MOU. Operationally, pick-up and drop-off locations would be limited to specific areas, selected by SacRT staff, designated in writing by email, and revokable with a reasonable notice period. City staff has indicated that the desired destinations are Kaiser Permanente and Sacramento Valley Amtrak Station, which SacRT staff believe can be served by City microtransit without causing significant impact to SacRT operations nor to City of Sacramento traffic or parking.

YoloTD would also be a party to the MOU to establish reporting responsibilities for YoloTD; however, the MOU would not alter YoloTD's operational or financial relationship with SacRT, which would continue to be governed by SacRT's bilateral agreement with YoloTD. Unless amended, the MOU would terminate on June 30, 2025, consistent with the City's objective of testing direct service to Downtown Sacramento.

RESOLUTION NO. 2024-04-031

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

April 8, 2024

APPROVING A MEMORANDUM OF UNDERSTANDING FOR ON-DEMAND TRANSIT SERVICE AMONG THE CITY OF WEST SACRAMENTO, SACRAMENTO REGIONAL TRANSIT DISTRICT, AND YOLO COUNTY TRANSPORTATION DISTRICT

WHEREAS, the City of West Sacramento (City) and the Yolo County Transportation District (YCTD) desire to establish terms and conditions for the operation of City rideshare public transit services within SacRT's jurisdiction; and

WHEREAS, under Article XI, Section 9 of the California Constitution, SacRT and City may not furnish transportation services "within another municipal corporation which furnishes the same service and does not consent;"

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 On-Demand Transit Service Among the City of West Sacramento, Sacramento Regional Transit District, and Yolo County Transportation District to authorize the operation of microtransit service by the City of West Sacramento into downtown Sacramento, as further specified therein, 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 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE CONTRACTS FOR PAYMENT ACCEPTANCE DEVICE HARDWARE AND TRANSIT PROCESSOR SERVICES WITH KUBA, INC. (MASTER AGREEMENT 5-21-70-28-02) AND LITTLEPAY, INC. (MASTER AGREEMENT 5-21-70-28-06) THROUGH STATE OF CALIFORNIA LEVERAGED PROCUREMENT AGREEMENTS

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolutions will allow SacRT to move forward with purchasing hardware and services through state cooperative agreements for a long-term contactless fare payment system as a successor to the pilot program previously put in place for light rail vehicles upon execution of a subrecipient agreement with the Sacramento Area Council of Governments (SACOG).

FISCAL IMPACT

The hardware purchasing and system implementation fees associated with this project have been included in the Capital Budget, will be paid for with TIRCP funds that were awarded to SacRT in 2022 and will be provided to SacRT through a subrecipient agreement with SACOG. Because the subrecipient agreement has not yet been signed, the delegation to the General Manager/CEO is proposed to be contingent on execution of the subrecipient agreement.

There will be no fiscal impact to the FY24 Operating Budget as SacRT will not incur any operating costs in FY24. Operating costs beginning in FY25 have been included in the preliminary FY25 Operating Budget. The costs for the Littlepay, Inc. services will be based on actual transaction volume at a rate of 2.25% per transaction for fare sales and \$.02 per transaction for free fares. Based on expected transaction volume, the annual costs are estimated at approximately \$6,000 per year.

DISCUSSION

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE CONTRACTS FOR PAYMENT ACCEPTANCE DEVICE HARDWARE AND TRANSIT PROCESSOR SERVICES WITH KUBA, INC. (MASTER AGREEMENT 5-21-70-28-02) AND LITTLEPAY, INC. (MASTER AGREEMENT 5-21-70-28-06) THROUGH STATE OF CALIFORNIA LEVERAGED PROCUREMENT AGREEMENTS

April 8, 2024

In September 2021, SacRT launched a demonstration program in partnership with the California Integrated Travel Program (Cal-ITP) enabling contactless payments onboard SacRT's light rail vehicles. The purpose of the demonstration was to test the feasibility of real-time fare collection using contactless payments.

In February 2022, SacRT applied for TIRCP funds in a partnership with SACOG, other local transit providers and Capitol Corridor Joint Powers Authority (CCJPA). The region was successful in its application and was awarded nearly \$2.2 million to purchase, install, and implement Cal-ITP supported contactless payment equipment and services on bus fleets throughout the region. The full funding amount was allocated to the region at the California Transportation Commission meeting held on December 7, 2023. The allocation requires SacRT and its partner transit agencies to enter into contracts for payment acceptance device hardware and transit processor services (fare calculation) by June 7, 2024.

A subrecipient agreement with SACOG directing the flow of funds for SacRT has been drafted and is in the final stages of review. SacRT's share of the \$2.2 million is approximately \$1.3 million and is expected to provide sufficient funding to purchase and install the equipment necessary to outfit SacRT's entire bus fleet. SacRT will incur ongoing service charges for the transit processor services to be provided by Littlepay, Inc. that will be paid for through the Operating Budget.

In June 2021, the State Department of General Services (DGS) issued Requests for Proposals for hardware payment acceptance devices (Category A) and transit processor services to do fare calculation (Category B). The solicitations closed in September 2021. After completion of evaluation, DGS proceeded to award Master Agreements to three contractors (INIT, Kuba, and SC Soft) for Category A and four contractors (INIT, Bytemark, Enghouse, and Littlepay) for Category B.

The Master Agreements provided by the State of CA through the Cal-ITP program offer transit agencies a solid framework by which procurements are streamlined and transit agencies can be confident in the products and services they select. Under Section 1.407 of the Procurement Ordinance, SacRT can use a state cooperative agreement if the bidding procedures followed by a public entity for any such contract satisfy the bidding requirements set out in the Procurement Ordinance and if the Contract does not violate any federal or state requirements applicable to SacRT. The DGS Master Agreements satisfy these Procurement Ordinance requirements.

While SacRT could have selected any of these DGS-approved vendors, SacRT in consultation with SACOG and the Cal-ITP consultant chose to solicit proposals from all available state contractors for the hardware and processing services. After solicitation of both initial and Best and Final Offers and evaluation, SacRT has selected Kuba, Inc. as the preferred vendor for Category A (Payment Acceptance Device) and LittlePay, Inc. for Category B (Transit Processor).

