



Sacramento Regional Transit District Agenda

BOARD MEETING

4:00 P.M., MONDAY, SEPTEMBER 23, 2024

SACRAMENTO REGIONAL TRANSIT Q STREET AUDITORIUM
1102 Q Street 4th Floor, Suite 4600, Sacramento, California

Website Address: www.sacrt.com

(13th St. Light Rail Station – served by all three light rail stations)

ROLL CALL — Directors Brewer, Budge, 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 August 26, 2024
- 2.2 Resolution 2024-09-091: Amending Title II (Conflict of Interest and Code of Ethics) of Sacramento Regional Transit District's Administrative Code to Revise Appendix A (O. Sanchez-Ochoa)
- 2.3 Resolution 2024-09-092: First Amendment to the FY 2024 Operating Budget (J. Johnson)
- 2.4 Resolution 2024-09-093: Amending the Fare Structure (Resolution No. 09-10-0174) to Modify the Definition of Fare Equivalent (D. Selenis)
- 2.5 Resolution 2024-09-094: Approving a Collective Bargaining Agreement for International Brotherhood of Electrical Workers, Local 1245 for the Term April 1, 2024 through March 31, 2028 (D. Topaz)
- 2.6 Resolution 2024-09-095: Approving a Collective Bargaining Agreement for Amalgamated Transit Union, Local 256 SacRT GO Bargaining Unit for the term July 1, 2024 through June 30, 2027 (D. Topaz)
- 2.7 Resolution 2024-09-096: State of Good Repair Project List Amendment and Allocation of Funds (L. Ham)
- 2.8 Resolution 2024-09-097: Conditionally Awarding a Contract for Uniform Rental and Laundry Services to Vestis Uniforms and Workplace Supplies, Inc. (B. Salcedo)

- 2.9 Resolution 2024-09-098: Approve Amendment No. 1 to Work Order No. 7 to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. for Design Support During Construction for the Dos Rios Light Rail Station Project (H. Ikwut-Ukwa)
- 2.10 Resolution 2024-09-099: Approve a Sole Source Procurement and the Fourth Amendment to the Contract for Microtransit Scheduling Services with Via Mobility, LLC. (B. Salcedo)
- 2.11 Resolution 2024-09-100: Approve a Sole Source Procurement and Delegating Authority to the General Manager/CEO to Approve the Seventh Amendment to the Software License and Services Agreement with Ecolane USA Inc. for Complementary Paratransit Scheduling and Dispatching Software (B. Salcedo)
- 2.12 Resolution 2024-09-101: Delegating Authority to the General Manager/CEO to Approve and Execute Information Technology Contracts Over \$150,000 for Purchase and Implementation of Replacement Firewalls (S. Valenton)

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: Safety and Security Update (L. Hinz)
- 7.2 Information: Proposed Creation of a New Pilot Rideshare Voucher Program and Elimination of SmART Ride Service (L. Ham)
- 7.3 Member and Alternate Member Chair Appointments for Capitol Corridor Joint Powers Authority (S. Valenton/T. Smith)

8. GENERAL MANAGER'S REPORT

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

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

- 9.1 Mobility Advisory Council Meeting Summary – August 15, 2024 (B. Salcedo)
- 9.2 Capitol Corridor Joint Powers Authority Meeting Summary – September 18, 2024 (Maple)

10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**
 - 13.1 Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation
 - a. Castillo v. SacRT
Case Number 34-2018-00235414
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 time allowed is at the Chair's discretion. 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. Time allowed per person for public comment on matters not on the agenda is at the Chair's discretion 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 Administration building located at 1102 Q Street, Sacramento, California, and is posted on the SacRT website.

This meeting of the Sacramento Regional Transit District is recorded with closed captioning. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and Direct TV U-Verse cable systems. The recording will also be video streamed at metro14live.saccounty.gov. Today's meeting replays Thursday, September 26th at 12:00 PM and Sunday, September 29th at 9:00 AM on Metro Cable Channel 14. Once posted, the

recording of this meeting can be viewed on-demand at [youtube.com/metrocable14](https://www.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 1102 Q Street Administrative Offices.



STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF AUGUST 26, 2024

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
AUGUST 26, 2024**

ROLL CALL: Roll Call was taken at 4:03 p.m. PRESENT: Directors Brewer, Budge, Hume, Jennings, Maple, Serna, Singh-Allen, Vang and Chair Kennedy. Director Chalamcherla to vote as alternate for Director Kozlowski. Absent: Directors Daniels and Kaplan.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of July 22, 2024
- 2.2 Receive and File: Quarterly Treasurer's Report (J. Johnson)
- 2.3 Resolution 2024-08-078: Approving Amendment No. 3 to Amended and Restated Credit Agreement with U.S. Bank National Association for an Extension of the \$20 Million Line of Credit Facility to September 30, 2025 (J. Johnson)
- 2.4 Resolution 2024-08-079: Approve the Fifth Amendment to the Contract for Downtown Riverfront Streetcar Design Services with HDR, Inc. (H. Ikwut-Ukwa)
- 2.5 Resolution 2024-08-080: First Amendment to the FY25 Capital Budget (J. Johnson)
- 2.6 Resolution 2024-08-081: Approving the Contract for Monthly and On-Call Pest Control Services with Pestmaster Services, L.P. (L. Hinz)
- 2.7 Resolution 2024-08-082: Delegating Authority to the General Manager/CEO to Execute Caltrans FY 24-25 Sustainable Communities Grants (L. Ham)
- 2.8 Resolution 2024-08-083: Conditionally Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order Under the Contract for On-Call Planning Support Services with AECOM Technical Services, Inc. for a Transit Safety Survey (L. Ham)
- 2.9 Resolution 2024-08-084: Delegating Authority to the General Manager/CEO to Enter into an Agreement for Discount Sale of Fare Media with Highlands Community Charter School Through a SacRT Approved Mobile Fare Application (J. Johnson)
- 2.10 Approving the Second Amendment to the License Agreements for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at Three Locations
(C. Flores)

- A) Resolution 2024-08-085: Approving the Second Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 39th Street and R Street; and
 - B) Resolution 2024-08-086: Approving the Second Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 59th Street North of S Street; and
 - C) Resolution 2024-08-087: Approving the Second Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 65th Street and Q Street
- 2.11 Resolution 2024-08-088: Delegating Authority to the General Manager/CEO to Execute One or More Amendments of the Sacramento Regional Transit District 401(a) Plan Required for Employer Matching Contributions (J. Johnson)
 - 2.12 Resolution 2024-08-089: Delegating Authority to the General Manager/CEO to Execute Reimbursement Agreements with the California Highway Patrol for Construction Zone Enhanced Enforcement Program for Watt/I-80 Transit Center Improvement Project (H. Ikwut-Ukwa)

Public Comment:

Item 2.1 – Barbara Stanton, Ridership for the Masses, requested the addition of Director Comments to the Action Summary.

Item 2.12 - Jeffery Tardaguila commented on items that are delegated to the General Manager and if it is reported to the Board once completed.

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

3. INTRODUCTION OF SPECIAL GUESTS

- 3.1 Resolution 2024-08-090: Commending Bret Daniels (Chair Kennedy)

ACTION: APPROVED. Director Budge moved; Director Jennings seconded approval of Item 3.1 as written. Motion was carried by voice vote. Ayes: Directors Brewer, Budge, Chalamcherla, Hume, Jennings, Maple, Serna, Singh-Allen, Vang and Chair Kennedy; Noes: None; Abstain: None; Absent: Directors Daniels and Kaplan.

4. UNFINISHED BUSINESS

4.1 Information: Light Rail Modernization Update (C. Alba/H. Ikwut-Ukwa)

Carmen Alba, VP, Operations provided a presentation.

Director Comment:

Director Serna asked if there would be exterior wrapping on the new light rails vehicles.

Staff Devra Selenis responded that due to warranty restrictions there would be no wrapping for at least two years and the consideration would then come back to the Board before proceeding.

Public Comment:

Coco Cocozzella commented on transparency of items brought to the Board.

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public Comment:

Julia commented on an issue with her phone when calling SacRT dispatch.

Jeffery Tardaguila commented on broken fare box and connect card machines.

Helen O'Connell commented on pay and benefits for SacRT GO and SmarT Ride.

Dan Allison, STAR, invited everyone to participate in "Week Without Driving" this year.

Crystal McGee Lee recognized the passing of fellow employee. She recognized Joyce Adams Watkins who will be retiring after 40 years of service. She commented on working health and safety issues concerns about the rollout of S700 light rail vehicles.

Brian Griggs commented on safety and maintenance issues with Paratransit buses.

David Halford commented on ATU operator safety and health reporting from staff.

Michael Bevens commented on transit corridor connectivity, schools access to SacRT bus stops and the implementation of cargo trains.

Eve Wynn commented on students in Elk Grove and safety issues for bus drivers.

Heller Chappel shared her safety concerns with the S700 light rail trains.

Vanessa Nichols commented on health, safety and maintenance issues with buses.

Joyce Adams Watkins commented on assault, safety and restroom access.

Ann Pruitt commented on office conditions at SacRT GO.

Artemeus Moye commented on safety at the Watt/I-80 light rail station and the rollout of S700 trains.

Director Comments:

Director Serna asked that a memo in response to concerns be circulated and encouraged Mr. Li to meet with Sacramento CEO, David Villanueva regarding safety issues.

Director Singh-Allen asked about the Elk Grove routes with issues

Director Maple requested an update after conversations with Unions.

Chair Kennedy thanked SacRT staff for their comments.

7. NEW BUSINESS

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)

Mr. Li provided a brief report and then shared a video.

Director Comment:

Director Budge commented on SacRT representation at the study mission in Korea.

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

- 9.1 Mobility Advisory Council Meeting Summary – July 18, 2024 (C. Alba)
- 9.2 San Joaquin Joint Powers Authority Special Meeting and San Joaquin Regional Rail Commission – San Joaquin Joint Powers Authority Joint Special Meeting Summaries – July 18, 2024 (Hume)
- 9.3 Sacramento-Placerville Transportation Corridor Joint Powers Authority Meeting Summary – August 5, 2024 (Budge)

Public Comment:

Jeffery Tardaguila thanked Director Budge and commented on Biomass.

Director Comment:

Director Budge commented on Biomass in El Dorado County.

Directors Singh-Allen and Vang left the meeting at 5:33 p.m.

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

Public Comment:

Jeffery Tardaguila requested a report on the outcome.

Director Comment:

Chair Kennedy commented on Closed Session Real Estate negotiations.

12. RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 5:33 p.m.

PRESENT: Directors Brewer, Budge, Hume, Jennings, Maple, Serna and Chair Kennedy.
Director Chalamcherla to vote as alternate for Director Kozlowski.

ABSENT: Director Daniels, Kaplan, Singh-Allen and Vang

13. CLOSED SESSION

13.1 Conference with Real Estate Negotiator
Pursuant to Gov. Code Section 54956.8

(1) Property: 1400 29th St.; 1414 29th St.; 1514 29th St.; 1516 29th St.;
2812/2814 N St.; 2824 N St.; 2811/2815 O St.; 2817 O St.;
and 2831 P St.

APN: 007-0273-022; 007-0273-008; 007-0274-012; 007-0274-013;
007-0273-003; 007-0273-004; 007-0273-015; 007-0273-014;
007-0274-020;

Agency Negotiator: Christopher Flores, Chief of Staff/VP, Real Estate
Ryan DeAngelis, CBRE, Inc.

