



Sacramento Regional Transit District Agenda

BOARD MEETING
4:00 P.M., MONDAY, NOVEMBER 18, 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

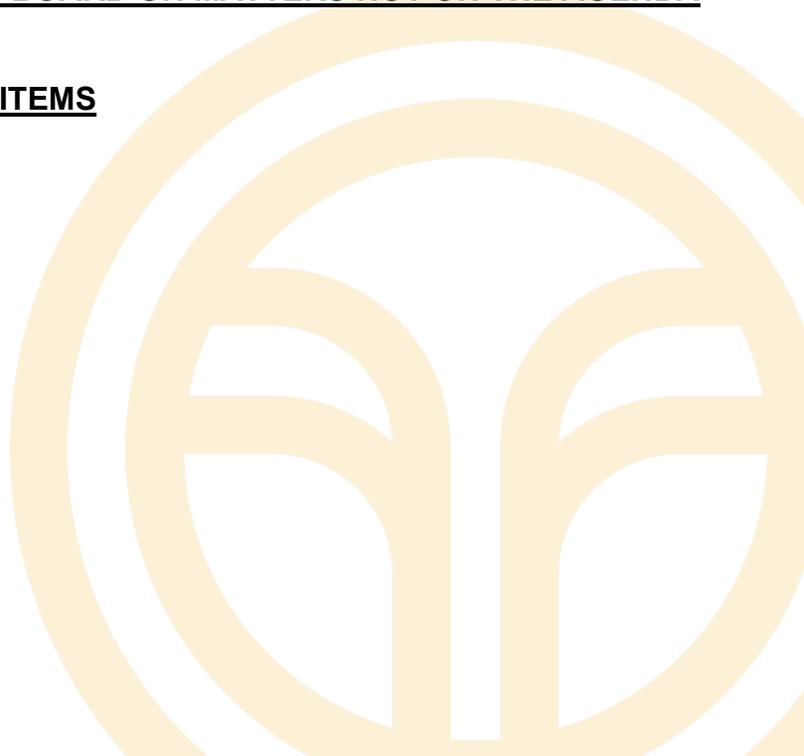
1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of October 14, 2024
- 2.2 Receive and File: Quarterly Treasurer's Report (J. Johnson)
- 2.3 Resolution 2024-11-108: Approving the First Amendment to the Memorandum of Understanding for Public Transit Route Between Davis and Sacramento with UC Davis and Yolo County Transportation District (L. Ham)
- 2.4 Resolution 2024-11-109: Awarding the Contract for Security Camera System Upgrade to HCI Systems, Inc. (L. Hinz)
- 2.5 Resolution 2024-11-110: Approving the Contract for On-Call Revenue Vehicle Auto Body Repair Services with Moto's Auto Body, Inc. (B. Araujo)
- 2.6 Resolution 2024-11-111: Approving a Sole Source Procurement and Amendment to Existing Blanket Purchase Order with INIT Innovations in Transportation, Inc. for PROXStation2 Repair and/or Refurbishment (S. Bobek)
- 2.7 Resolution 2024-11-112: Approving Contract Change Order No. 4 to the Contract for TPSS A1 Negative Return Cable Replacement with Shane Brown Electric (H. Ikwut-Ukwa)
- 2.8 Resolution 2024-11-113: Approving the Second Amendment to the Personal Services Contract with Tony Bizjak (D. Selenis)

- 2.9 Resolution 2024-11-114: Conditionally Delegating Authority to the General Manager/CEO to Bind SacRT to Contracts for Wireless Data, Voice, and Accessories Under National Association of State Procurement Officials Master Agreements Resulting from Utah Solicitation Number CJ18012 (S. Bobek)
- 2.10 Resolution 2024-11-115: Second Amendment to the FY25 Capital Budget (J. Johnson)
- 2.11 Resolution 2024-11-116: Delegating Authority to the General Manager/CEO to Award and Execute a Contract for Light Rail Vehicle and Station Advertising to Lamar Transit, LLC. (D. Selenis)
- 2.12 Resolution 2024-11-117: Approve Contract Change Order No. 3 to the Contract for Low Floor Vehicle Platform Conversion Phase 3 With PNP Construction, Inc. (H. Ikwut-Ukwa)
- 2.13 Resolution 2024-11-118: Conditionally Awarding a Contract for Wayside Roofing Replacement at 2750 Academy Way to Barth Roofing Company, Inc. (L. Hinz)
- 2.14 Resolution 2024-11-119: Approve Contract Change Order No. 17.1 to the Contract for Low Floor Vehicle Platform Conversion Phase 1 With PNP Construction, Inc. (H. Ikwut-Ukwa)
- 2.15 Resolution 2024-11-120: Approve the Sixth Amendment to the Contract for Downtown Riverfront Streetcar Design Services with HDR Engineering, Inc. (H. Ikwut-Ukwa)
- 2.16 Resolution 2024-11-121: Approving the Eighth Amendment to the Contract for Low Floor Light Rail Vehicles Procurement with Siemens Mobility, Inc. and Delegating Authority to the General Manager/CEO to Execute Contract Amendments for Specified Configuration Changes (B. Araujo)
- 2.17 Resolution 2024-11-122: Approving a Sole Source Procurement and Contract for Sacramento Regional Transit District Demand-Response Transit-As-A-Service with Nomad Transit, LLC and Delegating Authority to the General Manager/CEO to Execute Contract Amendments (L. Ham)
- 2.18 Resolution 2024-11-124: 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)
- 2.19 Resolution 2024-11-125: Approval of the Sixth Amendment to the Employment Contract of the General Manager/CEO, Henry Li (S. Valenton)
- 2.20 Resolution 2024-11-126: Authorizing Travel Outside of The United States for Shelly Valenton, Deputy General Manager/CEO to Represent SacRT at The United States Department of Transportation's Sustainable Mobility Tour (H. Li)
- 2.21 Resolution 2024-11-127: Delegating Authority to the General Manager/CEO to Approve Contract Change Order No. 5 to the Construction Contract for Watt/I-80 Transit Center Improvement Project with Thompson Builders Corporation (H. Ikwut-Ukwa)

3. **INTRODUCTION OF SPECIAL GUESTS**
4. **UNFINISHED BUSINESS**
 - 4.1 Resolution 2024-11-123: Approval to Enter into a Purchase and Sale Agreement with The Code Solution, Inc. for Surplus Property Located in Sacramento, CA and Delegation of Authority to the General Manager/CEO to Execute One or More Grant Deeds and Lease Agreement (C. Flores)
 - 4.2 Motion: Appointing One Board Member and One Alternate Board Member to the Capitol Corridor Joint Powers Authority (S. Valenton/T. Smith)
5. **PUBLIC HEARING**
6. **PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA***
7. **NEW BUSINESS**
8. **GENERAL MANAGER'S REPORT**
 - 8.1 General Manager's Report
 - a. Major Project Updates
 - b. SacRT Meeting Calendar
 - c. 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 – October 17, 2024 (B. Araujo)
 - 9.2 Sacramento Placerville Transportation Corridor Joint Powers Authority Meeting Summary – November 4, 2024 (Budge)
10. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**
12. **RECESS TO CLOSED SESSION**
13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**



*NOTICE TO THE PUBLIC

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

Public comment may be given on any agenda item as it is called and 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.