In addition to allowing contactless credit/debit card payment, a key benefit of using the state Master Agreements is that the state specified that the payment acceptance

hardware must use open application programming interfaces (APIs) in its design. The use of open APIs allows agencies to more easily and affordably integrate the hardware with third-party services. SacRT is seeking to take advantage by releasing a Request for Proposal (RFP) that will leverage this technology and allow passengers to activate mobile tickets and tap closed loop smart cards like Connect Card on the same payment acceptance device so that all customers choosing to pay with electronic fares will participate in a unified payment platform on both the front and backend (in contrast to the multiple systems currently maintained for ZipPass and ConnectCard). A portion of the costs of the unified fare payment platform will be covered by the SACOG subrecipient agreement using the funds remaining from the \$2.2 million award after all other transit providers have also entered into agreements for the Category A and Category B equipment and services.

This project will continue the expansion of SacRT's fare payment options for customers, allowing them to purchase fare at the time of boarding the bus using contactless payment technologies. The convenience of paying a fare with an existing (contactless enabled) credit/debit card or mobile wallet (Apple Pay/Google Pay) will simplify the fare payment process, speed up boardings and therefore improve SacRT's on-time performance.

RESOLUTION NO. 2024-04-032

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

April 8, 2024

**CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO EXECUTE A CONTRACT FOR PAYMENT ACCEPTANCE DEVICES WITH
KUBA, INC. UNDER STATE OF CALIFORNIA MASTER AGREEMENT 5-21-70-28-02**

WHEREAS, under Public Utilities Code Section 102222, SacRT may award contracts for the purchase of supplies over \$125,000 only after full and open competition and on the basis of either the lowest price or the best value provided to SacRT; and

WHEREAS, under Section 1.407 of the Procurement Ordinance (Ordinance 2022-12-01), SacRT may use a state cooperative purchasing agreement if the bidding procedures followed by a public entity for any such contract satisfy the bidding requirements set out in the Procurement Ordinance and if the Contract does not violate any federal or state requirements applicable to SacRT; and

WHEREAS, in June 2021, the State of California Department of General Services issued a Request for Proposals for Payment Acceptance Devices and awarded a contract to Kuba, Inc. and three other contractors pursuant to the solicitation using an evaluated solicitation; and

WHEREAS, SacRT solicited and received proposals from all awarded state contractors for Payment Acceptance Devices and determined that the proposal offered by Kuba, Inc. provides the best value to SacRT; and

WHEREAS, the Sacramento Area Council of Governments is preparing a subrecipient agreement for SacRT to receive funds for the purchase of Payment Acceptance Devices.

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

THAT, authority is hereby delegated to the General Manager/CEO to award and execute a contract for payment acceptance devices with Kuba, Inc. under State of California Master Agreement 5-21-70-28-02 for an amount not to exceed the grant funding provided by SACOG, conditioned upon full execution of the subrecipient agreement with SACOG providing reimbursement of all capital costs for the acquisition.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-04-033

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

April 8, 2024

**CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO EXECUTE A CONTRACT FOR TRANSIT PROCESSOR SERVICES WITH
LITTLEPAY, INC. UNDER STATE OF CALIFORNIA MASTER
AGREEMENT 5-21-70-28-06**

WHEREAS, under Procurement Ordinance (Ordinance 2022-12-01), SacRT may award contracts for services over \$150,000 only after full and open competition and on the basis of either the lowest price or the best value provided to SacRT; and

WHEREAS, under Section 1.407 of the Procurement Ordinance (Ordinance 2022-12-01), SacRT may use a state cooperative purchasing agreement if the bidding procedures followed by a public entity for any such contract satisfy the bidding requirements set out in the Procurement Ordinance and if the Contract does not violate any federal or state requirements applicable to SacRT; and

WHEREAS, in June 2021, the State of California Department of General Services issued a Request for Proposals (RFP) for Transit Processor services to be used by transit agencies for contactless fare payment implementation and awarded a contract to Littlepay, Inc. and three other contractors pursuant to the RFP using an evaluated solicitation; and

WHEREAS, SacRT solicited and received proposals from all awarded state contractors for Transit Processor services and determined that the proposal offered by Littlepay, Inc. provides the best value to SacRT; and

WHEREAS, the Sacramento Area Council of Governments is preparing a subrecipient agreement for SacRT to receive funds for the purchase of Payment Acceptance Devices to be used in conjunction with the Transit Processor services.

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

THAT, authority is hereby delegated to the General Manager/CEO to award and execute a contract for transit processor services with Littlepay, Inc. under the State of California Master Agreement 5-21-70-28-06 for a 60-month term conditioned upon: (1) full execution of the subrecipient agreement with SACOG providing reimbursement of all capital costs for the Payment Acceptance Device acquisition; and (2) execution of a contract for Payment Acceptance Devices with Kuba, Inc.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE AMENDMENT NO. 2 TO WORK ORDER 10 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR CONSTRUCTION SUPPORT FOR THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 PROJECT WITH PSOMAS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Amendment No. 2 to Work Order No. 10 to the Contract for General Engineering Support Services – 2020 (GESS Contract – 2020) for Construction Support of the Low Floor Vehicle Platform Conversion Phase 1 (Phase 1) Project with Psomas will allow for the design team to perform services related to moving elements of the Phase 2 work into the Phase 1 construction contract.

FISCAL IMPACT

Amendment No. 2 to Work Order No. 10 will increase the scope of work to provide additional design and construction support on the Phase 1 Project. The estimated cost of these additional services is \$128,564.60. Amendment No. 2 to Work Order No.10 will be funded with State Transit Assistance funds.

DISCUSSION

The Low Floor Vehicle Platform Conversion Project Phase 1 Project includes adjusting all Gold Line platforms to an 8-inch elevation above top of rail to accommodate 2-car Siemens S700 trains; 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 and signage.

Under Work Order No. 23 to the Contract for General Engineering Support Services – 2016 (“GESS Contract – 2016”) for Final Design -- Low Floor Vehicle Platform Conversion Project, Psomas prepared final design documents for Phase 1 of the low floor vehicle platform conversion project (2-car train).

SacRT subsequently issued Work Order No. 7 under to the Contract for General Engineering Support Services – 2020 (“GESS Contract – 2020”) for the Final Design of Gold Line Low Floor Vehicle Platform Conversion Phase 2 Project with Psomas will allow for development of design plans for the full conversion for three-car trains.

On June 13, 2022, SacRT executed Work Order No. 10 for design support during construction for the Phase 1 Project with Psomas under the GESS Contract – 2020 in the amount of \$22,936.08 for the two-car station conversion. On August 2, 2023, Amendment No. 1 to Work Order No. 10 increased the work order by \$24,766.72 with a total consideration of \$47,702.80. This Work Order was limited to supporting the Phase 1 work.