Negotiating Parties: Code Solution, Inc., Retirement Housing Foundation,
City of Sacramento

Under Negotiation: Price and Terms

13.2 Conference with Labor Negotiator

Pursuant to Gov. Code Section 54957.6
District Negotiator: Shelly Valenton, Deputy GM/CEO, David Topaz, VP, Employee
Development and Engagement

- 1) Employee Organization: AFSCME - Supervisor Unit
- 2) Employee Organization: AFSCME - Administrative/Technical Unit
- 3) Employee Organization: AFSCME - Superintendent Unit
- 4) Employee Organization: OE3
- 5) Employee Organization: ATU
- 6) Employee Organization: ATU Elk Grove
- 7) Employee Organization: ATU SacRT GO
- 8) Employee Organization: IBEW
- 9) Employee Organization: MCEG

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

Chair Kennedy announced that there would be no report out on the Closed Session items.

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 6:21 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Olga Sanchez-Ochoa, General Counsel
SUBJ: AMENDING TITLE II (CONFLICT OF INTEREST AND CODE OF ETHICS) OF SACRAMENTO REGIONAL TRANSIT DISTRICT'S ADMINISTRATIVE CODE TO REVISE APPENDIX A

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amending Appendix A of Title II of SacRT's Administrative Code will update the list of positions that are required to complete the Fair Political Practices Reporting Form 700.

FISCAL IMPACT

There is no fiscal impact associated with this action.

DISCUSSION

The Political Reform Act (the Act) requires SacRT to review its Conflict of Interest Code every two years. The Act further requires that the Code be amended whenever a newly-created job classification would be subject to the Act's reporting requirements.

SacRT has added several such job classifications since the last amendment to the Conflict of Interest Code. The proposed amendment adds newly-created job classifications and eliminates or renames other job classifications to conform to SacRT's adopted job descriptions as set out in Attachment 1. The newly-created jobs are set out in italics in Attachment 1. The eliminated and renamed jobs are identified with strike-through in Attachment 1.

Staff recommends that the Board approve this revision to Title II of the Administrative Code as set out in the attached Resolution and Exhibit A.

**Attachment 1
APPENDIX A**

**CONFLICT OF INTEREST CODE OF THE
SACRAMENTO REGIONAL TRANSIT DISTRICT**

<u>Designated Positions</u>	<u>Disclosure Categories</u>
ADA Compliance Officer	2, 3
Assistant Paratransit Operations Manager	2, 3
<i>Assistant Vice President, Operations</i>	3, 5
Assistant Vice President, Finance & Treasury	1
Assistant Vice President, Human Resources & Labor Relations	1
Assistant Vice President, Technology, Innovation & Performance Monitoring	1
Attorney I	2-6
Attorney II	2-6
Attorney III	2-6
Chief of Staff	2, 3
<i>Chief of Staff / VP, Real Estate</i>	1
Consultant (not those involved in the investment of public funds)	*
Deputy Chief of Staff / Special Assistant to the General Manager	2, 3
<i>Deputy General Manager / CEO</i>	1
<i>Director, Accounting & Treasury</i>	3
Director, Bus Maintenance	2, 3
Director, Bus Operations	2, 3
Director, Community & Contract Bus Services	2, 3
Director, Customer Satisfaction	2, 3
Director, Engineering and Construction	2, 3
Director, Facilities Maintenance	2-6
Director, Grants and Capital Programming	2, 3
Director, Human Resources	2, 3
<i>Director, Information Technology</i>	3
Director, Light Rail Maintenance	2, 3
Director, Light Rail Operations	2, 3
Director, Marketing, Communications & Public Information	2, 3
<i>Director, Office of Management and Budget</i>	3
Director, Office of Management and Budget	2, 3
Director, Planning	2, 3
Director, Police Services	2, 3, 5
Director, Procurement Services	2, 3
<i>Director, Project Management - Streetcar</i>	2, 3
<i>Director, Real Estate Transit Oriented Development</i>	2, 5, 6
Director, Scheduling	2, 3
Disadvantaged Business Enterprise Liaison Officer	3

SACRAMENTO REGIONAL TRANSIT DISTRICT

<u>Designated Positions</u>	<u>Disclosure Categories</u>
Equal Employment Opportunity Officer	3, 4
<i>Facilities Maintenance Superintendent</i>	2, 3
General Counsel	2, 3, 5, 6
Internal (Accountability & Compliance) Auditor	2, 3
Manager, Accounting	2, 3
<i>Manager, Capital and Project Control</i>	3
Manager, Customer Service	2, 3
Manager, Pension and Retirement Services	2, 3
<i>Manager, Procurement Services, Contract Compliance & Supplier Diversity</i>	3
Manager, Quality Assurance & Transit Asset Management	2, 3
Manager, Risk	3
Manager, Training & Workforce Development	3
Materials Management Superintendent	3
<i>Materials Management Supervisor</i>	3
Paratransit Operations Manager	2, 3
Principal Civil Engineer	2, 3
Principal Planner	2, 3
Principal Systems Engineer	2, 3
Procurement Analyst I	3
Procurement Analyst II	3
<i>Revenue Analyst</i>	3
Senior Attorney	2- 6
Senior Community Relations Officer	2, 3
Senior Manager, Budget	2, 3
Senior Manager, Data Center & Network Operations	2, 3
Senior Manager, Enterprise Business Solutions	3
Senior Manager, Environmental Health and System Safety	2, 3
Senior Manager, Cybersecurity and IT Project Management	2, 3
Senior Manager, Labor Relations	2, 3
<i>Senior Manager, Pension and Retirement Services</i>	2, 3
Senior Manager, Revenue & Analytics	2, 3
<i>Senior Manager, Service Planning</i>	2, 3
Senior Manager, Strategic Projects and Performance	2, 3
Senior Manager, Transit Oriented Development/Real Estate	2, 3, 5, 6
Senior Procurement Analyst	3
Vice President, Bus Operations	1
<i>Vice President, Capital Programs</i>	1
Vice President, Communications and Partnerships	1
<i>Vice President, Employee Development and Engagement</i>	1
Vice President, Integrated Services & Strategic Initiatives/	1-3
Chief of Staff	1-3
Vice President, Light Rail Operations	1

SACRAMENTO REGIONAL TRANSIT DISTRICT

<u>Designated Positions</u>	<u>Disclosure Categories</u>
<i>Vice President, Operations</i>	1
<i>Vice President, Planning & Engineering</i>	1-3
<i>Vice President, Planning, Grants and Procurement</i>	1
<i>Vice President, Procurement, Real Estate and Special Projects</i>	1
<i>Vice President, Security, Safety & Customer Satisfaction</i>	1
<i>Vice President, Security, Safety, Customer Satisfaction & Facilities</i>	1

*Consultants shall be included in the list of designated positions and shall disclose pursuant to the disclosure requirements in this code subject to the following limitation:

The General Manager/CEO may determine in writing that a particular consultant, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to comply fully with the disclosure requirements in this section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The General Manager/CEO's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code.

SACRAMENTO REGIONAL TRANSIT DISTRICT

DISCLOSURE CATEGORIES

Disclosure Requirements

Individuals holding designated positions must report their interests according to the following corresponding disclosure category(ies) to which their position has been assigned.

Disclosure Category 1

Interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by the District; and investments and business positions in business entities, and income, including loans, gifts, and travel payments, from all sources.

Disclosure Category 2

Interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by the District.

Disclosure Category 3

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned duties.

Disclosure Category 4

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that filed a claim against the District during the previous two years, or have a claim pending.

Disclosure Category 5

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that are of the type to request an entitlement to use District property or facilities, including, but not limited to:

- a license
- utility permit
- station vendor permit.

Disclosure Category 6

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that sought to acquire an interest in real property owned in whole or in part by the District during the previous two years, or have such a proposal pending.

SACRAMENTO REGIONAL TRANSIT DISTRICT

87200 FILERS

Public Officials Who Manage Public Investments

The following positions are not covered by this conflict of interest code because those individuals holding these positions must file under Government Code Section 87200. These positions are listed for informational purposes only:

- Board Members
- Retirement Board Members
- Vice President, Finance/Chief Financial Officer
- General Manager/CEO
- Consultants (those involved in the investment of public funds)

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

RESOLUTION NO. 2024-09-091

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

September 23, 2024

AMENDING TITLE II (CONFLICT OF INTEREST AND CODE OF ETHICS) OF SACRAMENTO REGIONAL TRANSIT DISTRICT'S ADMINISTRATIVE CODE TO REVISE APPENDIX A

WHEREAS, the Political Reform Act of 1974 is set out as Title 9 (beginning with Section 81000) of the California Government Code; and

WHEREAS, pursuant to Section 87300 of the Political Reform Act, each state and local government agency must adopt and promulgate a Conflict of Interest Code; and

WHEREAS, each agency's Conflict of Interest Code must list each job classification that includes responsibilities involving the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest, and for each listed job classification, the specific types of investments, business positions, interest in real property, and sources of income that are reportable; and

WHEREAS, each agency must amend its Conflict of Interest Code to revise the listing of job classifications and reportable interest for which a conflict of interest statement must be filed whenever job classification changes are made affecting responsibilities involving the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest; and

WHEREAS, SacRT has adopted a Conflict of Interest Code pursuant to Government Code section 87300; and

WHEREAS, SacRT has added, revised and/or deleted certain job descriptions for salaried classifications and must update the listing of job classifications for which a conflict of interest statement must be filed and the reportable interests therefor.

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

Section 1: Appendix A of Title II of Sacramento Regional Transit District Administrative Code is hereby amended to read in its entirety as set out in Exhibit A.

Section 2: Section 1 will be effective 30 days after Sacramento County, as the code reviewing body, approves Exhibit A.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

**Exhibit A
APPENDIX A**

**CONFLICT OF INTEREST CODE OF THE
SACRAMENTO REGIONAL TRANSIT DISTRICT**

<u>Designated Positions</u>	<u>Disclosure Categories</u>
ADA Compliance Officer	2, 3
Assistant Paratransit Operations Manager	2, 3
Assistant Vice President, Operations	3, 5
Assistant Vice President, Technology, Innovation & Performance Monitoring	1
Attorney I	2-6
Attorney II	2-6
Attorney III	2-6
Chief of Staff / VP, Real Estate	1
Consultant (not those involved in the investment of public funds)	*
Deputy General Manager / CEO	1
Director, Accounting & Treasury	3
Director, Bus Maintenance	2, 3
Director, Bus Operations	2, 3
Director, Community & Contract Bus Services	2, 3
Director, Customer Satisfaction	2, 3
Director, Engineering and Construction	2, 3
Director, Grants and Capital Programming	2, 3
Director, Human Resources	2, 3
Director, Information Technology	3
Director, Light Rail Maintenance	2, 3
Director, Light Rail Operations	2, 3
Director, Marketing, Communications & Public Information	2, 3
Director, Office of Management and Budget	3
Director, Planning	2, 3
Director, Procurement Services	2, 3
Director, Project Management - Streetcar	2, 3
Director, Real Estate Transit Oriented Development	2, 5, 6
Director, Scheduling	2, 3
Equal Employment Opportunity Officer	3, 4
Facilities Maintenance Superintendent	2, 3
General Counsel	2, 3, 5, 6
Internal (Accountability & Compliance) Auditor	2, 3
Manager, Capital and Project Control	3
Manager, Customer Service	2, 3
Manager, Procurement Services, Contract Compliance & Supplier Diversity	3
Manager, Quality Assurance & Transit Asset Management	2, 3

SACRAMENTO REGIONAL TRANSIT DISTRICT

<u>Designated Positions</u>	<u>Disclosure Categories</u>
Manager, Risk	3
Manager, Training & Workforce Development	3
Materials Management Superintendent	3
Materials Management Supervisor	3
Paratransit Operations Manager	2, 3
Principal Civil Engineer	2, 3
Principal Systems Engineer	2, 3
Procurement Analyst I	3
Procurement Analyst II	3
Revenue Analyst	3
Senior Attorney	2- 6
Senior Community Relations Officer	2, 3
Senior Manager, Budget	2, 3
Senior Manager, Environmental Health and System Safety	2, 3
Senior Manager, Labor Relations	2, 3
Senior Manager, Pension and Retirement Services	2, 3
Senior Manager, Revenue & Analytics	2, 3
Senior Manager, Service Planning	2, 3
Senior Manager, Transit Oriented Development/Real Estate	2, 3, 5, 6
Senior Procurement Analyst	3
Vice President, Capital Programs	1
Vice President, Communications and Partnerships	1
Vice President, Employee Development and Engagement	1
Vice President, Operations	1
Vice President, Planning, Grants and Procurement	1
Vice President, Security, Safety, Customer Satisfaction & Facilities	1

*Consultants shall be included in the list of designated positions and shall disclose pursuant to the disclosure requirements in this code subject to the following limitation:

The General Manager/CEO may determine in writing that a particular consultant, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to comply fully with the disclosure requirements in this section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The General Manager/CEO's determination is a public record and shall be retained for public inspection in the same manner and location as this conflict of interest code.