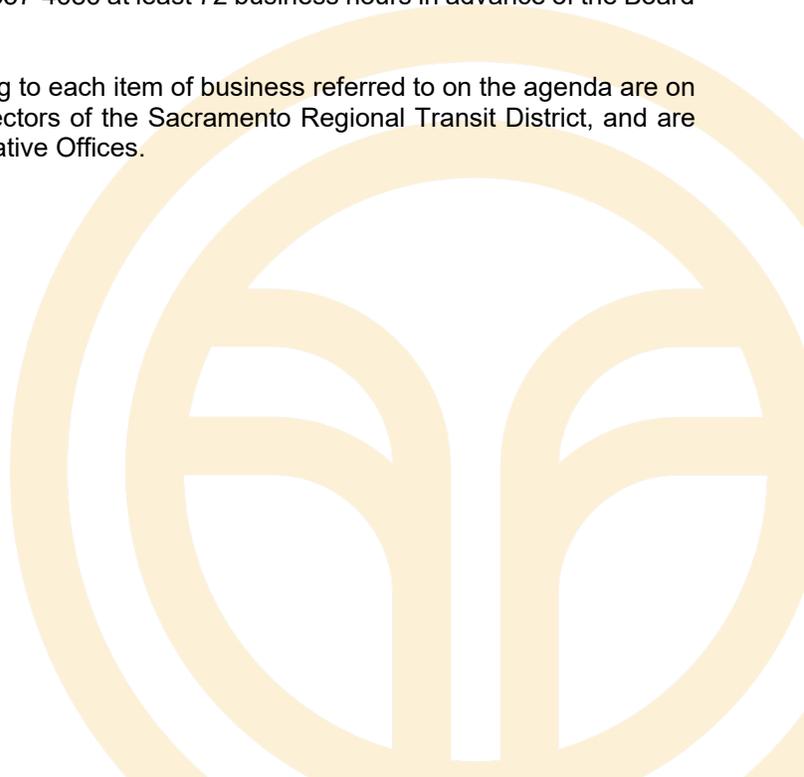
Matters under the jurisdiction of the Board and not on the posted agenda may be addressed under the Item "Public addresses the Board on matters not on the agenda." Up to 30 minutes will be allotted for this purpose. Time allowed per person for public comment on matters not on the agenda is at the Chair's 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 Wednesday, November 20th at 2:00 PM and Friday, November 22nd at 2:00 PM on Metro Cable Channel 14. Once posted, the recording of this meeting can be viewed on-demand at youtube.com/metrocable14.

Any person(s) requiring accessible formats of the agenda or assisted listening devices/sign language interpreters should contact the Clerk of the Board at 916-556-0456 or TDD 916-557-4686 at least 72 business hours in advance of the Board Meeting.

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on SacRT's website, on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District, and are available for public inspection at its 1102 Q Street Administrative Offices.



STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF OCTOBER 15, 2024

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
OCTOBER 14, 2024**

ROLL CALL: Roll Call was taken at 4:01 p.m. PRESENT: Directors Brewer, Budge, Schaefer, Hume, Jennings, Kaplan, Maple, Singh-Allen and Chair Kennedy. Absent: Directors Kozlowski, Serna and Vang.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of September 23, 2024
- 2.2 Resolution 2024-10-102: Approving the First Amendment to the Contract for Security Guard Services with Blue Knight Security & Patrol Inc. (L. Hinz)
- 2.3 Resolution 2024-10-103: Approving a Sole Source Procurement and the Second Amendment to the Contract for Pre-Employment Background Investigation Services with TruView BSI, LLC (D. Topaz)
- 2.4 Resolution 2024-10-104: Approving a New Light Rail Station Cleaning and Maintenance Agreement with the City of Rancho Cordova (L. Hinz)
- 2.5 Approving the First Amendment to Personal Services Contracts (L. Ham)
 - a) Resolution 2024-10-105: Approving the First Amendment to the Personal Services Contract with Kevin Alvarez; and
 - b) Resolution 2024-10-106: Approving the First Amendment to the Personal Services Contract with Rowan Brandt
- 2.6 Resolution 2024-10-107: Delegating Authority to the General Manager/CEO to Bind SacRT Subrecipient Agreements with The Sacramento Area Council of Governments to Receive SB 125 Funds for Transit Operations and a Comprehensive Operational Analysis/Long Range Plan (J. Johnson)

The Clerk stated there was a correction to Item 2.5 Resolutions 2024-10-105 and 2024-10-106 to include the effective date of January 1, 2025 and a copy was provided to the Board.

ACTION: APPROVED. Director Jennings moved; Director Kaplan seconded approval of the consent calendar with the corrected Resolutions for Item 2.5. Motion was carried by voice vote. Ayes: Directors Brewer, Budge, Hume, Jennings, Kaplan, Maple, Schaefer, Singh-Allen and Chair Kennedy; Noes: None; Abstain: None; Absent: Directors Kozlowski, Serna and Vang.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

- 4.1 Information: Update Regarding Transitioning SmaRT Ride Service to a Proposed Equitable and Transportation Disadvantaged Eligibility Based Microtransit Service (L. Ham)

Anthony Adams, Director of Planning, provided a presentation on the proposed program.

Director Budge asked about service hours and cost savings.

Mr. Adams commented overall service hours will be reduced and save 4/5 of the cost.

Director Budge asked what the savings would be if SacRT continued to operate but reduced service to only eligible riders.

Mr. Adams responded the cost would be about half, around \$5M.

Mr. Li added that less than 50% of riders would be eligible to ride with the new program and anticipated cost is approximately \$16/ride compared to current cost of \$47/ride.

Director Budge asked about ridership per zone.

Mr. Adams stated this information will be provided to the Board.

Mr. Li added that ridership reports will be provided to the Board and public.

Director Brewer commented on rollout outreach.

Devra Selenis, VP, Communications & Partnerships, responded that all resources will be used to make sure the public is aware.

Director Jennings asked about the trial period and is excited to work with Via.

Mr. Adams responded it would be an 18-month trial period with 6-month check ins.

Mr. Li responded during the trial period, there would be regular updates for the Board.