As detailed in the Staff Reports accompanying Resolution Nos. 2023-12-124 and 2024-01-004, a portion of the Phase 2 work at five stations (Sunrise, Cordova Town Center, Zinfandel, Mather Field/Mills and Tiber) is being moved forward and was added to the Construction Contract for Low Floor Vehicle Platform Conversion Phase 1 between SacRT and PNP Construction through CCO Nos. 11 and 12. Psomas prepared updated construction plan documents for those CCOs under Work Order No. 7 as part of its final design efforts for the full conversion. However, additional design work is required to update the construction plans for these stations, including eliminating conflicting design elements and completing CAD file updates.

Amendment No. 2 to Work Order No. 10 will also include additional design and construction support services to add the following elements into Phase 1: 1) additional braille signage design at all Gold Line stations, and 2) additional design at Tiber Station to make structural modifications to the shelters to accommodate the new elevations of the fare vending machines on the raised platform. A new subcontractor, SKA Designs, will be added to perform work specifically under this Work Order amendment to provide the specialty skills to develop braille signage.

The estimated cost for Amendment No. 2 to Work Order No. 10 is for an amount not-to-exceed \$128,564.60, which will increase the total consideration of the work order to an amount not-to-exceed \$176,267.40.

RESOLUTION NO. 2024-04-034

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

April 8, 2024

APPROVE AMENDMENT NO. 2 TO WORK ORDER 10 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 FOR CONSTRUCTION SUPPORT FOR THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 PROJECT WITH PSOMAS

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

THAT, Amendment No. 2 to Work Order No. 10 to the Contract for General Engineering Support Services – 2020 between Sacramento Regional Transit District, therein referred to as “SacRT,” and Psomas, therein referred to as “Consultant,” whereby the scope of the Work Order is amended to include additional design support during construction for the Low Floor Vehicle Platform Conversion Phase 1 project, as modified, and an additional subcontractor is added to provide specialty braille signage support for an additional amount not-to-exceed \$128,564.60, increasing the total Work Order amount to not-to-exceed \$176,267.40, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Amendment No. 2 to Work Order No. 10.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: AMENDING THE FISCAL YEAR 2024 CAPITAL BUDGET TO ADD FUNDING TO INITIATE AND FUND A COMPREHENSIVE OPERATIONAL ANALYSIS PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amends SacRT's Capital Improvement Plan and Fiscal Year 2023-2024 (FY24) Capital Budget to include a Comprehensive Operational Analysis (COA) planning study.

FISCAL IMPACT

The budget for the COA is \$1.0 million and it would be fully funded with previously awarded SB 125 funds. The second amendment to the FY24 Capital Budget would increase the total Capital Budget by \$1.0 million to \$1,989,756,664.

DISCUSSION

A Comprehensive Operational Analysis (COA) is an in-depth examination of a transit system to identify strengths and opportunities for improvement. SacRT's proposed COA will evaluate all aspects of its service, including updating SacRT's Service Standards, Short Range Transit Plan (SRTP), and Long-Range Transit Plan (LRTP).

In addition to the SacRT Forward route optimization project completed in 2019, the most recent SRTP was adopted in 2022 and covers the period through 2027. The last LRTP was SacRT's 2009 Transit Action Plan.

Key objectives of this project include:

- Identifying service efficiencies and service delivery models to ensure fiscal sustainability
- Evaluating and creating service standards for the Smart Ride on-demand microtransit service

- Updating service standards across all modes to ensure an optimal mix of service in relation to population/jobs density (i.e., where and when SacRT should run bus, light rail, bus rapid transit, microtransit, etc.)
- Update expansion plans to reflect recent annexations of suburban transit systems in Folsom and Elk Grove, and to reflect major changes in demand (e.g., COVID-19 pandemic and changes in land use)
- Preparation of potential expansion scenarios to meet regional climate goals and potential new funding measure
- Develop service strategies to keep SacRT riders coming back and to gain new riders

SacRT's LRTP is now fifteen years old and no longer consistent with or useful for SACOG's regional transportation planning activities embodied in the Blueprint (formerly the Metropolitan Transportation Plan/Sustainable Communities Strategy).

As part of the California State Budget for the 2023-24 Fiscal Year, the Legislature set aside \$5.1 billion (SB125) over four years to help transit agencies that have been hard hit by the pandemic and associated loss of ridership. SB125 provides one-time, multi-year bridge funding for transit operators to address operation costs until long-term sustainability solutions are identified. As discussed further in the staff report releasing the preliminary FY 2024-25 Operating and Capital Budget, SacRT is expected to be awarded operating and capital funds through SB125 to address pandemic-induced operating deficits and critical capital projects. Included in the initial allocation plan approved by the SACOG Board of Directors in December 2023, SacRT was awarded \$1.0 million in SB125 funds to perform a COA and LRTP update. A key goal of the COA is to identify service efficiencies and service delivery models to ensure fiscal sustainability. As noted above, the COA will include scenarios not only for expansion of SacRT's network if a new source of revenue is secured, such as new statewide legislation or a local/regional ballot measure, but will also take a fiscally constrained approach to service plans in a scenario where such funding is not secured after the SB125 relief funds are fully expended. Moving forward a permanent and stable source of revenue will be critical to support transit agencies throughout the state of California and as described in the SB125 legislation.

As required by the SB125 guidelines, regional transportation planning agencies must also submit a long-term financial plan to California State Transportation Agency (CalSTA) by June 26, 2026. The regional long-term financial plan will be completed separately by SACOG utilizing SB125 funds, but SacRT's COA will help inform that effort. In addition, SB 125 establishes a statewide Transit Transformation Task Force led by CalSTA to develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

The COA will include a review of service standards for all modes (i.e., bus, light rail, Smart Ride) to ensure an optimal mix of services that is cost-effective, fiscally sustainable, and consistent with other goals such as ridership maximization, coverage and accessibility, equity, air quality, etc. and to make sure that level of service

expectations match industry norms for communities of various sizes and densities (i.e., that high-frequency service is planned and provided only in areas with the jobs and population density to support such service). Of particular note is the SmaRT Ride microtransit service that was initially funded by one-time Measure A funds which have now been mostly expended. SmaRT Ride is also deployed in locations where it is partially or largely redundant with fixed-route. One of the key tasks of the COA would be an independent review of SmaRT Ride performance and service standards compared to industry norms and emerging best practices, as well as potential alternative service delivery models.

Over the past five years, SacRT has annexed transit systems in Folsom and Elk Grove with very different levels of service. ADA paratransit service has been brought in-house under the SacRT GO brand name, creating new job classifications, software platforms, and training needs. Although SacRT bus ridership has rebounded to nearly 100 percent of pre-pandemic levels, travel patterns have changed post-pandemic; for example, demand for commuter service decreased significantly and may not return to prior levels. Major changes have also occurred in land use and development plans, especially since the last LRTP in 2009.