SACRAMENTO REGIONAL TRANSIT DISTRICT

DISCLOSURE CATEGORIES

Disclosure Requirements

Individuals holding designated positions must report their interests according to the following corresponding disclosure category(ies) to which their position has been assigned.

Disclosure Category 1

Interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by the District; and investments and business positions in business entities, and income, including loans, gifts, and travel payments, from all sources.

Disclosure Category 2

Interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by the District.

Disclosure Category 3

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned duties.

Disclosure Category 4

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that filed a claim against the District during the previous two years, or have a claim pending.

Disclosure Category 5

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that are of the type to request an entitlement to use District property or facilities, including, but not limited to:

- a license
- utility permit
- station vendor permit.

Disclosure Category 6

Investments and business positions in business entities, and income, including loans, gifts, and travel payments, from sources that sought to acquire an interest in real property owned in whole or in part by the District during the previous two years, or have such a proposal pending.

SACRAMENTO REGIONAL TRANSIT DISTRICT

87200 FILERS

Public Officials Who Manage Public Investments

The following positions are not covered by this conflict of interest code because those individuals holding these positions must file under Government Code Section 87200. These positions are listed for informational purposes only:

- Board Members
- Retirement Board Members
- Vice President, Finance/Chief Financial Officer
- General Manager/CEO
- Consultants (those involved in the investment of public funds)

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The Fair Political Practices Commission makes the final determination whether a position is covered by Government Code Section 87200.

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: FIRST AMENDMENT TO THE FY 2024 OPERATING BUDGET

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

This action will increase the FY 2024 Operating Revenue and Expenditure Budgets by \$1,500,000 to cover increases in the costs of Personal Liability & Property Damage (PLPD).

FISCAL IMPACT

This action will increase the FY 2024 Operating Expenditure Budget by \$1,500,000. An offsetting adjustment to the FY 2024 Operating Revenue Budget will be achieved by increasing other income (investment revenue) funding by an equal amount.

DISCUSSION

The actuarial valuations for FY 2024 saw a larger than expected increase in the PLPD liability which resulted in an increase in the current year claims expense. SacRT met multiple times with the actuary to determine the underlying cause of the increase and the actuary stated that SacRT is not alone in claims liability increases. Transit agencies across the country continue to face similar increases in claims cost.

The increase in claims expense for the PLPD program for FY 2024 is approximately \$2.7M. A portion of this increase (\$1.2M) will be offset by other insurance savings. Exhibit A displays the proposed amendment to the Insurance/Liability category as well as the offsetting revenue achieved through higher than anticipated investment returns in FY 2024.

Staff recommends that the Board approve the attached Resolution amending the FY 2024 Operating Budget.

RESOLUTION NO. 2024-09-092

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

September 23, 2024

FIRST AMENDMENT TO THE FY 2024 OPERATING BUDGET

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

THAT, the First Amendment to the Fiscal Year 2024 Operating Budget increasing the Operating Budget by \$1,500,000, as further set out in Exhibit A, is hereby approved.

THAT, the Board hereby authorizes the General Manager/CEO or his designee to restructure the budgeted operating revenues for Fiscal Year 2024 consistent with the requirements contained in Governmental Accounting Standards Board (GASB) Statement 95.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Exhibit A

	FY 2024		FY 2024		\$ Change	% Change
Revenues	Adopted Budget	Amended Budget	Adopted Budget	Amended Budget		
Fare Revenue	\$ 17,300	\$ 17,300	\$ 17,300	\$ 17,300	-	0.0%
Contracted Services	800	800	800	800	-	0.0%
Other Income	4,365	5,865	5,865	5,865	1,500	34.4%
State and Local	168,495	168,495	168,495	168,495	-	0.0%
Federal	58,540	58,540	58,540	58,540	-	0.0%
Total	\$ 249,500	\$ 251,000	\$ 249,500	\$ 251,000	\$ 1,500	0.6%
Expenses						
Labor/Fringes	\$ 171,645	\$ 171,645	\$ 171,645	\$ 171,645	-	0.0%
Services	24,918	24,918	24,918	24,918	-	0.0%
Supplies	16,897	16,897	16,897	16,897	-	0.0%
Utilities	8,458	8,458	8,458	8,458	-	0.0%
Insurance/Liabilities	21,988	23,488	23,488	23,488	1,500	6.8%
Other expenses	5,594	5,594	5,594	5,594	-	0.0%
Total	\$ 249,500	\$ 251,000	\$ 249,500	\$ 251,000	\$ 1,500	0.6%

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: AMENDING THE FARE STRUCTURE (RESOLUTION NO. 09-10-0174) TO MODIFY THE DEFINITION OF FARE EQUIVALENT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If approved, the attached Resolution will simplify fare payment for riders and increase bus and light rail ridership by providing an opportunity for third parties to purchase fare media for easy distribution to individuals taking SacRT fixed-route services to attend large special events in the Sacramento region using an approved “Event Ticket,” as defined, as fare equivalent.

FISCAL IMPACT

There is no direct fiscal impact as a result of amending the fare structure (Resolution No. 09-10-0174); however, the adoption of this amendment would provide the opportunity for SacRT to receive fare compensation based on the terms outlined in an agreement for the Purchase of Fare Media with a third-party.

DISCUSSION

SacRT has historically used major events within its service area as an opportunity to increase ridership by offering complimentary tickets under the General Manager/CEO’s monthly Complimentary Ticket authority (Resolution No. 19-07-0084), which authorizes the General Manager/CEO to distribute up to 50,000 complimentary passes per month. With the economy rebounding post-pandemic, and the increase in major large revenue generating events coming to the Sacramento region, there is now an opportunity for SacRT to sell fare media directly to third-party event coordinators for distribution to individuals riding fixed-route bus and light rail using approved alternative forms of valid event tickets for ease of distribution such as wristbands and ID badges when a paper Single-Ride Ticket is impractical to distribute to large groups of people.

As a result of this amendment, SacRT will have the flexibility to receive fare revenue paid by a third-party event coordinator for large events using mobile fare app, smart card, valid wristband, ID badge, paper or electronic ticket, QR code, or other fare media already approved as a valid “Event Ticket” by the General Manager/CEO to serve as “Fare

Equivalent.” Currently, alternative forms of Event Tickets are only authorized as Fare Equivalent under the General Manager/CEO’S monthly complimentary ticket allocation as adopted in Resolution No. 09-10-0174. Approving this amendment, will allow an Event Ticket approved by the General Manager/CEO to serve as “fare equivalent” that is paid by a third-party as part of a fare purchase agreement, wherein the third-party purchases fare at its full value and not at a discounted rate, subject to the terms and conditions set out by the General Manager/CEO.

RESOLUTION NO. 2024-09-093

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

September 23, 2024

AMENDING THE FARE STRUCTURE (RESOLUTION NO. 09-10-0174) TO MODIFY THE DEFINITION OF FARE EQUIVALENT

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

THAT, the definition of "Fare Equivalent" in the SacRT Fare Structure is hereby amended to read in its entirety as follows:

"Fare Equivalent" means a SacRT-approved substitute for U.S. currency that may be applied toward the Applicable Fare or purchase of a Single Ride Ticket or Daily Pass. Any one of the following constitutes a Fare Equivalent:

- (1) A Token deposited in the farebox upon Board a bus; or
- (2) Value stored on a Connect Card or Mobile Fare application that is validated in the manner required for Connect Card (tapping) or the current Mobile Fare application; or
- (3) An Event Ticket, as defined hereinbelow, approved by the Board to serve as valid Fare, subject to the terms and conditions noted in the Board approval; or
- (4) An Event Ticket approved by the General Manager/CEO to serve as "fare equivalent" that is counted toward the General Manager/CEO's complimentary ticket allocation, subject to the terms and conditions set out by the General Manager/CEO; or
- (5) An Event Ticket approved by the General Manager/CEO to serve as "fare equivalent" that is paid for by a third-party as part of a fare purchase agreement wherein the third party pays full fare value and not a discounted rate, subject to the terms and conditions set out by the General Manager/CEO; or
- (6) An Event Flier with a QR Code issued by SacRT approved by the General Manager/CEO to serve as "fare equivalent" that is counted toward the General Manger/CEO's complimentary ticket allocation, subject to the terms and conditions set out by the General Manger/CEO.

For purposes of paragraphs 3, 4 and 5 hereinabove, Event Ticket could take the form of mobile fare app, smart card, valid wristband, ID badge, paper or electronic ticket, QR code, or other fare media already approved as a valid "Event Ticket."

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: David Topaz, VP, Employee Development and Engagement
SUBJ: APPROVING A COLLECTIVE BARGAINING AGREEMENT FOR INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 1245 FOR THE TERM APRIL 1, 2024 THROUGH MARCH 31, 2028

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If approved by the Board of Directors, Sacramento Regional Transit (SacRT) and the International Brotherhood of Electrical Workers (IBEW) would enter into a four-year Collective Bargaining Agreement (CBA) covering all wages, hours, and working conditions for bargaining unit employees.

FISCAL IMPACT

The costs associated with the Agreement are included in the approved FY 2025 Operating Budget. The total cost for this unit in FY 2025 is \$25,346,463 based on the current 250 active employees.

The sick leave maximum accumulation will be reduced from 2,200 hours to 480 hours as of March 31, 2024. This will reduce the costs associated with employee cash outs at retirement, and the costs of those cash outs towards SacRT pension obligations for classic pension members. The majority of savings generated from this change will occur beyond the term of this contract in subsequent years.

DISCUSSION

Representatives of SacRT and IBEW have negotiated a CBA for employees in various classifications in the IBEW unit. The negotiating teams reached tentative agreement on August 21, 2024, for a full and complete settlement of issues opened for negotiation, subject to approval the SacRT Board of Directors. The IBEW membership ratified the Collective Bargaining Agreement on Wednesday, September 4th.