Director Kaplan commented on service hours, eligibility, and adjustments to service.

Mr. Li stated that SacRT staff will be monitoring service and is able to adjust, adapt, and improve as needed.

Director Kaplan appreciates staff providing this option for those that are most vulnerable.

Director Singh-Allen thanked Mr. Li and staff for the due diligence and keeping the public interest at heart.

Director Hume asked about Via's ability and capacity to provide services needed in a timely manner.

Mr. Li responded there are many options to help the project move this forward successfully.

Director Hume noted the decision was driven by expectations placed on SacRT by the state and he appreciates the creativity and due diligence.

Chair Kennedy appreciates staff for listening to concerns and is supportive of the proposed program. He asked about the procurement process.

Olga Sanchez-Ochoa, General Counsel, responded there is more flexibility using local funds.

Written public comment:

Glenn Mandelkern submitted comment on SmarT Ride.

Public Comment:

Jeffery Tardaguila commented on the SmarT Ride funding Dos Rios funding.

Mr. Li responded that SB125 is the reason for this alternative solution.

Michelle Baker commented on bus route 19 and how helpful SmarT Ride is to her.

Chair Kennedy asked for staff to address Ms. Baker's concerns.

Barbara Stanton, RFTM, congratulated staff on the new plan and asked about the application process.

Mr. Adams responded there is a self-verification process and as soon as paperwork is submitted, they will be eligible.

Michael Bevens commented on service gaps and recommended neighborhood circular routes to service the nine zones.

Dan Allison, STAR, appreciates the proposed program. He stated student service should be based on parent qualification and service gaps should be revisited.

Helen O'Connell commented on reassigning drivers and operational staff.

Miguel Pena commented on Roseville receiving a grant for their Arrow program.

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Director Hume left the meeting at 4:52 p.m.

Written Public Comment:

Rick Hodgkins commented on road closure awareness.

Ronnie Miranda commented on route 86.

Public Comment:

Jeffery Tardaguila commented on bicycles on the low floor trains and multi-function connect controls.

Robert Coplin commented on public outreach, low floor vehicles, RydeFree RT and cancellations.

Helen O'Connell commented on competitive wage and benefits for all employees.

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.

Public Comment:

Jeffery Tardaguila commented on bus cancellations and the upcoming SACOG meeting.

Robert Coplin commented on public safety, infrastructure for electric buses and additional lighting at light rail stations.

Helen O'Connell commented on the importance of operations.

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

- 9.1 Mobility Advisory Council Meeting Summary – September 19, 2024 (B. Araujo)

Public Comment:

Helen O'Connell is glad to see the MAC summary on agenda.

9.2 San Joaquin Joint Powers Authority Meeting Summary – September 20, 2024
(Hume)

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

11. **ANNOUNCEMENT OF CLOSED SESSION ITEMS**

12. **RECESS TO CLOSED SESSION**

The Board recessed to Closed Session at 5:22 p.m.

PRESENT: Directors Brewer, Budge, Schaefer, Jennings, Kaplan, Maple, Singh-Allen and Chair Kennedy.

ABSENT: Directors Kozlowski, Hume, Serna and Vang

13. **CLOSED SESSION**

13.1 Conference with Labor Negotiator
Pursuant to Section 54957.6
District Negotiator: David Topaz

A. Employee Organization: Local ATU 256 (SacRT GO)

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 5:46 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: QUARTERLY TREASURER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

Under SacRT's Board-adopted Investment Policy, the Treasurer for the Sacramento Regional Transit District (SacRT) is required to submit a Quarterly Treasurer's Report to the Board of Directors. The report fulfills this requirement and certifies that SacRT has sufficient funds available to meet its expenditure requirements for the next six months.

FISCAL IMPACT

None as a result of this report.

DISCUSSION

The Quarterly Treasurer's Report (Attachment 1) for the quarter ended September 30, 2024, provides the depository, maturity date, par value, current market value, and estimated annualized interest earnings for SacRT's investments. California Government Code 53646 allows but does not require submission of a quarterly Treasurer's Report; in the adopted Investment Policy (Resolution 12-10-0162), the Board made the Treasurer's Report a mandatory requirement (Section VI). This informational report fulfills that requirement.

Attachment 1

**SACRAMENTO REGIONAL TRANSIT DISTRICT
TREASURER'S REPORT OF INVESTMENTS & CASH
SEPTEMBER 30, 2024**

DEPOSITORY	RATE %	BENCHMARK	MARKET VALUE	PAR VALUE	ANNUALIZED INT. RETURN	SPECIAL NOTES
INVESTMENTS						
LOCAL AGENCY INVESTMENT FUND (LAIF)	3.55%	N/A	\$ 60,399,351	\$ 60,399,351	\$ 2,144,177	Type: State Pooled Investment Account Considered 1 day funds
CALTRUST	6.11%	3.55%	\$ 66,979,494	\$ 66,979,494	\$ 4,092,447	Type: Joint Powers Authority Pooled Investment Account Considered 2 day funds Benchmark: Local Agency Investment Fund (LAIF)
CHANDLER ASSET MANAGEMENT PORTFOLIO	7.89%	7.44%	\$ 3,545,103	\$ 3,556,680	\$ 279,709	Type: District Investment Account Considered 2 day funds Benchmark: ICE BofA 1-5 year unsubordinated US Treasury and Agency Index
TOTAL INVESTMENTS			<u><u>\$ 130,935,525</u></u>		<u><u>\$ 6,516,333</u></u>	
AVERAGE PERCENTAGE ON INVESTMENTS	4.98%	WEIGHTED AVERAGE MATURITY		1.54 days		
OPERATING ACCOUNTS						
US BANK	N/A	N/A	\$ 2,621,473	\$ 2,621,473	-	Type: District and Worker's Compensation Checking Accounts Immediate Access
US BANK	N/A	N/A	\$ 212,909	\$ 212,909	-	Type: District Investor Accounts Restricted for 50-FIG by Third Party Agreement Immediate Access Upon Release of Restrictions
US BANK	N/A	N/A	\$ 101,526	\$ 101,526	-	Type: District Checking Account Restricted by Grantor Agencies for Capital Projects Immediate Access Upon Release of Restrictions
TOTAL OPERATING ACCOUNTS			<u><u>2,935,907</u></u>		<u><u>-</u></u>	

I hereby certify that the above amounts and locations of accounts represent the total investments of Sacramento Regional Transit District as of the date of this report and that the investments are in conformity with the Investment Policy as updated in Resolution 2024-06-052 on June 10, 2024. I hereby certify that Sacramento Regional Transit District has sufficient funds available to meet its expenditure requirements for the next six months.