Accordingly, the project scope would also include expansion plans, in the event of a new local funding measure, or another major increase in transit funding. SacRT must have sound, achievable, publicly-supported expansion plans developed and ready, if voters opt to increase transit funding.

Staff has been meeting with SACOG to review the scope of work for the project, which would have a consultant budget of \$900,000 for approximately 18 months of work. Staff would like to procure a consultant this spring, begin work this summer, and complete work by December 31, 2025. Staff recommends that the Board adopt the attached resolution, which will allow procurement to begin.

RESOLUTION NO. 2024-04-035

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

April 8, 2024

AMENDING THE FISCAL YEAR 2024 CAPITAL BUDGET TO ADD FUNDING TO INITIATE AND FUND A COMPREHENSIVE OPERATIONAL ANALYSIS PROJECT

WHEREAS, the Sacramento Area Council of Governments (SACOG) has approved \$1.0 million of Senate Bill 125 funds for SacRT to perform a Comprehensive Operational Analysis (COA); and

WHEREAS, SacRT desires to execute a detailed examination of its public transit services, and make recommendations for changes in short and long term transit plans as well as provide insights for long term new services or adjustments to existing services and operational functions for SacRT's entire package of services

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

THAT, the Board hereby approves the Second Amendment to the Fiscal Year 2024 Capital Budget, increasing the total Capital Budget by \$1,000,000 to include a Comprehensive Operational Analysis study, increasing the total Capital Budget to \$1,989,756,664.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE A FEDERAL TRANSIT ADMINISTRATION GRANT FOR FY25 OPERATIONS FUNDING

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will allow SacRT's General Manager/CEO to submit and execute a Federal Transit Administration (FTA) grant that includes funding for SacRT's Fiscal Year 2024-2025 (FY25) Operations by July 1, 2024.

FISCAL IMPACT

Delegating Authority to the General Manager/CEO to proceed with submitting and executing an FTA grant which includes \$16,000,000 of FTA Section 5307 Urbanized Area Formula funds. The funds will be available for SacRT FY 25 operations costs beginning July 1, 2024 and are included in the preliminary FY 25 Operating Budget.

DISCUSSION

The preliminary SacRT FY25 operating budget includes \$16,000,000 FTA Section 5307 Urbanized Area Formula funds which will pay for FY 25 preventive maintenance (PM) and ADA operations costs that are included in the FY 25 budget. These funds were previously apportioned to SacRT and are eligible to fund FY 25 PM and ADA operations costs.

To access these funds, SacRT is required to submit a grant application to FTA requesting these funds for this purpose. The funds need to be available to SacRT by July 1, 2024, the start of SacRT's FY 25. To allow adequate time for FTA review and award of the grant application, SacRT needs to submit the grant several months in advance of July 1, 2024.

Grant application review by FTA and submission of the grant by SacRT requires an opinion letter, signed by SacRT's legal counsel, affirming the General Manager/CEO is authorized to apply for and execute the grant application.

Sections 6.3.1.1 and 6.3.1.2 of Resolution 09-02-0031, "Amending and Restating the Sacramento Regional Transit District Budget Procedures" authorizes the General Manager/CEO to apply for and execute grants provided there is an adopted budget that includes the activities covered by the grant funding. The FY25 operating budget including PM and ADA operations costs funded by this grant will not be presented to SacRT's Board for final approval until June 2024. No other existing SacRT Board Resolution authorizes the General Manager/CEO to submit and execute an FTA grant for this funding. It is necessary to submit the grant prior to the final SacRT Board approval of the FY 25 operating budget in June 2024, in order to submit and execute the grant by July 1, 2024 and ensure that the revenue is available for the FY25 budget.

Staff recommends the Board approve the attached Resolution so the FTA grant with the Section 5307 funding for SacRT FY25 operations can move forward now.

RESOLUTION NO. 2024-04-036

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

April 8, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE A FEDERAL TRANSIT ADMINISTRATION GRANT FOR FY25 OPERATIONS FUNDING

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 submit and execute Federal Transit Administration (FTA) grants that include FTA Section 5307 funds for FY25 SacRT operation costs.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: PRESENTATION ON ONGOING PROJECTS AND INITIATIVES

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Presentation to provide updates on Sacramento Regional Transit District's ongoing projects and initiatives.

- a. Brief update on projects that were presented at recent Board meetings
 - i. Re-Imagine Watt I-80 Transit Center Master Plan Update (L. Ham)
 - ii. Fleet Optimization and Efficiency (L. Ham)
 - iii. Fare Free Analysis and Super Senior Pass (J. Johnson)
 - iv. Leveraging Technology to Enhance the Customer Experience (D. Selenis)
 - v. Low-Floor Train Public Outreach (D. Selenis)
 - vi. Community Advocate Recognition Program (D. Selenis)
 - vii. School Partnerships to Promote RydeFreeRT (D. Selenis)
 - viii. Safety and Security Incidents Monitoring and Prevention (L. Hinz)
 - ix. Social Equity Program (L. Hinz)
 - x. Mystery Rider Program (L. Hinz)
- b. Employee Satisfaction Survey Results (S. Valenton)

Update on Ongoing Projects and Initiatives

April 8, 2024

Shelly Valenton, Deputy General Manager/CEO

Laura Ham, VP of Planning, Grants and Procurement

Jason Johnson, VP of Finance/CFO

Devra Selenis, VP of Communications and Partnerships

Lisa Hinz, VP of Security, Safety, and Customer Satisfaction

New initiatives to be implemented:

- Community advocate recognition program
- Bring back the secret shopper program
- Partnerships with schools and potential school advocates to further increase student ridership

Improved communication on ongoing initiatives/concerns:

- Reimagine Watt/I-80 project status
- Low Floor light rail train concerns and public outreach
- Expand messaging/communication when there are trip cancelations during peak hours

Report on suggestions that are already being implemented:

- Leveraging technology (consolidated app, etc.)
- Homelessness and social equity program

Response to questions / analysis of potential initiatives suggested:

- Fare free program analysis
- Analysis on bus efficiency and use of smaller buses for low ridership routes
- Analysis re challenges with a “horizontal region” (TOD/Green Means Go presentation)
- Next route optimization study
- Response to customer feedback

Discussion Topics (Review)

July Meeting:

- Community advocate recognition program
- Reimagine Watt/I-80 project status
- Low Floor Light Rail Train concerns and public outreach
- Social Equity Program

August Meeting:

- FY 2023 Strategic Plan Annual KPI Results
- Mystery rider program

September Meeting:

- Fare free program analysis
- Leveraging technology to enhance the customer experience
- Safety incidents monitoring and prevention

October Meeting:

- Bus efficiency and use of smaller cutaways

November Meeting:

- Community advocate recognition

Future Meeting:

- School partnerships to promote RydeFree RT

Discussion Topics (Review)

Re-Imagine Watt-I80 Transit Center Master Plan Update

Fleet Optimization and Efficiency Use of Smaller Buses on Fixed Route



RE-IMAGINE
WATT/I-80

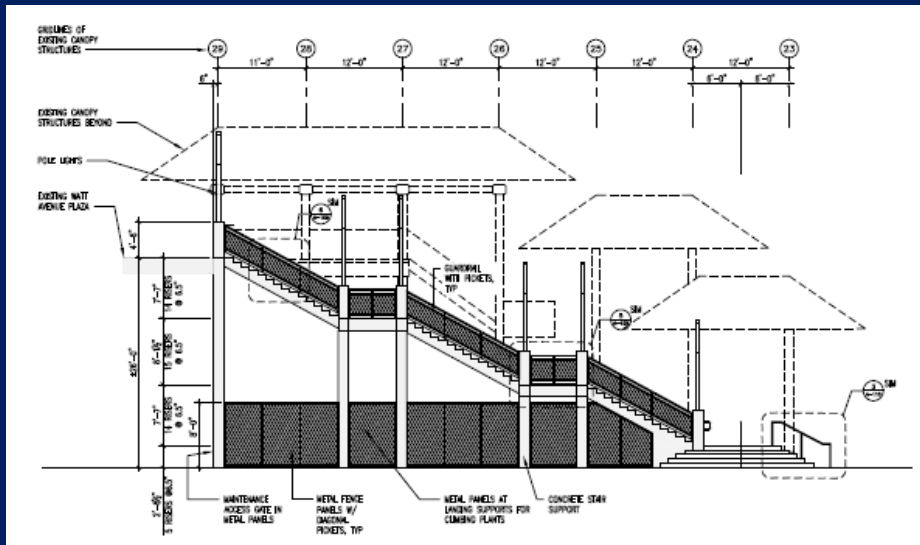
Laura Ham, VP of Planning, Grants and Procurement



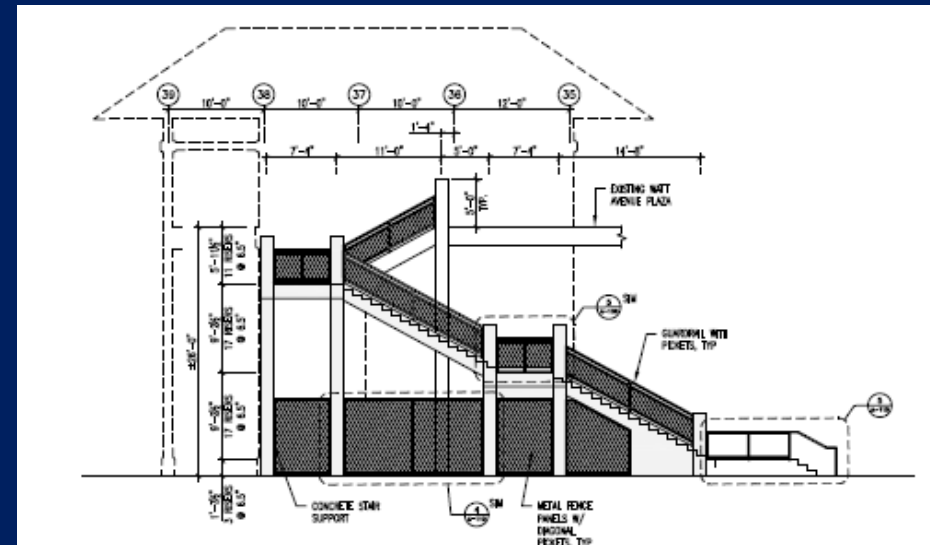
Project Highlights New Station

driven by community input

- New redesigned stairwells to be more open and accessible
- Increased lighting
- Removing and restricting access to hiding places
- Enhance pedestrian, bicycle and drop-off vehicle access, as well as user-friendliness and comfort
- \$19.3M in construction



West Stairwell



East Stairwell

Fleet Optimization and Efficiency – Comprehensive Operational Analysis – Next Steps



Conduct
Comprehensive
Operational Analysis
(COA) in 2024



Update service
performance
standards



Address zero
emission transition



Evaluate market
availability for zero-
emission vehicles in
various sizes



Explore use of modern low-floor
small buses on certain
routes/services





Fare Free Analysis

Jason Johnson, VP of Finance/CFO

Summary of Analysis

Safety/Security

- Peer agencies have reported a need for significant additions to safety/security staffing during fare free pilot programs

Service Reliability

- Increased demand on ADA paratransit services could present legal issues for SacRT if we are unable to provide enough service to meet demand
- Increased demand on fixed route services may lead to service reliability issues as vehicles will have less downtime for preventative maintenance work

Cleanliness

- Increased demand on services will put extra strain on staff to maintain cleanliness standards

Funding Shortfall

- No permanent funding source to cover lost revenues and operating expenditure increases
- Increased capital expenditures will compete with other projects for funding

Next Step: Super Senior Pass Program



Leveraging Technology to Enhance the Customer Experience

Low-Floor Train Public Outreach

Community Transit Champion Recognition

School Partnerships to Promote RydeFreeRT

Devra Selenis, VP of Communications & Partnerships

Technology Projects:

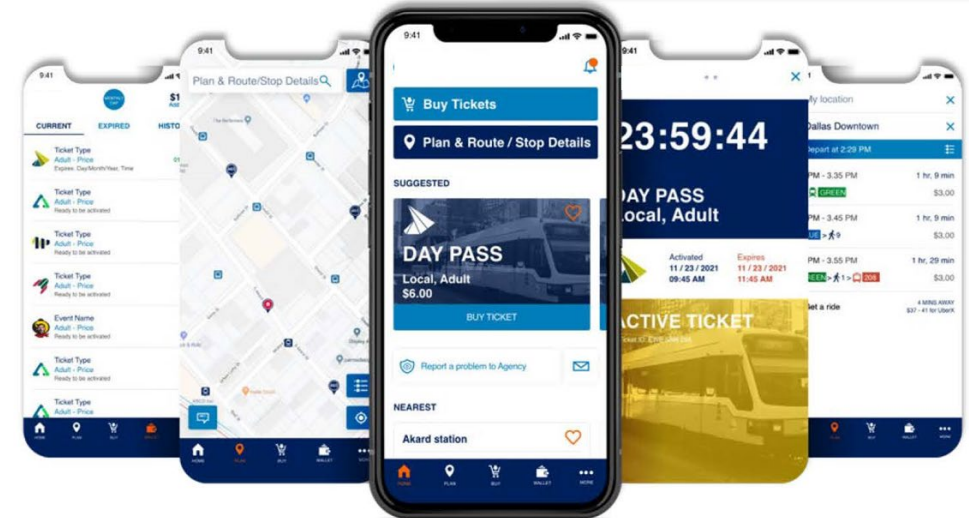
- Website
- Light Rail Announcement System
 - Audio/Speakers
 - Digital Displays
- Mobile App Consolidation
 - Mobile Ticketing
 - Safety & Security Reporting
 - Multi-Modal Trip Planning