The CBA provides a fair and equitable total compensation package for employees while maintaining fiscal responsibility based upon mutual considerations of each party, including:

- Term of Agreement: April 1, 2024, through March 31, 2028 (four-year term).
- Wage/Salary Package:
 - 04/01/2024 4% Salary Increase
 - 3% Signing Bonus applied to Salary
 - 04/01/2025 4% Salary Increase
 - 04/01/2026 4% Salary Increase
 - 04/01/2027 4.5% Salary Increase
 - Sets the employer contribution for the defined contribution retirement plan to 8% (from 5% and 3% respectively).
 - Adds a matching 3% employer contribution into the employees 401(a) account.
 - Provides one-time inflation adjustments for tool allowances (\$100 increase per person) and shoe allowances (\$25 increase per person) afforded to unit employees.
- Compensatory Time Off Bank
 - Establishes a 40-hour annual CTO bank.
- Promotion and Transfer, Certification Training Language Improvements
 - Specifies Training Committee obligations relative to promoted employee probationary period.
- Annual Re-Opener for Job Description Modernization
 - Allows the ability to manage Job Descriptions and changes that need to be made from time to time.
- Employer Paid Bereavement Leave/ Emergency Leave
 - Adds employer paid bereavement leave and updates language to comply with law.
 - Eliminates Emergency Leave.
- Bi-Weekly Pay Period Future Transition
 - Language added that allows SacRT to transition to a bi-weekly pay period in the future.

The IBEW membership voted to ratify the contract on September 4, 2024. The Board must also approve the CBA to effectuate its terms. Staff recommends approval of the Collective Bargaining Agreement and adoption of the attached Resolution.

RESOLUTION NO. 2024-09-094

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

September 23, 2024

APPROVING A COLLECTIVE BARGAINING AGREEMENT FOR INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 1245 FOR THE TERM APRIL 1, 2024 THROUGH MARCH 31, 2028

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

THAT, the labor contract settlement terms between the Sacramento Regional Transit District (SacRT) and International Brotherhood of Electrical Workers, Local 1245 (IBEW), establishing compensation, benefits, retirement, and other terms and conditions of employment for members of the IBEW bargaining unit, for the period of April 1, 2024 through March 31, 2028, are hereby approved.

THAT, the General Manager/CEO is hereby authorized to execute a Collective Bargaining Agreement (CBA) with IBEW, establishing compensation, benefits, and other terms and conditions for employees and to implement its terms.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: David Topaz, VP, Employee Development and Engagement
SUBJ: APPROVING A COLLECTIVE BARGAINING AGREEMENT FOR AMALGAMATED TRANSIT UNION, LOCAL 256 SACRT GO BARGAINING UNIT FOR THE TERM JULY 1, 2024 THROUGH JUNE 30, 2027

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If approved by the Board of Directors, Sacramento Regional Transit (SacRT) and the Amalgamated Transit Union (ATU), Local 256 SacRT GO Bargaining Unit would enter into a three-year Collective Bargaining Agreement (CBA) covering all wages, hours, and working conditions for bargaining unit employees.

FISCAL IMPACT

The costs associated with the Agreement are included in the approved FY 2025 Operating Budget. The total cost for this bargaining unit in FY 2025 is \$8,752,478 based on the current 146 active employees.

DISCUSSION

Representatives of SacRT and ATU have negotiated a CBA for employees in various classifications in the ATU SacRT GO bargaining unit. SacRT submitted a proposed agreement that the ATU bargaining team agree to take to a vote of the members on September 12, 2024.

The CBA provides a fair and equitable total compensation package for employees while maintaining fiscal responsibility based upon mutual considerations of each party, including:

- Term of Agreement: July 1, 2024, through June 30, 2027 (three-year term).
- Wage/Salary Package:
 - 07/01/2024 4% Salary Increase
 - 07/01/2025 4% Salary Increase
 - 07/01/2026 3% Salary Increase

- 01/01/2027 3% Salary Increase
- Sets the employer contribution for the defined contribution retirement plan to 8% (from 5%).

Adds a matching 3% employer contribution into the employees 401(a) account.

- Employer Paid Bereavement Leave/ Emergency Leave
- Increases employer paid bereavement leave and updates language to comply with law.

Includes updated language to comport with SB616 new sick leave law

The ATU membership will vote to ratify the contract on September 19, 2024. The Board must also approve the CBA to effectuate its terms. Staff recommends approval of the Collective Bargaining Agreement and adoption of the attached Resolution.

RESOLUTION NO. 2024-09-095

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

September 23, 2024

APPROVING A COLLECTIVE BARGAINING AGREEMENT FOR AMALGAMATED TRANSIT UNION, LOCAL 256 SACRT GO BARGAINING UNIT FOR THE TERM JULY 1, 2024 THROUGH JUNE 30, 2027

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

THAT, the labor contract settlement terms between the Sacramento Regional Transit District (SacRT) and Amalgamated Transit Union, Local 256 SacRT GO Bargaining Unit (ATU), establishing compensation, benefits, retirement, and other terms and conditions of employment for members of the ATU SacRT GO bargaining unit, for the period of July 1, 2024 through June 30, 2027, are hereby approved.

THAT, the General Manager/CEO is hereby authorized to bind SacRT to a Collective Bargaining Agreement (CBA) with ATU, establishing compensation, benefits, and other terms and conditions for employees and directed to implement the terms upon full execution of the CBA.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: STATE OF GOOD REPAIR PROJECT LIST AMENDMENT AND ALLOCATION OF FUNDS

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.

FISCAL IMPACT

FY25 SGR funds in the amount of \$3,537,488 has been allocated to SacRT. The funding will be distributed as follows:

- 99313 SGR funds in the amount of \$2,531,910 to the Gold Line/Blue Line Station Conversions project.
- 99314 SGR funds in the amount of \$1,005,578 to the Park & Ride LED Light Upgrade project.

FY24 99314 SGR funds in the amount of \$976,285 were previously allocated to SacRT's Gold Line/Blue Line Station Conversions project. This amendment will reallocate the FY24 99314 funds 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.

Sacramento Area Council Governments requires the SacRT Board to formally approve the revised scope of work for the Station Conversions. The Station Conversion project scope includes the following:

- Constructing/modifying existing station platforms, entrance/exit ramps, concrete retaining walls, and concrete curbing
- Adjusting and relocating existing handrails, station furniture, wayfinding signage, and other amenities
- Adjusting shelter heights
- Replacing/upgrading/installing braille signs, detectable warning tiles, LED light fixtures, LED messaging signs, and security cameras
- Landscaping modifications
- Painting
- Station signal/communication rehabilitation/renovation
- Modifying/replacing impacted drainage facilities
- Upgrading/replacing Train Wayside Communication

Sacramento Area Council Governments requires the SacRT Board to formally approve the Park & Ride LED Upgrade project and scope. The Park & Ride LED Upgrade project scope includes the following:

- Purchase new LED light fixtures and bulbs to replace inefficient light fixtures and bulbs.
- Third party contractor to remove and install new LED light fixtures and bulbs.

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 FY24 and FY25 SGR funds towards the Gold Line/Blue Line Station Conversions project and the Park & Ride LED Upgrade project.

RESOLUTION NO. 2024-09-096

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

September 23, 2024

STATE OF GOOD REPAIR PROJECT LIST AMENDMENT AND ALLOCATION OF FUNDS

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 \$2,531,910 SGR 99313 funds be allocated to the Blue Line and Gold Line Light Rail Station Conversion/Modifications project and \$1,005,578 FY25 SGR 99314 and \$976,285 FY24 SGR 99314 funds be allocated to the Park & Ride LED Upgrade 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: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Salcedo, VP, Operations
SUBJ: CONDITIONALLY AWARDING A CONTRACT FOR UNIFORM RENTAL AND LAUNDRY SERVICES TO VESTIS UNIFORMS AND WORKPLACE SUPPLIES, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this Contract will provide uniform and laundry services to SacRT's Light Rail, Wayside, Bus Maintenance, and Facilities departments on a weekly basis.

FISCAL IMPACT

The proposed Contract is budgeted at \$693,346.10 for a 5-year term, of which \$98,224.03 is included in the FY 2025 Operating Budget. FY 2026 – 2029 will be budgeted at \$138,669.22 per year and 3.5 months of Fiscal Year 2030 will be budgeted at \$40,445.19

DISCUSSION

Under the Collective Bargaining Agreement between Sacramento Regional Transit District (SacRT) and the International Brotherhood of Electrical Workers (IBEW), SacRT is required to bear the total cost of purchasing, maintaining, and laundering uniforms for Light Rail Maintenance, Wayside, Bus Maintenance (including Elk Grove), and Facilities employees. The current contract for uniform rental and laundry service will expire on October 14, 2024.

On June 27, 2024, Staff released an Invitation for Bid (IFB) on PlanetBids e-procurement system for Uniform Rental and Laundry Services for a 5-year term. There were 206 vendors notified of the solicitation via PlanetBids bid broadcast. On July 30, 2024, SacRT received 4 bids in response to the IFB, 2 of which were deemed non-responsive and 2 of which were determined to be materially responsive, though they contained minor mathematical errors that required correction to establish the Bid Amount. In accordance with Article 1.10 of the IFB, Mathematical Errors, staff corrected the calculations by multiplying the line-item unit price by the quantity for that item; with the corrections, the 2 responsive bids were as follows::

<u>Contractor</u>	<u>Bid Amount (5 Base Years)</u>
Vestis Group, Inc.	\$ 693,346.10
Mission Linen & Uniforms	\$ 1,328,141.64

After submission of the Bids, Vestis Group, Inc. changed its corporate name to Vestis Uniforms and Workplace Supplies, Inc., so the resulting contract will be under the new corporate name.

Based on the pricing set out above and previous uniform rental contracts, staff believes the price is fair and reasonable.

Staff reviewed historical data and department budgets for uniform rental and determined that award of a Contract for \$693,346.10, plus applicable sales tax (which applies to purchased goods only), should sufficiently cover uniform needs based on current staffing levels.

At this time, Vestis has not submitted evidence of compliance with all of the specified Insurance Requirements set out in the IFB. Therefore, Staff is requesting that the Board award the contract conditioned on Vestis submitting the required insurance certificates.

RESOLUTION NO. 2024-09-097

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

September 23, 2024

CONDITIONALLY AWARDING A CONTRACT FOR UNIFORM RENTAL AND LAUNDRY SERVICES TO VESTIS UNIFORMS AND WORKPLACE SUPPLIES, INC.

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

THAT, the Contract between Sacramento Regional Transit District, therein referred to as "SacRT," and Vestis Uniforms and Workplace Supplies, Inc., , therein referred to as "Contractor," whereby Contractor agrees to provide uniform rental and laundry services for 5 years for an amount not to exceed \$693,346.10, plus applicable state and local sales tax for purchased goods only, is hereby approved, conditioned upon Contractor providing the required evidence of insurance specified in the Invitation for Bid.

THAT, the Chair and General Manager/CEO are hereby 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: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE AMENDMENT NO. 1 TO WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 WITH MARK THOMAS & COMPANY, INC. FOR DESIGN SUPPORT DURING CONSTRUCTION FOR THE DOS RIOS LIGHT RAIL STATION PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Amendment No. 1 to Work Order No. 7 to the Contract for General Engineering Support Services – 2020 (GESS Contract – 2020) will provide additional funding to allow Mark Thomas & Company, Inc. (Mark Thomas) to provide design support during construction of the Dos Rios Light Rail Station Project.