JASON JOHNSON
 VP of FINANCE/CFO

10/23/2024
DATE



HENRY LI
 GENERAL MANAGER/CEO

10/23/2024
DATE

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING THE FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR PUBLIC TRANSIT ROUTE BETWEEN DAVIS AND SACRAMENTO WITH UC DAVIS AND YOLO COUNTY TRANSPORTATION DISTRICT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The recommended action will amend the Memorandum of Understanding (MOU) for the Causeway Connection bus service, extending the term for another two years to May 3, 2027, with operations fully funded.

FISCAL IMPACT

Payments from the University of California, Davis (UCD) to SacRT will total \$753,552. Congestion Mitigation and Air Quality (CMAQ) funds will cover the remainder of operating costs for the service. These revenues are included in the FY 24/25 Operating Budget and will be incorporated into future Operating Budgets for each fiscal year impacted.

DISCUSSION

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

On April 20, 2023, SacRT executed a new MOU with the same parties continuing service for an additional two years to end on May 3, 2025, along the same basic terms, including an approximate 50/50 split of operations between SacRT and YCTD, an unchanged level of service, increases to the hourly rate to reflect cost escalation, and clean-ups to the contract language.

The attached Resolution would approve an extension to continue the service for an additional two years, ending May 3, 2027. UCD would continue to help cover the operating cost of the service, with UCD funds split approximately 50/50 between SacRT and YCTD. The level of service would be unchanged, but the hourly rate would escalate to reflect

increased costs for both SacRT and YCTD. Other aspects of the prior MOU will remain in place, including but not limited to recognition of the UCD undergraduate ID as a valid form of fare media, authorization to operate within the territory/property of the other parties, operational coordination, and joint marketing and branding.

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

Performance

The Causeway Connection service has now been in operation since May 2020, over four years. Service levels were initially peak-only, consisting of just 5 round trips per day. On September 28, 2020, service was improved to hourly from 5:30 a.m. to 8:50 p.m., totaling 15 round trips per day.

Ridership has grown steadily, although it has flattened out over the past few months, and now averages 263 boardings per day, between SacRT and YoloBus combined. The cost per passenger is a little over \$13, compared to \$9 for SacRT fixed route bus service overall (although operating costs are currently 100 percent covered by UCD and CMAQ).

The busiest trips are eastbound departing at 7:07 a.m. and westbound departing at 5:20 p.m., both of which average 22 passengers (compared to 38 seats on the bus). These two trips serve the peak-hour commute to Sacramento, but in general, ridership tends to be fairly balanced, with strong ridership commuting to Davis as well. Persons with UCD ID cards ride for free, as a condition of the MOU with UCD.

The most common complaints are late buses and bicycle capacity. Compared to other bus routes, the Causeway Connection can be subject to greater variability in schedule because of the long segment on Interstate 80. Vehicle reliability has also been a source of delay (e.g., a bus with a low battery must be swapped out for another bus).

Like other SacRT fixed-route buses, the Causeway Connection fleet is equipped with a triple front bike rack, which is the maximum allowed under state law. Staff has investigated a number of options to improve bicycle capacity, but staff believes the only feasible option is to increase the number of trips or replace the fleet of standard transit buses with over-the-road motorcoaches, which typically include a luggage stowing area with capacity for five or more bicycles.

Future Changes

CMAQ funds, which have helped cover operating costs since the introduction of the service in 2020, will be fully depleted by the new end date of May 3, 2027, and will need to be replaced. The fleet of Proterra battery-electric buses, which totals 12 vehicles

between SacRT and YoloBus, has also experienced reliability problems, despite being only four years old.

The Yolo 80 Corridor Improvements Project (Yolo 80) is led by Caltrans District 3, with YCTD acting as a responsible agency. As discussed in the Final EIR/EA, the Yolo 80 project would result in induced vehicle miles traveled (VMT), which represents a significant impact and required Caltrans to identify proposed mitigation measures. The final Caltrans VMT Mitigation Plan for the Yolo 80 Project includes a proposed allocation of \$800,000 per year for three years to expand Causeway Connection service, beginning around Fall 2027, which could fund an improvement from 60- to 20-minute headways during peak hours. These funds would be restricted to expansion, so funding would still be needed to maintain existing service levels (i.e., UCD funding would still be needed and CMAQ funds would still need to be replaced).

The Yolo 80 project would provide funds for Causeway Connection expansion for only a limited period (e.g., three years). After that period, toll revenue from the Yolo 80 project could be available for the Causeway Connection expansion, but any such contributions would require an act of the Board of Directors of the recently-formed Capital Area Regional Tolling Authority (CARTA).

In late May 2024, after approval of the FEIR/EA by Caltrans, two lawsuits were filed by two environmental advocacy organizations seeking an injunction against the project on EIR-related grounds including evaluation of alternatives, analysis of impacts, and mitigation of VMT impacts. These lawsuits may affect the project's mitigation measures.

Yolo 80 funds are not proposed to cover capital costs for expansion fleet or to replace the Proterra fleet. As discussed above, motorcoaches would be a better vehicle type for the Causeway Connection; however, SacRT does not currently own or operate any motorcoaches, so there could be new training and facility needs.

The California Air Resources Board (CARB) Innovative Clean Transit (ICT) rule requires transit agencies to transition to a zero-emission fleet; however, there have been fewer options on the market for zero-emission motorcoaches than standard transit buses. Battery-electric buses also tend to work better on shorter-distance, lower-speed routes where there are more opportunities for regenerative braking. Hydrogen Fuel Cell Electric Buses (FCEBs) offer greater range, which might be a better fit for an intercity route such as the Causeway Connection. SacRT was recently awarded \$76.8 million to buy up to 29 new FCEBs to replace older buses, modernize a maintenance facility, and initiate a workforce development program.

RESOLUTION NO. 2024-11-108

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

November 18, 2024

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

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

WHEREAS, on April 20, 2023, SacRT executed a Memorandum of Understanding (MOU) for Pilot Public Transit Route Between Davis and Sacramento with UC Davis and YCTD, updating and restating the scope, budget, and terms of the Original MOU; and

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

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 Memorandum of Understanding for Public Transit Route Between Davis and Sacramento with UC Davis and YCTD, whereby UC Davis agrees to provide operating funding support for the Causeway Connection public transit service, through May 3, 2027, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: AWARDING THE CONTRACT FOR SECURITY CAMERA SYSTEM UPGRADE TO HCI SYSTEMS, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Awarding the Contract for Security Camera System Upgrade to HCI Systems, Inc. will allow for the project to stay on schedule to comply with the Federal Emergency Management Agency Transit Security Grant Program (TSGP) grant deadline.

FISCAL IMPACT

The Total Bid price for the Contract is \$866,995.00. This contract will be funded entirely with TSGP federal funds.