Low-Floor Train



High-Floor Train



Leveraging Technology

Communication Channels:

- Dedicated Web Page
- Video Series
- Online Virtual Tour of Low-Floor Train
- Banners on Mini-High Ramps
- Station Signage
- Digital Messages & Audio Announcements
- Print & Digital Materials
- Digital Toolkit for Partners
- Community Events

ATTENTION



Mini-High Ramp Users

New boarding procedure effective summer 2024 for new low-floor trains.

ATTENTION

Gold Line & Green Line

ALL riders will board at the platform level (summer 2024).

Blue Line

Riders with disabilities will continue to use the access ramp.



SACRAMENTO
REGIONAL TRANSIT



LEARN MORE
sacrt.com/newtrains
or call 916-321-BUSS (2877)



Low-Floor Light Rail Train Public Outreach



LIGHT RAIL MODERNIZATION



Left to right: Rick Hodgkins and David Von Aspern

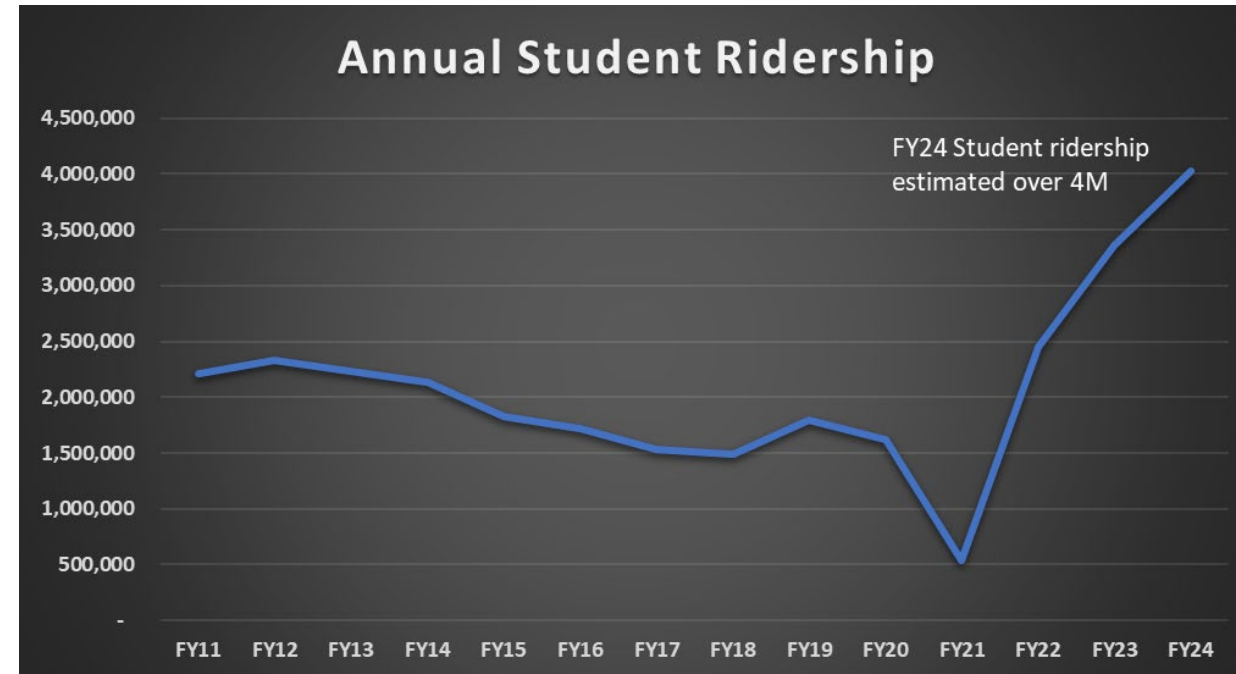


Left: Keith Smothers (not pictured: Miguel Barraza)

2023 Community Transit Champions

- **Applied for Thriving Communities Program Grant: \$500K-\$750K request**
- **RydeFreeRT Video Contest (Nov 2023)**
- **Media Interviews (Cap Public Radio and KFBK)**
- **Outreach to school district boards and charter/private schools**
- **Distribution of additional RydeFreeRT cards in 23-24 school year (3,500+)**
- **RydeFreeRT Blog Article**

Results: 4.2 M



RydeFreeRT Partnerships & Promotion



Watt and I/80
Safety and Security Incidents
Monitoring and Prevention
Social Equity Program
Mystery Rider Program

Lisa Hinz, VP of Security, Safety and Customer Satisfaction





Watt/I-80 Station Safety and Security

Light Duty Employee Program:

- Reduced Elevator Repairs
- Increased Customer Service
- Reduced Complaints

SOC Video Wall (Before)



SOC Video Wall – Example (After)



SOC Mobile Monitoring Capability



Roseville Road Station Illegal Dumping



City of
SACRAMENTO

SACRAMENTO
COUNTY

Severe Weather Warning

Ride SacRT Free to Warming Centers
December 7, 8, 9, 10, 11, and 12, 2023

SacRT has partnered with the City of Sacramento and Sacramento County to provide free rides on fixed-route bus and light rail to and from warming centers located throughout Sacramento with this flyer. The free ride dates, times and locations are as follows:

City of Sacramento Warming Center

- **Outreach & Engagement Center: 3615 Auburn Boulevard**

Only valid only starting at 6 p.m. on Thursday, Dec. 7, all day on Friday, Dec. 8, Saturday, Dec. 9, Sunday, Dec. 10, Monday, Dec. 11, and ending at 10 a.m. on Tuesday, Dec. 12

County of Sacramento Warming Center

- **North A Emergency Shelter: 1400 North A Street**

Only valid starting at 3 p.m. on Thursday, Dec. 7, all day on Friday, Dec. 8, Saturday, Dec. 9, Sunday, Dec. 10, Monday Dec. 11, and ending at 10:30 a.m. on Tuesday, Dec. 12

To ride free, screenshot or print this free ride flyer and present it to the bus operator upon boarding, or show light rail fare inspection staff upon request. **Flyer ONLY valid to and from activated warming centers.**

For SacRT route and schedule information, visit sacrt.com/schedules or call 916-321-BUSS (2877). Visit 211sacramento.org for more information on respite centers.