FISCAL IMPACT

Amendment No.1 to Work Order No. 7 will increase the budget to provide sufficient funds for design support during construction of the Dos Rios Light Rail Station Project. The estimate of the funds needed is \$181,069.89. Amendment No. 1 to Work Order No.7 will be funded with State Transit Assistance funds.

DISCUSSION

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

North 12th Street. The new Dos Rios Station requires track realignment, signaling modifications, systems upgrades, along with the station architectural design.

On June 13, 2022, the Board approved Work Order No. 7 for an amount not to exceed \$239,991.44 for Mark Thomas to provide design support during construction of the Dos Rios Light Rail Station Project. The original budget for design services during both bidding and construction has largely been expended due to the following: preparing plan revisions and responses to City of Sacramento comments on the 100% design plans, reviewing and preparing responses to 367 bidder questions, supporting the preparation of five (5) bid addendums with revised plans, and preparing the Issue for Construction Plan Set in May 2024. The construction contract was executed and Notice to Proceed was issued on August 6, 2024. Staff needs support from Mark Thomas to review submittals, Requests for Information (RFIs), and other design support activities during construction. This amendment would not modify the previously-approved scope of services or provide additional profit to Mark Thomas; it would merely add additional funds to provide for direct and indirect costs incurred by Mark Thomas and its subconsultants to continue to provide the services approved in Work Order No. 7.

RESOLUTION NO. 2024-09-098

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

September 23, 2024

APPROVE AMENDMENT NO. 1 TO WORK ORDER NO. 7 TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 WITH MARK THOMAS & COMPANY, INC. FOR DESIGN SUPPORT DURING CONSTRUCTION FOR THE DOS RIOS LIGHT RAIL STATION PROJECT

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

THAT, Amendment No. 1 to Work Order No. 7 to the Contract for General Engineering Support Services – 2020 between Sacramento Regional Transit District, therein referred to as “SacRT,” and Mark Thomas & Company, Inc., therein referred to as “Consultant,” whereby the total not-to-exceed compensation is increased by \$181,069.89, from \$239,991.44 to \$421,061.33, to provide sufficient funds to support the previously-approved scope of work in light of greater than anticipated bidding support work, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Amendment No.1 to Work Order No. 7.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Salcedo, VP, Operations
SUBJ: APPROVE A SOLE SOURCE PROCUREMENT AND THE FOURTH AMENDMENT TO THE CONTRACT FOR MICROTRANSIT SCHEDULING SERVICES WITH VIA MOBILITY, LLC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amending the current Contract with Via Mobility, LLC to extend by 3 months will allow SacRT to continue to use Microtransit Scheduling Services software needed for SacRT to provide Microtransit service until the service is discontinued.

FISCAL IMPACT

The Fourth Amendment would increase the Contract Total Consideration by \$40,000, from \$646,694 to \$686,694. The increase for FY 24 - 25 is included in the approved FY 24 - 25 Operating Budget.

DISCUSSION

SacRT began to provide Microtransit on-demand-response service to customers in 2018. In July 2018, under Resolution No. 18-07-0071, the SacRT Board delegated authority to the GM/CEO to approve and execute a Contract with Via Mobility, LLC to provide Microtransit Scheduling software and the contract was executed in October 2019.

In October 2023, SacRT exercised its final option to extend the Contract for a fifth year to October 15, 2024. SacRT's original intent was to combine the solicitation of a new long-term solution for demand-response scheduling software with its similar software needs for ADA complementary paratransit scheduling software. However, as SacRT will discontinue Smart Ride service on December 31, 2024 (addressed in a separate Board item), a long-term solution is no longer needed and a short-term extension of the Contract is required for Via Mobility, LLC to provide the services through the end of Smart Ride service and for close out activities. If SacRT allows the current contract to expire without a new contract to provide Microtransit Scheduling software services, it would cause a significant disruption in the daily operations and SacRT will not be able to provide Smart Ride service.

To ensure there is not a lapse in services prior to the end of the SmaRT Ride program, staff recommends the Board to approve the Fourth Amendment to the Contract for Microtransit Scheduling Services with Via Mobility, LLC to extend services for three months through January 15, 2025 and increase the Contract Total Consideration by \$40,000, from \$646,694 to \$686,694.

The amendment amount is considered fair and reasonable as Via Mobility, LLC has confirmed that the current per vehicle pricing (which was deemed fair and reasonable at the time of Contract award) will remain in effect for the duration of the contract extension.

RESOLUTION NO. 2024-09-099

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

September 23, 2024

APPROVE A SOLE SOURCE PROCUREMENT AND THE FOURTH AMENDMENT TO THE CONTRACT FOR MICROTRANSIT SCHEDULING SERVICES WITH VIA MOBILITY, LLC.

WHEREAS, Via Mobility, LLC (“Via”) has provided microtransit scheduling services to SacRT since 2019; and

WHEREAS, SacRT has been satisfied with the scheduling services provided by the Via; and

WHEREAS, the existing Software License and Services Agreement will expire on October 15, 2024; and

WHEREAS, it was originally anticipated that a new long-term contract would be put in place for replacement microtransit scheduling services prior to expiration of the existing Agreement; and

WHEREAS, SacRT’s SmaRT Ride microtransit service will be discontinued effective December 31, 2024, but SacRT requires microtransit scheduling services until the service is discontinued; and

WHEREAS, it would be inefficient if not impossible to obtain another provider for a short-term contract for these services.

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

THAT, pursuant to Section 1.405.B.2 of the Procurement Ordinance, the Board has determined that it is in the best interest of SacRT to amend the existing Contract with Via to extend for an additional three months, to terminate January 15, 2025.

THAT, the Fourth Amendment to the Contract for Microtransit Scheduling Services between Sacramento Regional Transit District, therein referred to as “SacRT,” and Via Mobility, LLC, therein referred to as “Consultant,” whereby the term is extended to January 15, 2025 and the total consideration is increased by \$40,000, from \$646,694 to \$686,694, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Salcedo, VP, Operations
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE THE SEVENTH AMENDMENT TO THE SOFTWARE LICENSE AND SERVICES AGREEMENT WITH ECOLANE USA INC. FOR COMPLEMENTARY PARATRANSIT SCHEDULING AND DISPATCHING SOFTWARE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amending the current Contract with Ecolane USA Inc. (“Ecolane”) to extend by six months will allow SacRT to continue to use complementary paratransit scheduling and dispatching software needed to provide complementary paratransit service.

FISCAL IMPACT

Staff is still negotiating the cost of the extension with Ecolane. However, the Seventh Amendment would increase the Contract Total Consideration by no more than \$15,500.00. Of this amount, a portion will be fixed fees for product licensing and maintenance for an additional month beyond the sixth year (ending March 31, 2025) authorized in the Sixth Amendment. The remaining amount of \$10,500.00 will cover cost for text message bundles, billed as messages are sent. The increase for FY 24 - 25 is included in the approved FY 24 - 25 Operating Budget.

DISCUSSION

SacRT began to provide complementary paratransit and demand-response service in-house in February 2019. 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 Master Agreement through NCPA expired on March 31, 2024.

On February 26, 2024, by Resolution 2024-02-013, the Board approved a sole source justification and Sixth Amendment to the Contract with Ecolane to extend the term by an additional six months to provide time for SacRT to conduct a consolidated procurement for both demand-response and complementary paratransit services and award a new contract for those services.

A solicitation for the consolidated services was issued April 12, 2024, and proposals were received on June 5, 2024. However, after receipt of the proposals, uncertainty arose concerning whether SacRT would have a continued need for demand-response scheduling services, as discussed in the information item being presented at this Board meeting concerning the future of SmaRT Ride. Because the initial solicitation was focused on the benefits of a consolidated offering for both services, Staff made the decision to cancel the initial solicitation and move forward with a solicitation focused solely on complementary paratransit services.

Staff released a Request for Proposals (RFP) for ADA Paratransit Scheduling, Dispatch and Eligibility Software as a Service for both paratransit scheduling and dispatching software on PlanetBids eProcurement system on July 26, 2024. Proposals are due on September 6, 2024. Staff will require time to evaluate proposals, hold interviews (if needed), and award a contract. To ensure there is not a lapse in services, Staff requests the Board to approve the Seventh Amendment to the Contract with Ecolane to extend the term through April 30, 2025. Ecolane did not offer a prorated annual license rate for the extension approved in the Sixth Amendment, so license fees for six months of the requested seven-month extension were already accounted for in the Sixth Amendment. However, additional funds will be needed to cover text messaging and the prorated license fee for an additional one month, the cost of which is still being settled with Ecolane, which is why a delegation of authority is being requested at this time.

The amendment amount is considered fair and reasonable as Ecolane has confirmed that the current pricing for text messages and the single month of license fees will remain the same.

RESOLUTION NO. 2024-09-100

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

September 23, 2024

APPROVING A SOLE SOURCE PROCUREMENT AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE THE SEVENTH AMENDMENT TO THE SOFTWARE LICENSE AND SERVICES AGREEMENT WITH ECOLANE USA INC. FOR COMPLEMENTARY PARATRANSIT SCHEDULING AND DISPATCHING SOFTWARE

WHEREAS, Ecolane USA Inc. (“Ecolane”) has provided complementary paratransit scheduling and software services to SacRT since 2019; and

WHEREAS, SacRT has been satisfied with the services provided by the Ecolane software; and

WHEREAS, the existing Software License and Services Agreement will expire October 31, 2024; and

WHEREAS, SacRT has a federal regulatory obligation to provide complementary paratransit services, which requires both timely scheduling and dispatching; and

WHEREAS, as planned when the Sixth Amendment was approved on a sole source basis, SacRT conducted a consolidated procurement for both demand-response and complementary paratransit services with the intent to award a new contract for those services; and

WHEREAS, due to a change in business needs, a decision was made to cancel the initial solicitation and move forward with a solicitation focused solely on complementary paratransit services; and

WHEREAS, due to the cancelation and re-solicitation, there is insufficient time to complete the solicitation and award process for complementary paratransit scheduling services prior to expiration of the current contract on October 31, 2024.

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

THAT, pursuant to Section 1.405.B.2 of the Procurement Ordinance, the Board has determined that it is in the best interest of SacRT to amend the existing service Contract with Ecolane to provide for continued services until April 30, 2025, while a new competitive solicitation is completed for a long-term contract for these services.

THAT, authority is hereby delegated to the General Manager/CEO to approve and execute the Seventh Amendment to the Software License and Services Agreement between Sacramento Regional Transit District, therein referred to as "Licensee," and Ecolane USA, Inc., therein referred to as "Licensor," to extend the term to April 30, 2025 and increase the total maximum consideration by no more than \$15,500.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE INFORMATION TECHNOLOGY CONTRACTS OVER \$150,000 FOR PURCHASE AND IMPLEMENTATION OF REPLACEMENT FIREWALLS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to enter into contracts over \$150,000 to purchase goods and services for replacement of SacRT firewalls.

FISCAL IMPACT

The fiscal impact is dependent on the products and services purchased, although some level of savings is expected due to government discounts for hardware, software, and services. The independent cost estimate for products, licensing, and services to replace the identified technology is approximately \$300,000 and is included in the Fiscal Year 24-25 Operating budget.