DISCUSSION

On August 2, 2024, Staff released an Invitation for Bid for the Contract for Security Camera System Upgrade on the PlanetBids eProcurement portal. On August 30, 2024, Sacramento Regional Transit District (SacRT) received 5 bids in response to the subject IFB.

HCI Systems, Inc.	\$866,995.00
Studebaker Electric Inc.	\$899,462.00
Siemens*	\$924,452.36
3D Datacom	\$937,119.00
ExhibitOne Corporation	\$1,093,319.25

*While the Bid Results publicly posted on PlanetBids showed a bid of \$790,352.36 by Siemens, the Bid Pricing Form submitted by Siemens contained mathematical errors, which SacRT corrected following the methodology set out in the Invitation for Bid, which clearly states that the unit price submitted for any Bid Line Item will control over the total price listed for that item. After correcting these mathematical errors, the actual amount bid by Siemens was \$924,452.36.

Each bid was reviewed to determine the Bidder's responsiveness to the requirements of the Bid Documents. In addition to the mathematical errors noted above, the bid from Siemens contained a material irregularity and was deemed non-responsive, as was the Bid from ExhibitOne Corporation, which did not submit the legally-required Bid Bond and also neglected to complete several required forms.

After a thorough review of the bids, Staff determined that HCI Systems, Inc. was the lowest responsive and responsible bidder and also that the price of \$866,995.00 is fair and reasonable as it is within the Engineering Independent cost estimate of \$869,250.00 and also lower than several other competitive bids. A Notice of Intent to Award was issued September 30, 2024.

RESOLUTION NO. 2024-11-109

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

November 18, 2024

AWARDING THE CONTRACT FOR SECURITY CAMERA SYSTEM UPGRADE TO HCI SYSTEMS, INC.

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

THAT, the Contract for Security Camera System Upgrade between Sacramento Regional Transit District, therein referred to as "SacRT," and HCI Systems, Inc., therein referred to as "Contractor," whereby Contractor agrees to complete the purchase and installation of the security camera system, as specified, for an amount not to exceed \$866,995.00 is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Araujo, VP, Operations
SUBJ: APPROVING THE CONTRACT FOR ON-CALL REVENUE VEHICLE AUTO BODY REPAIR SERVICES WITH MOTO'S AUTO BODY, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

This Contract will allow for expedited repairs with established costs for any accident damage incurred on SacRT revenue vehicles.

FISCAL IMPACT

The proposed Contract is budgeted at \$579,600 for a 3-year term; of which \$112,000 is included in the FY 2025 Operating Budget. FY 2026 and FY 2027 will be budgeted at \$168,000 per year and 4 months of FY 2028 will be budgeted at \$56,000. Moto's Auto Body, Inc. proposed a price of \$504,000 for labor for paint and body repairs. An additional amount of \$75,600, which is 15% of the Proposal, is included for parts replacement, which is reimbursed at cost plus 10% profit.

DISCUSSION

On June 28, 2020, SacRT began directly operating complementary ADA service. Staff determined that the potential additional workload for body damage repairs was not sufficient to support a full-time equivalent position, so the decision was made to contract with an outside vendor for body damage repairs. The Contract would allow for expedited repairs with established costs for any SacRT revenue vehicle.

On October 5, 2022, SacRT released a competitive solicitation for these services on its PlanetBids e-Procurement System (PlanetBids), which resulted in one bid received. On October 26, 2022, the Board approved Resolution 2022-12-148, awarding a Contract for On-Call Revenue Vehicle Auto Body Repair Services in the amount of \$372,750 to Transportation Services, Inc. (Transportation Services). This Contract was intended to cover all of SacRT's anticipated needs for a 3-year term.

However, due to the increasing need for these services and the limited capacity of Transportation Services to meet the repair demand, staff determined that a second

contract was needed to provide supplemental/overflow services when Transportation Services is unable to accept additional vehicles for repair.

On April 24, 2023, staff released a Request for Quotation (RFQ) for Supplemental On-Call Revenue Vehicle Auto Body Repair Services on PlanetBids, notifying 32 vendors. On May 15, 2023, SacRT received two responsive quotes from Sai Negocios dba Monroy's Collision Center (Monroy's) and Moto's Auto Body (Moto's). Monroy's was determined to be the lowest responsive and responsible bidder. As this was a supplemental contract, the Contract term was set to end on December 19, 2025, co-terminus with the expiration date of the primary Contract with Transportation Services. The GM/CEO-awarded Contract was executed on August 1, 2023, with a not-to-exceed amount of \$150,000.

Staff has determined that both contracted vendors, Transportation Services and Monroy's, are unable to meet the full demand for these services. To secure additional repair capacity, staff determined that an additional supplemental contract was needed to provide services when Transportation Services and Monroy's are unable to accept additional vehicles for repairs.

On July 17, 2024, staff released a Request for Proposal (RFP) for a 3-year term contract for On-Call Revenue Vehicle Auto Body Repair Services on PlanetBids, notifying 34 vendors. Initially, SacRT received 2 proposals, but both were deemed non-responsive. The solicitation was subsequently re-opened for one week, notifying 136 vendors. On August 19, 2024, Staff received one non-responsive proposal from Moto's. The solicitation was re-opened, notifying 234 vendors. On October 18, 2024, Staff received one responsive proposal from Moto's. for \$504,000.

Staff recommends that the Board award a Contract for On-Call Revenue Vehicle Auto Body Repair Services to Moto's Auto Body, Inc. for an amount not to exceed \$579,600, which includes an additional 15% for parts.

RESOLUTION NO. 2024-11-110

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

November 18, 2024

APPROVING THE CONTRACT FOR ON-CALL REVENUE VEHICLE AUTO BODY REPAIR SERVICES WITH MOTO'S AUTO BODY, INC.

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

THAT, the Contract for On-Call Revenue Vehicle Auto Body Repair Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Moto's Auto Body, Inc., therein referred to as "Contractor," whereby Contractor agrees to provide on-call revenue vehicle auto body repair services for 3-years for an amount not to exceed \$579,600, plus applicable state and local sales tax, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Sandy Bobek, AVP, Technology, Innovation and Performance Monitoring
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND AMENDMENT TO EXISTING BLANKET PURCHASE ORDER WITH INIT INNOVATIONS IN TRANSPORTATION, INC. FOR PROXSTATION2 REPAIR AND/OR REFURBISHMENT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow for repairs of equipment needed for SacRT to process Connect Card transactions until a new fare system is deployed.