SACRAMENTO 50
REGIONAL TRANSIT

Snapshot of initiatives:

- Free fares through local non-profit organizations and public agencies
- Free rides to cooling/warming shelters
- Free monthly passes to asylum seekers; complimentary passes for seniors in senior housing
- Transit Ambassador Program
- Social Service Practitioner
- RydeFree Students Program

Students can Ride into the New School
Year for **FREE** with RydeFreeRT!



SACRAMENTO
REGIONAL TRANSIT
50
1973-2023

SacRT's Social Equity Program

SACRAMENTO
REGIONAL TRANSIT
50
1973-2023

SACRAMENTO REGIONAL TRANSIT DISTRICT MYSTERY RIDER MONTHLY SUMMARY



“SacRT just started with us, they are doing extremely well compared to industry peers”



Mystery Rider Program Update





Questions from the Board



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Meeting Calendar

Regional Transit Board Meeting

April 22, 2024
SacRT Auditorium
4:00 P.M

Quarterly Retirement Board Meeting

June 12, 2024
SacRT Auditorium
1:00 P.M

Mobility Advisory Council Meeting

April 18, 2024
SacRT Auditorium / Webconference
2:30 P.M

April 2023 Gold Line Station Platform Modification Schedule

SacRT is extending station closure times for Gold Line platform modifications. Below is the schedule for April 2024. It is important to remember that the schedule may change due to various reasons including weather.

Monday, April 15 – Friday, April 19, 2024

(7th & Capitol Station Closed – No Light Rail Service)*

7th & Capitol Station will be closed for customers boarding and deboarding. Light rail trains will travel through 7th & Capitol Station; however, customers will not be able to board or deboard at the station.

Saturday, April 20 – Sunday, April 21, 2024

(7th & Capitol Station Closed – No Light Rail Service)

- Gold Line: Bus bridge (shuttle buses operate between stations) between 13th Street and Sacramento Valley stations.
- Blue Line: Bus bridge (shuttle buses operate between stations) between Globe and 13th Street stations.

Saturday, April 27 – Sunday, April 28, 2024

Blue Line: Bus bridge (shuttle buses operate between stations) between Cosumnes River College and Meadowview stations between 8 a.m. and 6 p.m. both days due to planned SMUD construction.

Monday, April 29 – Friday, May 3, 2024

(13th Street Station Closed – No Light Rail Service)*

The 13th Street Station will be closed for customers boarding and deboarding. Light rail trains will travel through 13th Street Station; however, passengers will not be able to board or deboard at the station. The nearest station on the Gold Line and Blue Line is 16th Street Station. The nearest station on the Green Line is Archives Plaza Station. All Green Line passengers traveling to the 13th Street Station will instead need to exit the train at Archives Plaza.

*No bus bridge service available during the closure.

Ride SacRT for Free to Local Events in April

SacRT has partnered with several organizations in the region to offer free rides to various events this month. To ride free, visit sacrt.com/freerideflyer then print or screenshot the flyer for the event you wish to attend. The flyer must be presented to the bus operator or fare inspection staff on light rail upon request.

American River Parkway Foundation Spring Clean-Up

On Saturday, April 13, 2024, join the American River Parkway Foundation for its second-largest event of the year, the Spring Clean-up! The event will take place from 9 a.m. to noon at various parks in the area. SacRT has partnered with the foundation to offer free rides to and from the event with a free ride flyer.

ECOS Sacramento Earth Day Event

On Sunday, April 21, 2024, SacRT will offer free rides to the Earth Day event at Southside Park, hosted by the Environmental Council of Sacramento (ECOS). The event starts at 11 a.m. and ends at 4 p.m., use the free ride flyer and let SacRT get you there!

Run Because You Can 5K

On Sunday, April 28, 2024, the 13th annual Run Because You Can 5K will be held in William Land Park. The event is the culmination of a six week after-school fitness program and 3,000 young athletes from the Sacramento area will participate. The race will be held from 8:30 a.m. to 11:30 a.m. Use the free ride flyer to ride fixed-route bus and light rail for free!

Systemwide Free Rides for Earth Day

To celebrate Earth Day, SacRT is offering systemwide free rides on Monday, April 22, 2024. Enjoy free rides on light rail, fixed-route bus and SmART Ride. SacRT GO

paratransit services are also available for free for qualifying individuals with an advance reservation. No flyer is needed, just board and enjoy the ride!

You can also enjoy free rides from SacRT to get you to Earth Day events during the weekend. Visit sacrt.com/earthday for more information.



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SacRT General Manager/CEO's Update
Monday, April 8, 2024



Congressman Bera EPA Meeting



National League of Cities President David Sander



Congresswoman Matsui Stockton Blvd Tour



Envisioning Our Transit Oriented Future: Del Paso Boulevard



Transit Employee Appreciation Day



Director Kaplan Girl Scouts Troop 4204



SacRT GO Open House

HAPPY

Earth Day

Ride free on Monday, April 22, 2024



Systemwide Free Rides for Earth Day



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Director Linda Budge
SUBJ: SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY MEETING SUMMARY OF MARCH
11, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Written Report by Director Budge from the Sacramento Placerville Transportation Corridor JPA Meeting of March 11, 2024

12 March 2024

MEMO TO: RT Board of Directors and Staff

Cc: Interested Parties

RE: Sacramento – Placerville Transportation Corridor Joint Powers Authority

Meeting of March 11, 2024.

The SPTC/JPA Board, met on March 11, 2024 in Folsom City Hall as usual. (A planned November meeting was cancelled.) The membership includes RT Representative and Rancho Cordova Alternate, Linda Budge; Rancho Cordova Representative David Sander (who was absent for this meeting); Sacramento County Representative and RT Alternate, Pat Hume; Folsom Representative and Chair Sarah Aquino; and El Dorado County Representative Supervisor John Hidahl.

Minutes for the August 2023 meeting were approved. The quarterly financial report was approved.

There are changes to staff coming. CEO Brett Bollinger, with Folsom Parks and Rec, is stepping down due to work responsibilities. Conveniently, the person who has been filling the role of Deputy CEO, Vickie Sanders, has just retired from the El Dorado County Parks Department. She will become the new JPA CEO and brings over 15 years experience with the multitude of issues that all affect the JPA.