DISCUSSION

The Information Technology Department is moving forward to replace aging SacRT firewall technology to ensure that the agency maintains a strong security posture. To meet the desired replacement date of October 31, 2024, Staff is expediting procurements to ensure that appropriate contracts are in place to meet the business needs. Staff intends to leverage cooperative purchasing agreements to obtain the required goods and services on an expedited basis.

Due to the short five-week time frame based on the end-of-life and end-of-service of the SacRT core firewalls, waiting to seek Board approval to execute information technology product and service-related procurement contracts could delay the replacement of these critical cybersecurity devices.

Therefore, Staff is asking for a temporary delegation of authority to the General Manager/CEO to take procurement actions in excess of his current authority under the Procurement Ordinance.

Currently, the General Manager/CEO's procurement contract authority is as follows:

- (1) New contracts up to \$150,000;
- (2) Amendments to Board-approved contracts up to \$150,000;
- (3) Amendments to General Manager-approved contracts up to an aggregate total (between the initial contract and amendments) of \$150,000;
- (4) Contract Change Orders for public works – authority varies based on the original value of the Contract, but the aggregate limit for smaller public works projects is generally 10% of the original contract price and the individual limit is \$150,000 for a single Contract Change Order regardless of the original contract value.

When these limits are exceeded, the Board is required to approve the contract.

Depending on the ultimate structure of the contracts that will be executed, one or more contracts could exceed \$150,000, which is why a delegation of authority is being requested. The aggregate value of all contracts entered into under this authority may not exceed a total of \$300,000.

The Procurement Department will ensure that all purchasing is compliant with the Board approved Procurement Ordinance. Procurement will identify the most-efficient path forward and will utilize cooperative agreements where available, to ensure competitive pricing is obtained.

RESOLUTION NO. 2024-09-101

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

September 23, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE INFORMATION TECHNOLOGY CONTRACTS OVER \$150,000 FOR PURCHASE AND IMPLEMENTATION OF REPLACEMENT FIREWALLS

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

THAT, authority is hereby delegated to the General Manager/CEO to approve Procurement contracts that would otherwise be in excess of his authority, as set forth in the Procurement Ordinance (22-12-001), up to a maximum aggregate amount of \$300,000 as reasonable and necessary for firewall replacement goods and services.

THAT, any Procurement undertaken pursuant to this delegation of authority must be undertaken in compliance with the otherwise-applicable provisions of the Procurement Ordinance.

THAT, this delegation of authority will expire, without further action of the Board, on December 31, 2024.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: SAFETY AND SECURITY UPDATE

RECOMMENDATION

No Recommendation - For Information Only.

A Safety and Security update presentation will be given.

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants & Procurement
SUBJ: PROPOSED CREATION OF A NEW PILOT RIDESHARE
VOUCHER PROGRAM AND ELIMINATION OF SMART RIDE
SERVICE

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

N/A

FISCAL IMPACT

Staff plans to request authorization to spend up to \$1,200,000 of STA grant funds for Uber and any other partners added to the program over an 18-month period beginning January 1, 2025. Payments to vendors will be based on actual voucher usage. Spending would also be metered over three 6-month periods. This voucher system would yield an estimated net savings of roughly \$8 million per year, compared to continuation of SmaRT Ride service.

DISCUSSION

For several months, Staff has been exploring development of a potential rideshare voucher program, under which SacRT would provide discount codes or vouchers to customers to partially offset the cost of travel on a rideshare service (e.g., \$5.00 off a rideshare trip). One reason to embark on this project would be to provide a lower-cost alternative to SmaRT Ride, which currently has an \$8.4 million per year operating cost, plus capital costs such as fleet replacement.

SacRT Budget

Rising costs, including insurance, inflation, and labor, are impacting the entire transit industry, including SacRT. Nationwide, the transit industry is currently experiencing severe operating deficits, with most transit agencies in California facing a “fiscal cliff.”

Despite careful use of federal COVID-19 relief funds and post-pandemic ridership recovery, SacRT continues to face challenges due to decreased fare revenues and sales tax-based funding. However, compared to many other transit agencies, SacRT is faring

better and is working to secure new funding. For example, since the pandemic, most transit agencies have not restored service levels fully, while SacRT has been able to maintain nearly 100 percent of pre-pandemic fixed-route service. Unlike many other agencies that used most of their federal COVID-19 relief funds for operations, depleting the funds early, SacRT was able to extend the use of relief funding and focus on long-delayed capital needs such as state of good repair projects.

In July 2023, the State of California passed Senate Bill 125 (SB 125) which provided new one-time funding to help address California transit agencies' operating and capital needs. As required by SB 125 and the Sacramento Area Council of Governments (SACOG), which is responsible for allocating the SB 125 funding, SacRT has developed a framework for strong fiscal sustainability, including optimizing business processes, maximizing efficiencies, reviewing less-efficient ridership lines, and identifying opportunities for cost savings. SacRT must proactively redirect resources from less efficient modes and achieve budget savings as soon as possible to match available revenues. Ongoing efforts focus on SacRT's long-term fiscal health, addressing capital needs, and protecting core business functions.

SmaRT Ride

SmaRT Ride was implemented as a pilot program in 2018, with a one-time lump sum of \$14 million from Measure A's Neighborhood Shuttle Program, which enabled SacRT to bring about an innovative, beneficial new service. Unfortunately, annual allocations from the Neighborhood Shuttle program today are only \$800,000, compared to annual operating costs of \$8.4 million (plus \$1.8 million of amortized capital costs), and currently only secured through June 2026. While SmaRT Ride has been popular with customers, SmaRT Ride's operating cost per passenger is over \$47, almost five times more than SacRT's fixed-route bus system, while carrying less than 1 percent of overall system ridership. For these reasons, and after conducting a thorough analysis, the SmaRT Ride program is proposed to be discontinued and replaced, at least in the short-term, with a more cost-effective rideshare program.

Rideshare Voucher Program

After conducting an in-depth peer analysis, Staff has developed a proposal to replace SmaRT Ride with a pilot rideshare voucher program, yielding a significantly lower total cost and cost per passenger. Staff has estimated that for \$800,000 a year (one-tenth the cost of SmaRT Ride, and within the available funding from the Neighborhood Shuttle Program) SacRT could provide \$5.00 discounts to a similar number of daily riders traveling on rideshare within the nine existing SmaRT Ride zones, reducing the out-of-pocket cost to use rideshare, and lessening the impact of discontinuing SmaRT Ride.

Although a rideshare voucher program would not be identical to SmaRT Ride, it would yield an estimated net savings of roughly \$8 million per year, while retaining some of the same benefits of SmaRT Ride (e.g., extending the reach of SacRT's fixed-route transit system and improving affordable mobility for persons living just beyond the reach of the fixed-route system via an on-demand, point-to-point, shared-ride transportation service).

While microtransit services have become popular over the past eight years, an increasing number of transit agencies have been reducing or discontinuing microtransit services for cost-effectiveness and sustainability reasons. These agencies include Golden Empire Transit (Bakersfield), San Joaquin RTD (Stockton), and Greater Cleveland RTA, among many others.

Rideshare voucher programs are now well-established at several transit agencies. Staff consulted several of these agencies for guidance and advice including Livermore Amador Valley Transit Authority, Pinellas Suncoast Transit, Greater Dayton RTA, Pace Suburban Bus, and Golden Empire Transit, which replaced its microtransit with a rideshare voucher program earlier this year.

Timeline

Staff has been preparing to discontinue SmaRT Ride and create a rideshare voucher program by December 31, 2024. This includes ending SacRT's microtransit software contract (discussed in a separate agenda item), reassigning current SmaRT Ride operators, and preparing voucher program contracts with rideshare providers and receiving Board approval for these contracts.

The last day of service for SmaRT Ride is currently planned for December 31, 2024, and the first day of the new rideshare voucher program is planned for January 1, 2025, although enrollment and testing may begin in advance.

Based on full funding being potentially available through June 30, 2026, Staff will request that the Board authorize a contract or contracts for the rideshare voucher program for an 18-month period.

Employee Impacts

As part of the Staff analysis, SmaRT Ride operational and support positions were examined in detail to identify opportunities for better efficiency while creating the least impact to SacRT's workforce. SacRT's union partners were notified of a variety of impacts to their respective bargaining units as a result of the discontinuation of SmaRT Ride. All efforts are being made to minimize impacts to the affected staff, and Staff is actively working with the unions to discuss position transfers to other departments instead of layoffs. However, a handful of positions will be eliminated and require a layoff. Individuals impacted by the layoff have been notified pursuant to law and SacRT policies. These staffing impacts were discussed with the Board during closed session on August 26th.

Public Engagement

The elimination of SmaRT Ride will understandably be a concern for customers, in particular passengers with disabilities and members of the Mobility Advisory Council (MAC). Staff provided a presentation and opportunity for discussion of the proposed new program at the MAC meeting of September 19, 2024, and will continue to engage the MAC, to solicit member input, and refine the rideshare voucher program. SacRT will also publicize the proposed rideshare program as well as the discontinuation of SmaRT Ride, on SacRT's web site, via mailing lists, on social media, and with printed brochures and signage, similar to any major service change; Staff is also coordinating to schedule a public open house event(s).

Grant Support

The proposed new rideshare voucher program is expected to be 100-percent funded by local STA Neighborhood Shuttle Program funds. SacRT currently receives \$800,000 annually from the Sacramento Transportation Authority (STA) for SmarT Ride. This covers approximately one-tenth of the \$8.4 million annual operating cost of SmarT Ride but would fund the entirety of the proposed rideshare program. Staff expects to present a proposal to re-scope these grant funds to the STA Board at its regular meeting on Thursday, October 10, 2024, and expects to seek approval for a grant amendment on Thursday, November 14, 2024. This would fully fund a new rideshare voucher program through June 30, 2026, which is the current end date of the STA grant. There is also the potential of applying for a similar level of funding in future STA grant cycles.

Regulatory and Approval Requirements

SmarT Ride has existed since 2018 but has been funded by temporary sources, such as Measure A or LCTOP. As such, this program is a pilot service that was dependent upon a new source of dedicated funding to be made permanent.

Title VI of the Civil Rights Act of 1964 has general non-discrimination requirements and the Americans with Disabilities Act (ADA) requires comparable access to programs and services for all persons regardless of disability. The applicability of these regulatory requirements, which are also applicable to the proposed new rideshare program, are discussed below.

Typically, SacRT complies with Title VI with respect to service changes by preparing a service equity analysis. However, the Federal Transit Administration (FTA) guidance on service equity analysis speaks only to fixed-route service, not to demand-response service such as SmarT Ride. SacRT's service change policy likewise does not require Board approval to discontinue SmarT Ride. The proposed voucher program is also not a "fare" charged for SacRT transit service and, therefore, no fare equity analysis is required for the creation of the voucher program.

Funding the rideshare program for the proposed 18-month term also requires an amendment to SacRT's grant agreement with STA, as discussed above.

Service Provider(s)

SacRT is a member of the Equalis Group purchasing cooperative for general services, which competitively awarded a master agreement to Uber Technologies, Inc. (Uber) to provide members with a variety of services, including a rideshare voucher program that aligns with SacRT's vision. Staff has met with local Uber representatives and believes that Uber could deliver the desired service and be ready for launch within SacRT's timeframe. Staff has begun negotiating a supplemental agreement under the general terms of the Equalis master agreement, under which Uber would be the primary service provider for eighteen months. Because the proposed value of the contract is in excess of \$150,000, Board approval will be required for the voucher program contract once the terms are negotiated.