FISCAL IMPACT

The fiscal impact will be dependent on the actual volume of the repairs and/or refurbishment of defective devices. SacRT has pending repairs and refurbishments to 22 devices in the amount of \$27,815. There are an additional 26 devices in need of repair/refurbishment that need to be evaluated. The estimated cost is included in the Fiscal Year 24-25 Operating Budget.

DISCUSSION

Connect Card is an electronic fare payment system introduced to the public in 2016. Connect Card allows passengers to hold transit fares electronically; these fares are accepted by SacRT for light rail rides when passengers tap their Connect Card on INIT PROXstation2 devices installed at each light rail station platform.

The PROXstation2 units are a critical component of the INIT Connect Card System. Without a working PROXstation2, SacRT customers are unable to validate their Connect Card fare, which reduces SacRT fare revenue.

Frequently, these units are subject to vandalism. Since deployment, levels of vandalism have increased which in turn has increased the need for repair and/or refurbishment.

The PROXstation2 units are manufactured exclusively by INIT Innovations in Transportation, Inc. and there are no known manufacturers that offer engineered, tested, and approved repair or refurbished compatible alternates. INIT has no resellers.

Many of the PROXstation2 subcomponents, parameters, and settings are proprietary to INIT. Seeking an alternative source for repair or replacement of a subcomponent or configuration from another source is futile.

In April 2023, the General Manager/CEO approved a sole source justification in the amount of \$150,000 for a three-year term for INIT to repair and/or refurbish these devices, which was expected to cover three years of repairs. Using that authority, the General Manager/COE issued a blanket Purchase Order for \$150,000 for repair of devices. However, the volume of needed repairs and/or refurbishments has exceeded original estimates. Because there is an ongoing need for repairs, Staff is seeking Board approval to increase the Blanket Purchase Order not-to-exceed amount from \$150,000 to \$300,000.

Since April 2023, SacRT has expended \$138,753 on the repair and/or refurbishment of defective PROXstation2 devices. At this time, \$11,247 remains of the original \$150,000 authorized for sole source repairs. SacRT has pending repairs and refurbishments to 22 devices in the amount of \$27,815. There are an additional 26 devices in need of repair/refurbishment that need to be evaluated.

SacRT is in the process of procuring a new fare system (software and hardware), which SacRT plans to begin deploying in early 2025. Based on current project timelines, it is anticipated that the PROXstation2 hardware will be retired within 12 to 16 months. Therefore, Staff is asking for approval to increase the blanket purchase order not-to-exceed amount from \$150,000 to \$300,000 to complete repairs and refurbishment to maintain the equipment until the new fare system is deployed.

RESOLUTION NO. 2024-11-111

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

November 18, 2024

APPROVING A SOLE SOURCE PROCUREMENT AND AMENDMENT TO EXISTING BLANKET PURCHASE ORDER WITH INIT INNOVATIONS IN TRANSPORTATION, INC. FOR PROXSTATION2 REPAIR AND/OR REFURBISHMENT

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 (2022-12-01), the Board has determined that it is in the best interest of the Sacramento Regional Transit District to increase the current Blanket Purchase Order from \$150,000 to \$300,000 with INIT Innovations in Transportation, Inc. (INIT) for the repair and/or refurbishment of defective INIT PROXstation2 devices.

THAT, pursuant to Section 1.405.B.1 of the Procurement Ordinance, the supplies necessary to repair and/or refurbish defective INIT PROXstation2 devices must be purchased from INIT and it would be futile to seek competitive bids for these supplies.

THAT, the first amendment to the current Blanket Purchase Order with INIT, whereby the total maximum consideration amount is increased from \$150,000 to \$300,000 for the repair and/or refurbishment of defective INIT PROXstation2 devices is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVING CONTRACT CHANGE ORDER NO. 4 TO THE CONTRACT FOR TPSS A1 NEGATIVE RETURN CABLE REPLACEMENT WITH SHANE BROWN ELECTRIC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this Resolution will allow the Contractor to complete work to provide a permanent replacement cable for TPSS A1, which is critical to SacRT's light rail service in the central business district.

FISCAL IMPACT

The lump-sum amount to be paid for the change to the work is \$63,844.37 . This CCO will be funded with State Transit Assistance (STA) funds. After CCO No. 4, the new Contract not-to-exceed amount with all Contract Change Orders will be \$167,296.09.

DISCUSSION

On January 5, 2024, Staff released an Invitation for Bid for the Contract for TPSS A1 Negative Return Cable Replacement. The contract scope was for the contractor to install SacRT-provided negative return cable. Shane Brown Electric's bid of \$91,712.00 was within the cost estimate of \$128,000.00 and the contract was executed on April 30, 2024. During construction, Contractor needed to verify which conduit system to use for the installation of the new cable. CCO No. 1 was executed to compensate Contractor for video inspection of the conduit, for an amount of \$6,973.52.

CCO No. 2 for \$4,766.20 was executed for Contractor to procure and install Dossert fittings that were shown as existing on the Plans provided in the IFB but were found to be missing during the pre-construction inspection.

Contractor proceeded with the installation of the SacRT-furnished cable but discovered during the installation that the cables were too large for the conduit. The cables became lodged in the conduit and could not easily be removed. To complete the work, Contractor will need to remove the too-large cables, then purchase and install new smaller-diameter

cables. Contractor provided a Change Quote in the amount of \$63,844.37 for the additional work.

SacRT provided CCO No. 3 to extend Contract Time for Completion from October 28, 2024 to December 28, 2024, to provide the time necessary for the Board to approve and execute CCO No. 4. Board approval is required because the amount of the CCO, plus the value of the original Contract and all previously-approved CCOs will exceed the General Manager/CEO's authority of \$150,000. Contractor has requested a further extension of time, until March 28, 2025, to complete the work.

RESOLUTION NO. 2024-11-112

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

November 18, 2024

APPROVING CONTRACT CHANGE ORDER NO. 4 TO THE CONTRACT FOR TPSS A1 NEGATIVE RETURN CABLE REPLACEMENT WITH SHANE BROWN ELECTRIC

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

THAT, Contract Change Order No. 4 to the Contract for TPSS A1 Negative Return Cable Replacement with Shane Brown Electric, whereby Contractor agrees to remove the too-large cables already installed and purchase and install new, smaller cables, as specified, for a lump-sum amount of \$63,844.37, increasing the Total Consideration from \$103,451.72 to \$167,296.09 , and the Time for Completion is extended to March 28, 2025, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: APPROVING THE SECOND AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH TONY BIZJAK

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolution will amend the Personal Services Contract (PSC) for Tony Bizjak, amending the contract for an additional 18 months through May 31, 2026, and increasing the hourly rate of pay effective January 1, 2025, from \$80 to \$84 for work performed.