Since the current contract with the Placerville Sacramento Valley (PSVRR) to provide excursion runs from Folsom to Latrobe, expired in November, the majority of the discussion centered around the contract's renewal. The three issues are whether it should be renewed, the duration of the new contract, and the geographic extent of the contract.

Without going into great detail, their simple desire, to continue to run excursion trains to at least the County line, and hopefully, as far as Latrobe, is not at all simple. Issues include the physical condition of the track itself and the track bed, including a significant wash out in El Dorado County. Since the route itself varies in right of way width, maintaining all three agreed upon uses, paved trail, natural trail and safe railroad operation is full of problems. In addition, there is a movement in El Dorado County to begin heavy freight operations on their portion of the rail. And top that off with the difficult issue of how to safely move trains, bikes, equestrians, and pedestrians across the historic White Rock Road crossing as it will transition to become the Southeast Connector.

Probably needless to say, but the item was continued for further research and discussion.

Member reports included updates on the light rail double tracking by Folsom and Regional Transit.

The next meeting will be May 13, 2024.

Linda Budge, AICP

3/12/2024.



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Sarah Poe, Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF MARCH 22, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on March 22, 2024.

Meeting Notes

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

Item 2. Public Comments

- A future agenda item was requested for the SJJPA September 2024 meeting pertaining to the Bipartisan Infrastructure Law and future Amtrak service.
- A public participant commented on Amtrak services, specifically about the lack of passenger meal and restroom amenities.

Item 3. Consent Calendar

- All items were passed on consent.

Item 4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2024 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 2024/2025 (Michael Hanebutt)

Staff Comments:

- Staff provided an update on the Public Draft 2024 Business Plan, which covers the next two fiscal years and includes continued strategies and key focus areas.
- Staff have not received any public comments in response to the draft report.
- Plan approval is required to continue receiving and managing funds for SJJPA operations.
- Staff recommended Board approval so final report can be submitted to FTA.

Board Comments:

- Chair Hume shared his support for the proposed café car service.

Public comments:

- Amtrak employee commented about the lack of food on long trips on venture cars.

Board Vote:

- All approved

Item 5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the FY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak 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 (Tamika Smith)

Staff Comments:

- Staff presented an operating agreement with Amtrak including forecasted costs and approved funding levels by CalSTA.
- Annual cost estimates and forecasted contribution will not exceed identified funding levels.
- Efforts will continue with Amtrak to control and reduce costs.
- Staff recommended Board approval.

Public comments:

- Charles Jackson, Union representative, provided comments.

Board Vote:

- All approved

Item 6. Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Valley Rail Program Cost and Schedule Priorities to Ensure Valley Rail Program Delivery as follows: 1. Prioritize the completion of the Stockton Diamond project. 2. Pursue the earliest possible interim service delivery to the Stanislaus region, even if the full track and station projects are not complete. 3. Pursue earliest possible interim service delivery to the Sacramento region, provided this does not impede the priority for service to Stanislaus region. 4. Pursue new funding sources, bundle projects for cost savings, and transfer funds from projects that can be completed in later phases of the Valley Rail Program. (Valley Rail Program Delivery Team)

Staff Comments:

- Staff presented options related to setting priorities and evaluating trade-offs with various projects that are part of the Valley Rail Program after direction from the Station/Facilities Development Committee to prioritize the Stockton Diamond project and pursue interim service delivery to Stanislaus and Sacramento regions.
- No fiscal impact.
- Staff recommended approval of proposed program delivery.

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 Execute and Submit Any and All Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the Capitol Area Community Development Corporation (CACDC) and Mutual Housing California Affordable Housing and Sustainable Communities (AHSC) Program Grant Application for the 2000 16th Street Project in Sacramento (Dan Leavitt)

Staff Comments:

- Staff requested authorization to partner with Capitol Area Community Development Corporation (CACDC) and Mutual Housing California as part of the grant application for the affordable housing project located at 2000 16th Street in Sacramento.
- Project will provide strong GHG reductions and some funding for the Valley Rail expansion program.
- No fiscal impact.
- Staff recommended approval of proposed resolution.

Board Vote:

- All approved

Item 8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) for the Construction Agreement for the Stockton Wye Project for an Amount Not-To-Exceed \$16,010,587, Subject to Approval as to Form by General Counsel, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Bryan Pennino)

Staff Comments:

- Staff provided information related to the Valley Rail Program, specifically improvements to the Burlington Northern Santa Fe (BNSF) and the UPRR freight rail lines to provide additional San Joaquin round trips to and from Sacramento.
- Staff recommended approval to enter into a sole source agreement with BNSF subject to Rail Commission approval.
- Funding for construction phase - \$16,462,685; agreement amount - \$16,010,587
- Staff recommended approval, not to exceed the agreement amount.

Board Vote:

- All approved.

Item 9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Burlington Northern Santa Fe (BNSF) for Madera Station Relocation Project for an Amount Not-To-Exceed \$6,427,615 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Tim Schmidt)

Staff Comments:

- Staff provided information related to the Madera Station Relocation project, specifically Phase I activities, to be divided into two separate procurements.
- The first procurement package will include building standard track and signal construction elements. The second procurement package will include building the station and all other remaining work (to be presented to the Board later for approval).
- Funding for this phase - \$32,000,000; agreement amount - \$6,427,615
- Staff recommended approval, not to exceed the agreement amount.

Board Vote:

- All approved.

Item 10. San Joaquins Service Update (David Lipari/Nathan Alastra)

Staff Comments:

- Staff provided an update on ridership and revenue increases during Q1 and Q2.
- Staff shared information related to service operations on new Venture cars, citing successful testing and trip completion in December 2023 and early March 2024.

Board Vote:

- Informational only.

Item 11. Venture Cars Launch Event Recap (David Lipari)

Staff Comments:

- Staff provided a recap of the Caltrans and SJJPA press event on March 5, 2024, at the Rail Maintenance Facility in Stockton to promote the launch of the new Siemens Venture Cars into service.

Board Vote:

- Informational only.

Item 12. Update and Discussion of Marketing and Outreach Efforts for Amtrak San Joaquins (Freddy Rodriguez/Winter Consulting)

Staff Comments:

- An update on grassroots outreach, partnership development, and community engagement was provided, including strategies used to grow interest in San Joaquins service and develop local partnerships, specifically college/university and student partnership programs.

Board Vote:

- Informational only.

Item 13. Board Member Comments

Item 14. Executive Director's Report

Item 15. Adjournment

The next regular meeting is scheduled for May 17, 2024.