Staff is also in the process of identifying and opening discussions with at least one additional local provider of on-demand transportation service, primarily to augment wheelchair capacity, as discussed later in this Staff Report. Any additional providers

added to the pilot program prior to launch would require a Board-approved limited-term sole source procurement to avoid the six months typically needed for a competitive formal solicitation process.

SacRT intends to engage Uber for the entire 18-month pilot period as the primary provider; however, SacRT will retain the option to reduce Uber's budget if other providers are deemed desirable. Any providers awarded contracts beyond the initial 18-month pilot would be selected through a standard competitive procurement process.

Program Details

SacRT's proposed new rideshare voucher program would provide discounts to rideshare users (in the form of discount codes or vouchers) to reduce the out-of-pocket costs to the rider (see pricing details below) by up to \$5.00 (in most cases). Users would receive a voucher/discount code from SacRT that would be redeemed when a ride is taken on an on-demand rideshare service. Customers would be required to pay the first \$5.00 cost of each ride. The voucher would cover the next \$5.00. The remainder of the fare, if any, would have to be paid by the customer. Customers would also be limited to 20 vouchers per month.

Vouchers would be geographically restricted so that each voucher is useable only for a rideshare trip taking place entirely within a single existing Smart Ride zone. Like Smart Ride, the new rideshare vouchers would be available for use only on non-holiday weekdays, from 7:00 a.m. to 7:00 p.m. to conserve funds, although those days and hours could potentially be increased, as discussed below.

Pricing

Under Smart Ride, the standard SacRT fixed-route fare is in effect. Adults pay \$2.50 for a one-way ride. SacRT's fixed-route discount programs are also honored on Smart Ride, including RydeFreeRT, college passes, and other unlimited ride pass types. Staff does not believe it is feasible or advisable to have the equivalent of unlimited ride passes on the proposed rideshare program.

Unlike Smart Ride, rideshare services (and taxi firms) typically charge cancellation fees. Vouchers would not be spendable on cancellation fees, cleaning fees, or fees of any kind; they would be useable only for rides actually taken.

Staff tested the cost of 135 random Smart Ride trips, if they had instead been taken on Uber, and determined the price would average approximately \$12.89. A voucher of \$5.00 would therefore reduce the cost to \$7.89, comparable to SacRT's \$5.00 SacRT Go fare. Greater discounts could potentially be provided to persons requesting wheelchair accessible vehicles (WAVs), as discussed below.

Wait Times

Although the out-of-pocket cost to the customer for an on-demand ride would likely be higher on rideshare than Smart Ride, typical wait times would likely be significantly lower. Wait times for a standard UberX vehicle in one of SacRT's nine Smart Ride zones is currently under four minutes. In comparison, wait times on Smart Ride are typically 30 minutes.

Wheelchairs and Individuals with Disabilities

Although Uber's booking platform displays WAV options, WAVs are currently unavailable in the Sacramento area. Staff is considering adding one or more additional on-demand rideshare or taxi providers to the program to improve WAV availability and has researched more than half a dozen potential local providers.

Staff has considered greater discounts for WAVs to offset the presumed greater cost of a WAV ride. However, in comparing prices, one potential WAV provider had an average WAV price of about \$12, similar to the average of \$12.89 for an UberX based on Staff's benchmarking. Staff is continuing to investigate WAV options and will work with the MAC to select a WAV provider with the best combination of availability, service quality, and pricing, before determining the final voucher amount for WAV services.

Uber also has an Uber Assist feature, where customers can request special assistance from a certified driver; the vouchers to be issued by SacRT would be valid for the Uber Assist service as well. In preliminary testing, the pricing, availability, and wait times for Uber Assist appear comparable to a standard UberX ride; however, Staff will be doing additional testing of these options. If there is a significant disparity, SacRT could increase the subsidy amount for Uber Assist.

Cash and Book-by-Phone

Uber's general public service does not offer an option to pay with cash and does not ordinarily have a way to book by phone. Most of the WAV transportation firms accept cash and allow phone reservations. Staff is looking into call center options for Uber with either a third party or directly through Uber.

Students

Rides to or from schools currently make up an estimated 20 percent of rides on SmaRT Ride, with potentially another 10 percent of rides being made by K-12 students for non-school travel. Uber has an "Uber for Teens" program, under which minors may ride alone, using a subaccount of an adult parent or guardian. Currently, however, Uber has no way for a rideshare voucher to be transferred to or redeemed by a teen subaccount.

Uber representatives have indicated that there may be technical workarounds that, while not yet standard/established practice, may allow SacRT to provide rideshare discounts to teens, if desired. Staff will continue to explore these and other options.

Flexibility

As discussed above, SacRT is actively exploring adding an additional rideshare provider, to augment WAV capacity. Staff also intends to meter the program budget into three phases of six months each and to retain flexibility under all contracts to add providers, alter voucher amounts, and make other changes as trends emerge and lessons are learned. Alterations could include:

- Addition of one or more additional rideshare providers, including specialty wheelchair transportation companies

- Changes in voucher amounts, either to provide greater benefits where deemed justifiable (e.g., for disabled or ADA paratransit eligible riders), or to reduce subsidies to conserve budget
- Increases in the days and hours of service (i.e., to include nights and weekends) if the program is trending under budget
- Changes to the geographical boundaries, to increase coverage, if the program is trending under budget
- Addition of shared scooters and other forms of environmentally-sustainable micromobility.

Title VI and Americans with Disabilities Act (ADA)

Title VI of the Civil Rights Act of 1964 prohibits SacRT from discriminating against disadvantaged communities, specifically minority populations. In addition, two relevant federal Executive Orders impose additional obligations to ensure program accessibility to low-income individuals and individuals with Limited English Proficiency (Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” and Executive Order 13166, “Improving Access to Services for Persons With Limited English Proficiency.”) FTA Circular 4702.1B addresses transit agency obligations under both the statute and Executive Orders. There are no specific guidelines for applying Title VI to elimination of demand-response service such as SmaRT Ride or to a rideshare voucher program; however, SacRT retains a duty under the general provisions of Title VI to ensure that its facially-neutral policies and practices do not have a disparate impact on minority populations; similarly, under the applicable Executive Orders, SacRT must ensure that its policies and practices do not impose a disproportionate burden on low-income individuals and that individuals with limited English proficiency have meaningful access to SacRT’s programs.

Similarly, Title II of the Americans with Disabilities Act specifies that no individual with a disability may be excluded from participation in or be denied the benefits of the services, programs, or activities operated by a public entity and that public entities must make reasonable modifications to practices and policies as necessary to ensure program accessibility.

Facially, replacement of SmaRT Ride with the proposed rideshare program would not appear to cause a disparate impact, because it would replace one program with another similar one--providing the general public with an affordable means to be transported on an on-demand, point-to-point basis, within one of nine pre-defined geographical zones during specific hours and days of the week).

Potential differences between SmaRT Ride and the rideshare program would appear to be:

1. Accessibility – Although the rideshare program would have accommodations for persons with disabilities and wheelchair users, non-ambulatory individuals may find that, despite SacRT’s best efforts, the voucher program is less useful than SmaRT Ride.

Staff is attempting to mitigate these changes to the best of SacRT's ability by securing additional WAV providers and potential providing greater discounts for individuals that are non-ambulatory while balancing the needs of all riders and the available program budget.

2. Students – Persons under eighteen years of age might be unable to independently participate in the voucher program but would be eligible to take rides accompanied by an adult; SacRT's K-12 student riders are approximately 87 percent minority and 64 percent low-income as compared to 67.5% minority and 55% low-income for SacRT's overall ridership.

While SacRT is investigating options to safely allow access to the voucher program for individuals under 18, limiting accessibility of a program based on age is not inherently a violation of Title VI simply because youth are disproportionately minority.

3. Price – After applying a \$5.00 discount from SacRT, the net out-of-pocket cost to a rider for a trip on rideshare is expected to be around \$8.00. Multiple-ride passes are also not feasible, either operationally or financially, because costs scale with utilization. Staff does not have data on minority or low-income representation among potential rideshare users, but SacRT will collect that data (in a voluntary manner) from customers registering for rideshare, analyze that data, and use it to help ensure non-discrimination.

Relative to potential concerns that non-ambulatory individuals may encounter higher costs to obtain WAV rides, SacRT may offer greater voucher amounts for WAV users, if the actual price is significantly higher than for non-WAV users. SacRT would retain some flexibility to alter discount amounts by rider type.

Cost Structure

Cost structure and fiscal control of the rideshare program would differ from SmaRT Ride in two important ways:

Fixed Cost-Effectiveness – The cost per passenger for SmaRT Ride (which currently averages \$47) is variable, depending on how many passengers are carried. The rideshare voucher program would essentially have a fixed and pre-defined cost-effectiveness, based on the amount at which SacRT caps vouchers (e.g., \$5.00 for the general public).

Variable Cost – On SmaRT Ride, costs are set by SacRT based on how many vehicles and operators are assigned to each zone. If no one rides, SacRT still pays the operators. Conversely, if demand for rides exceeds capacity, customers are turned away, but SacRT's costs remain unchanged. With the rideshare voucher program, if no one opts to use the program, SacRT would pay nothing, but if the program proves more popular than expected, the subsidy would have to be lowered or eliminated to conserve funds.

Next Steps

Staff expects to make an initial presentation to the STA Board on Thursday, October 10, 2024. On Thursday, November 14, 2024, SacRT would seek STA approval to amend the existing grant agreement, repurposing the remaining \$1,200,000 on the grant for the eighteen-month period from January 1, 2025, to June 30, 2026.

In the meantime, Staff will be negotiating a potential contract with Uber and potentially one or more other providers. Approval of an agreement with Uber, contingent on the STA grant amendment, would effectively approve the rideshare voucher program. Staff expects to present that item to the SacRT Board for consideration on Monday, October 28, 2024.

Assuming Notice to Proceed on or around December 1, 2024, Staff plans to launch an online registration process for new rideshare users no later than mid-December 2024. Staff may also authorize a small amount of state or local funds (e.g., \$1,000 or less) to seed the rideshare program with a small number of vouchers for distribution and redemption testing prior to launch.

As contracts are negotiated and grant applications refined, Staff will be taking input from the MAC and the general public to help inform and sharpen the program.

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO & Tabettha Smith, Clerk to the Board
SUBJ: MEMBER AND ALTERNATE MEMBER CHAIR APPOINTMENTS FOR CAPITOL CORRIDOR JOINT POWERS AUTHORITY

RECOMMENDATION

Chair Appointment

RESULT OF RECOMMENDED ACTION

Member and Alternate Member Chair appointments for Capitol Corridor Joint Powers Authority (CCJPA) is needed to replace Directors Bret Daniels and Rick Jennings. Director Daniels, Board member, resigned effective August 31, 2024, and Director Jennings, alternate Board member, is unavailable to attend the scheduled Wednesday meetings.

FISCAL IMPACT

None as a result of these actions

DISCUSSION

Capitol Corridor Joint Powers Authority (CCJPA)

The CCJPA is a partnership formed among six local transportation agencies for the purpose of administering and managing the operation of the Capital Corridor Rail Service as part of the California intercity passenger rail system. The Board normally meets on the third Wednesday of February, April, June, September, and November in the morning in various locations (requires travel time outside of the City of Sacramento when not being held as a virtual meeting). Directors Maple and Daniels currently serve as members and Chair Kennedy and Director Jennings serve as alternate members on the CCJPA Board. SacRT Board members, or their jurisdiction, who serve on this Board are compensated at a rate of \$100 per meeting, plus applicable expenses. There are no term limits on this Board.