FISCAL IMPACT

There is an estimated cost of \$43,000 associated with this contract amendment, which is included in the Operating Budget for Fiscal Year 2025 (\$14,333) and will be included in the Fiscal Year 2026 Operating Budget (\$28,667). To date, approximately \$73,080 has been expended since the start of the original contract in Fiscal Year 2023.

DISCUSSION

Under the General Manager/CEO's authority, SacRT entered into a PSC with Tony Bizjak on May 25, 2022 and amended on May 25, 2023 as adopted by the SacRT Board of Directors (RESOLUTION NO. 2023-05-056), as a Senior Marketing and Communications Specialist to perform research of industry-related topics to write, edit, and create informative and engaging content for both print and electronic media; write original copy for ads and social media channels; prepare and publish articles that market SacRT, including op-eds, letters of support, etc.; and design, write, and edit content for blogs and vlogs.

Pursuant to Section 4.01(B) of the Personnel Policy Manual (PPM), any personal service contract that is entered into or extended for a term of 12 months or greater, and/or with a total consideration of \$100,000 or greater must be approved by the Board. Based upon his excellent performance over the last couple of years providing important content for SacRT, and the knowledge he brings as a former journalist for the Sacramento Bee for 32 years, staff recommends that the Board approve the Second Amendment to the Personal Services Contract with Tony Bizjak.

RESOLUTION NO. 2024-11-113

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

November 18, 2024

APPROVING THE SECOND AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH TONY BIZJAK

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

THAT, the Second Amendment to Personal Services Contract between Sacramento Regional Transit District, therein referred to as "SacRT," and Tony Bizjak, therein referred to as "TEMPORARY EMPLOYEE," whereby the total consideration is increased by \$43,000, from \$114,000 to \$157,000, the hourly rate of pay is increased to \$84 an hour effective January 1, 2025, and the term of the Contract is extended 18 months to May 31, 2026, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Sandy Bobek, AVP, Technology, Innovation and Performance Monitoring
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO BIND SACRT TO CONTRACTS FOR WIRELESS DATA, VOICE, AND ACCESSORIES UNDER NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS MASTER AGREEMENTS RESULTING FROM UTAH SOLICITATION NUMBER CJ18012

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the recommended action will allow SacRT to acquire wireless communication services and equipment under competitive pricing.

FISCAL IMPACT

SacRT intends to begin purchasing AT&T wireless communication services and equipment beginning December 1, 2024 under the current AT&T National Association of State Procurement Officials (NASPO) contract (MA149-1).

Initially, SacRT will use the AT&T master agreement to provide cellular service on SacRT buses for the validators for the new contactless fare system, which is anticipated to be available in early 2025.

The cost for AT&T services for Fiscal Year (FY) 25 is estimated at \$36,000 annually and is included in the approved FY 25 Operating Budget. Future fiscal year expenditures will be included in the Operating Budget for that year. Funding will be identified as each service is ordered.

DISCUSSION

In 2018, the State of Utah in conjunction with NASPO ValuePoint issued a competitive solicitation seeking contractors to provide Wireless Data, Voice, and Accessories (#CJ18012). After evaluation, the State awarded contracts to multiple vendors, including AT&T, and entered into an individual Master Agreement with each of the vendors for the specified categories of services.

Contracts were awarded to: AT&T, DiscountCell LLC, Geotab, Sprint Solutions, Inc., T-Mobile USA Inc., UScellular, and Verizon Wireless for an initial 5-year term with the option to renew for an additional 5-year term. The State of Utah exercised the 5-year renewal option to extend the expiration date to August 11, 2029.

During the course of each Master Agreement, additional services may be added by the various vendors to their current offerings.

Under Section 1.407 of the Procurement Ordinance (2022-12-01), SacRT may enter into cooperative purchasing agreements for supplies or services through contracts of other public entities without competitive bidding by SACRT if the bidding procedures followed by a public entity for any such contract satisfies the bidding requirements set out in SacRT's Procurement Ordinance and if the Contract does not violate any federal or state requirements applicable to SacRT. The State of Utah procurement was conducted following competitive bidding procedures and does not contain any terms and conditions that violate state or federal law or regulations applicable to SacRT.

Staff requests a delegation of authority to the General Manager/CEO to bind SacRT to a contract or contracts with AT&T in accordance with the terms and conditions, and for the prices, set forth in a master contract with the State of Utah.

In addition to requesting a delegation with respect to AT&T, at this time, Staff is requesting that the Board broaden the authorization to allow SacRT to contract with any of the available vendors that currently has a Master Agreement in place with the State of Utah entered into under the same solicitation to obtain the benefit of the competitive pricing offered by these vendors under the Master Agreements.

In order for SacRT to use a NASPO Master Agreement, the State of California must have a valid Participating Addendum in place. The current Participating Addendum for the AT&T contract expires in May 2025 but may be extended by the State of California through 2027. The delegation is conditioned on the State having a current and valid Participating Addendum in place under which SacRT can place orders

RESOLUTION NO. 2024-11-114

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

November 18, 2024

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO BIND SACRT TO CONTRACTS FOR WIRELESS DATA, VOICE, AND ACCESSORIES UNDER NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS MASTER AGREEMENTS RESULTING FROM UTAH SOLICITATION NUMBER CJ18012

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

THAT, contingent upon satisfaction of the condition set forth below, the General Manager/CEO is hereby authorized to bind Sacramento Regional Transit District to a contract or contracts with any vendor that has a Master Agreement with the State of Utah resulting from Solicitation Number CJ18012, in accordance with the terms and conditions, and for the prices, set forth in the Master Agreement with the State of Utah; and

THAT, prior to entering into any contract under this delegation, the General Manager/CEO must determine that the master contract with the State of Utah through which the supplies and services will be purchased was awarded through competitive bidding and that all applicable federal and state requirements are met, including a valid Participating Addendum executed by the State of California allowing for purchases under the Master Agreement; and

THAT, this delegation of authority will expire August 11, 2029.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: SECOND AMENDMENT TO THE FY25 CAPITAL BUDGET

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the First Amendment increasing the FY25 Capital Budget by \$36,392,316 for new capital project requests, bringing the total of the amended FY25 Capital Budget to \$2,051,004,065.

FISCAL IMPACT

The original FY25 Capital Budget is \$1,856,723,462. This First Amendment increased the Capital Budget by \$157,888,287, and the Second Amendment increases the budget by \$36,392,316, bringing the total of the amended FY25 Capital Budget to \$2,051,004,065.

DISCUSSION

Sacramento Regional Transit District's (SacRT) annual budgeting process includes Board adoption of a budget that reflects SacRT's expected funding at the time of preparation. Periodically, changes in funding sources, funding amounts, or SacRT's priorities require revisions to the budget. Staff has identified necessary revisions to the Capital Budget as described below.