At this time, the SacRT Board Chair needs to appoint a Board member representative to replace Director Daniels who resigned effective August 31, 2024, and an alternate Board member to replace Director Jennings, who is unavailable to attend the scheduled Wednesday meetings.

STAFF REPORT

DATE: September 23, 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

October 28, 2024
1102 Q Street - SacRT Auditorium
4:00 P.M.

Quarterly Retirement Board Meeting

December 11, 2024
1102 Q Street - SacRT Auditorium
1:00 P.M.

Mobility Advisory Council Meeting

October 17, 2024
1102 Q Street - SacRT Auditorium
2:30 P.M.

Blue Line Station Construction Begins

Starting September 23, 2024, SacRT will commence platform construction along the Blue Line at the Swanston Station to modernize the light rail system in preparation for the new low-floor light rail vehicles. This project is an essential step toward enhancing accessibility and improving the rider experience.

- **September 23 – October 3, 2024:** Swanston Station will be temporarily closed. Please use Marconi/Arcade or Globe stations for light rail service. Trains will pass through the station, but no boarding or deboarding will be possible.
- **October 4 – October 5, 2024:** Swanston Station will be closed with a bus bridge between Marconi/Arcade and Alkali Flat/La Valentina stations.

- **October 6 – October 25, 2024:** Swanston Station will be temporarily closed. Please use Marconi/Arcade or Globe stations for light rail service. Trains will pass through the station, but no boarding or deboarding will be possible.
- **October 26 – October 27, 2024:** Swanston Station will be closed with a bus bridge between Marconi/Arcade and Alkali Flat/La Valentina stations.

The schedule may shift depending on weather and other factors, so we encourage riders to download the free Alert SacRT app for the latest service updates or visit sacrt.com/stationclosures for more information.

California Integrated Travel Project – Veteran Discount

In April 2024, the Board of Directors delegated authority to the General Manager/CEO to enter into contracts which allowed the agency to purchase Tap-to-Ride hardware and services through state cooperative agreements. To date, SacRT has executed contracts with Kuba Inc. for Tap-to-Ride hardware and LittlePay Inc. for payment processing. The new software will allow passengers to purchase fare on-board buses or at light rail stations using debit or credit cards.

In September 2022, the California Integrated Travel Project (Cal-ITP) launched *Cal-ITP Benefits* which is the product of a collaboration between Cal-ITP and the Digital Identity team at the California Department of Technology (CDT). *Cal-ITP Benefits* is a new web application that allows transit riders to verify their eligibility for discounts online quickly and securely as well as link their discount benefit to a contactless debit or credit card.

With the implementation of the Next Generation Tap-to-Ride system, SacRT can utilize *Cal-ITP Benefits* web app to provide seamless eligibility verification for customers who want to apply for fare discounts. The *Cal-ITP Benefits* web app offers benefits for seniors (age 65 and older) and military veterans. According to CalVet.ca.gov over 60,000 veterans reside in Sacramento County.

Prior to the launch of the Next Generation Tap-to-Ride system, SacRT will request that the Board of Directors approve a temporary six-month Veterans Discount Fare category and initiate a Veterans Discount Fare Pilot Program. The Veterans Discount Pilot Program will give SacRT an opportunity to provide discounts to eligible Veterans in a low-risk manner.

The timing of the Veterans Discount Pilot Program corresponds to SacRT's implementation of the new Tap-to-Ride contactless fare payment system as this new platform will deliver the underlying technology necessary for contactless payments. The discount will not be offered on the current Connect Card system because Connect Card is a closed loop system and does not have contactless payment capabilities.

The six-month pilot program will go into effect on the launch date of the Next Generation Tap-to-Ride contactless fare system; however, registration for the program may begin as early as October – a few months ahead of the pilot program. A launch date for the new fare system has yet to be determined and will be identified and published as part of the Next Generation fare system project implementation.

See Tracks? Think Train! Week: Promoting Rail Safety Awareness

As part of our ongoing commitment to safety, SacRT is proud to participate in the See Tracks? Think Train! Week from September 23-29, 2024. This important week-long observance is dedicated to raising awareness about the critical importance of rail safety.

First launched in the U.S. in 2017, this initiative is a collaborative effort led by Operation Lifesaver Inc., in partnership with State Operation Lifesaver programs and rail safety advocates across the U.S., Canada, and Mexico. Formerly known as Rail Safety Week, the event has been rebranded to better represent its core mission: educating the public about the dangers of railroad crossings and the importance of making safe choices when near train tracks.

Every year, preventable incidents involving pedestrians, cyclists, and motorists occur at railroad crossings and along train tracks. By reminding everyone to "See Tracks? Think Train!," we can help reduce accidents and save lives. Learn more at sacrt.com/railsafety.

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Priscilla Vargas, ADA Compliance Officer
SUBJ: MOBILITY ADVISORY COUNCIL MEETING SUMMARY – AUGUST 15, 2024

RECOMMENDATION

No Recommendation - For Information Only.

SUMMARY

The following is a summary of the Mobility Advisory Council Meeting (MAC) Meeting held on August 15, 2024. Full Meeting Minutes and previous MAC Meeting Minutes can be found at www.sacrt.com/sacramento-regional-transit-mobility-advisory-council/

Item 1. Call to Order

Item 2. Introduction of Council Members and Staff

Item 3. Approval of Minutes

Item 4. Public Comment

- Jeff Tardaguila stated the amount of bus cancellations have climbed from the week prior. He stated that 30-40 of them were addressed by 9 am. Fareboxes are not working at 29th St. Station or Sacramento Valley Station.
- Mr. Wilson asked if there are plans to extend service on weekends at Township 9 Light Rail Station. Mr. Drake responded that the Green Line stations will not be expanded due to budget constraints.

Item 5. Chair Report

Item 6. Old Business

- A. Public Education Communication Plan for S700 Trains and In Person Customer Service Support Efforts During Launch: Jessica Gonzalez, Director, Marketing and Public Communications reminded the MAC about the August 17, 2024, S700 Exclusive Tour event and September 3, 2024, S700 Launch Celebration. From September 3 to 8, 2024, SacRT staff will be helping those who are riding the trains.
- B. Downtown Riverfront Streetcar Light Rail Project: Anthony Adams, Director Planning discussed the project and stated it will begin at Sutter Health Park and end at Sacramento Valley Station. The project is currently in design at 85% completion and

is currently a \$50 million grant with construction to begin in 2027. A full-time project manager will be hired in early 2025 with design completion to occur in the same year. The operations costs are estimated at \$4 million and are still awaiting an agreement with West Sacramento. The asking prices from Small Starts is \$50 million Federal and \$11.5 million from State/Local funds.

- C. S700 LRV Update: Anthony DiCristofano, Assistant Vice President Operations, Vincent Beatty, Director Light Rail, Michael Cormiae, Director, Light Rail Maintenance: Mr. Cormiae provided the MAC with a bike policy update. The policy was amended, allowing bicyclist to sit in the priority seating area when not in use. Bicyclist will need to surrender the priority seating, if needed.

Anthony DiCristofano explained that as an incremental modification that can be performed relatively quickly, the exterior speaker for ramp deployment will be repositioned so that it can be heard on the exterior of the vehicle.

Mr. Ikwut-Ukwa explained that the long-term plan to demolish the mini-high platforms, but the short-term solution is to barricade them from use. The solution is to install a solid barrier which is less likely to be vandalized. The barricades will be in place for 1-2 months while the gate is being constructed. Mr. Johnson asked about the demolition time and Mr. Ikwut-Ukwa stated that funds are needed so it may take up to two years.

Mr. Thom asked if the barricade would have a sign in both print and braille. Mr. Ikwut-Ukwa responded stating it will. Mr. Lozano expressed concern over the braille sign material, which needs to be resistant to damage, and he also mentioned audible information devices are a requirement, not an option.

Item 7. New Business

Item 8. Other Business

- Mr. Lozano requested an update on the Watt/I-80 Transit Center project, before the end of the year.
- Ms. O'Connell, thought that SacRT GO was going to get a new contract for the drivers, is it possible to get an update on the progress. Mr. Mitchell stated that there are a handful of outstanding union items remaining which will be discussed in upcoming meetings with the union.

Item 9. Announcements/Council Members Request for Information

- Mr. Mitchell introduced new Superintendent, Thomas Russell Jr. and Ms. Vargas acknowledged Austin Greiner since it was his last day in the department. He took a promotion in light rail. She also introduced Alan Figueroa-Camarena to the department.

Item 10. Adjournment

- The next MAC meeting is scheduled for September 19, 2024, from 2:30 p.m. – 4:30 p.m. and will be held at the Q Street Auditorium.

STAFF REPORT

DATE: September 23, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Michael Cormiae, Director, Light Rail Maintenance
SUBJ: CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING
SUMMARY – SEPTEMBER 18, 2024

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board Members present: Caity Maple.

AGENDA

- I. Call to Order - 10:00am
- II. Roll Call and Pledge of Allegiance (*Est. Time: 5 minutes*)
- III. Report of the Chair (*Est. Time: 5 minutes*)
- IV. Consent Calendar (*Est. Time: 10 minutes*) *Action - Passed*
 1. Approve Minutes of the June 26, 2024 Meeting
 2. Approve 2025 Board of Directors Meeting Schedule
 3. Authorize Grant Agreement with Caltrans for Alviso Railroad Adaptation Planning Study
 4. Extend HNTB Agreement for South Bay Connect (Amendment 2)
 5. Authorize Amendment to Renegotiated Maintenance and Transfer Agreement (RMTA) with Amtrak and the California Department of Transportation to Support the Mechanical Maintenance Transition
Action
- V. Action and Discussion Items
 1. CCJPA Fiscal Year 2024-25 Service Plan and Authorization *Action -Passed*
Public comment: Mi Barnbaum, Remit, David Topal,
Board Comments: Raburn, Li, Dufty, Saltzman, Houdesheldt, Chapman, Frerichs, Jain
 2. September Rail Safety Month
Board Comments: Raburn, Li, Saltzman, Jain
Info
 3. Capital Project Update (*Est. Time: 20 minutes*)
Info
 - a. Capital Project Spotlight: Corridor ID and Carquinez High Level Crossing Phase 2
Board Comments: Li, Jain, Raburn,
Public Comment: David Topal,

b. CCJPA Capital Project Portfolio
4. Legislation and Funding Update – State and Federal (*Est. Time: 5 minutes*)

Info

5. Managing Director's Report (*Est. Time: 10 minutes*)

Info

Public Comment: David Topal,

6. CCJPA Project and Program Updates (*Est. Time: 0 mins*)

Info

- a. Marketing and Communications Activities
- b. Sacramento to Roseville Third Track
- c. Davis Crossover and Signal Replacement
- d. Stege Crossover and Signal Upgrade
- e. Agnew Siding
- f. Right-of-Way Safety & Security
- g. Link21 Program
- h. CalPIDS Modernization
- i. South Bay Connect

VI. Board Director Reports (*Est. Time: 5 minutes*)

Board Comments: Raburn, Houdesheldt.

VII. Public Comments (*Est. Time: 10 minutes*)

Public Comment: Michael Barnbaum

VIII. Adjournment. Next Meeting Date: 10:00 a.m., November 20, 2024 – SF Bay Area Rapid Transit Board Room in Oakland