- **Railroad Tie Replacement Project- \$2,600,000 increase in budget.** Replace worn track ties that have exceeded their useful life on SacRT's Gold Light Rail Line. Total project cost revised to \$7,600,000, an increase of \$2,600,000 over the \$5,000,000 budget previously approved by SacRT's Board of Directors.
- **Light Rail Vehicle Replacement (NTP #6) - \$30,000,000.** Project will provide funding to purchase 5 light rail vehicles (LRVs) to replace existing light rail vehicles at the end of their useful life. SacRT will be submitting an SB1 Solutions for Congested Corridors (SCCP) application to cover \$26,000,000 of

the cost. If SCCP funds are awarded to the project, state transit assistance funds would cover the remaining \$4,000,000 cost.

- **Enhancing Public Health with Heat Resilient Shelters - \$449,900.** Project will provide funding to purchase and install climate shelters at bus stops located in disadvantaged communities, as identified in SacRT's Bus Stop Improvements Plan. Project aims to create a more comfortable, sustainable, and healthy environment for transit riders during periods of extreme heat. Project was recently awarded \$449,900 Extreme Heat and Community Resilience Program funds from the Governor's Office of Land Use and Climate Innovation. There is no matching funds requirement.
- **Bus Operator Protective Barriers - \$550,000.** This project is for the purchase and installation of protective barriers in buses to safeguard bus operators. Assaults on bus operators have increased nationwide. The barriers will provide a physical shield between operators and passengers, reducing the risk of physical assaults and enhancing overall transit security. The funding for this project is Measure A interest income.
- **Paratransit- People to Produce and Access to Healthcare Shuttles - \$900,000.** The project operates shuttle service on routes designed to integrate into existing SacRT fixed route and light rail services to provide first-mile/last-mile connectivity and to serve areas of the region that are existing transit deserts. Project is funded with FTA Section 5307 funds. Match funds are provided by Paratransit.
- **Paratransit- Regional Mobility Management - \$700,000.** Project includes regional travel instruction programs (for older adults, persons with disabilities, youth, and the general public) who are interested in accessing the region's fixed route, on-demand, light rail, and share mobility services. Project is funded with FTA Section 5307 funds. Match funds are provided by Paratransit.
- **Paratransit- Preventive Maintenance - \$400,000.** The project supports Paratransit maintenance costs for their transportation services in the Sacramento region. Project is funded with FTA Section 5307 funds. Match funds are provided by Paratransit.
- **Paratransit- Bus Stops and Shelters - \$100,000.** Project includes bus stop signage and amenities to support the People to Produce and Access to Healthcare shuttle program. Project is funded with FTA Section 5307 funds. Match funds are provided by Paratransit.
- **Paratransit- Support/Non-Revenue Vehicles - \$320,000.** Replace 8 support/non-revenue vehicles that are 14 years old with new vehicles to allow Paratransit mobility trainers to travel to community training locations and for road supervisors to provide operational services. Project is funded with FTA Section 5307 funds. Match funds are provided by Paratransit.

- **Paratransit- Bus Video Camera Replacements - \$372,416.** Purchase and install 58 cameras on Paratransit buses, as recommended in Paratransit's Transit Asset Management plan. Cameras help provide research into customer service inquiries, monitor training, facilitate response to accidents, and evaluate service efficiencies. Project is funded with FTA Section 5307 and 5339 funds. Match funds are provided by Paratransit.

RESOLUTION NO. 2024-11-115

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

November 18, 2024

SECOND AMENDMENT TO THE FY25 CAPITAL BUDGET

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

THAT, the Board hereby approves the Second Amendment to the Fiscal Year 2025 Capital Budget as set out in Exhibit A, increasing the total Capital Budget to \$2,051,004,065.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Exhibit A

Second Amendment to FY25 Capital Budget

Project Name	FY25 Capital Budget Second Amendment Amount	Amendment Justification
Railroad Tie Replacement	\$2,600,000	An increase of \$2,600,000 to the adopted amount of \$5,000,000 in FY25 Capital Budget, bringing the amended budget for this project to \$7,600,000
Light Rail Vehicle Replacement (NTP #6)	\$30,000,000	\$30,000,000 not included in FY25 Capital Budget
Enhancing Public Health with Heat Resilient Shelters	\$449,900	\$449,900 not included in FY25 Capital Budget
Bus Operator Protective Barriers	\$550,000	\$550,000 not included in FY25 Capital Budget
Paratransit- People to Produce and Access to Healthcare Shuttles	\$900,000	\$900,000 not included in FY25 Capital Budget
Paratransit- Regional Mobility Management	\$700,000	\$700,000 not included in FY25 Capital Budget
Paratransit- Preventive Maintenance	\$400,000	\$400,000 not included in FY25 Capital Budget
Paratransit- Bus Stops and Shelters	\$100,000	\$100,000 not included in FY25 Capital Budget
Paratransit- Support/Non-Revenue Vehicles	\$320,000	\$320,000 not included in FY25 Capital Budget
Paratransit- Bus Camera Replacements	\$372,416	\$372,416 not included in FY25 Capital Budget
TOTAL	\$36,392,316	

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE A CONTRACT FOR LIGHT RAIL VEHICLE AND STATION ADVERTISING WITH LAMAR TRANSIT, LLC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

As a result of the proposed action, Lamar Transit, LLC (“Lamar”) may receive an exclusive 34-month license with two optional years to place advertisements and public service announcements on the interior and exterior of SacRT light rail trains and stations to generate revenue that will be shared between SacRT and Lamar. The current light rail vehicle advertising contract will expire on December 5, 2024.

FISCAL IMPACT

Under the proposal submitted by Lamar, SacRT will be paid, on an annual basis, the greater of: (a) a 50% net revenue share; or (2) a Minimum Annual Guarantee (MAG) of \$130,000 for Years 1 and 2, \$117,500 for Year 3, which is a partial year (December 6, 2026 to October 31, 2027), and \$130,000 for Option Years 4 and 5.

As consideration for SacRT’s waiver of the obligation to provide a performance bond or Irrevocable Letter of Credit, Lamar will pay the full MAG to SacRT at the start of each Contract year, which reduces SacRT’s risk of a performance default by Lamar.

DISCUSSION

Light rail vehicle and station advertising revenue contributes to SacRT’s Operating Budget each fiscal year, and it is in the best interest of SacRT to award an exclusive advertising license to a highly-qualified professional and experienced transit advertising firm to ensure that stable funding continues.

SacRT staff released a Request for Proposal (RFP) on October 4, 2024, via PlanetBids, identifying the category codes pertaining to the solicitation. There were 108 firms notified of the contracting opportunity, with proposals due on November 1, 2024. The scope of

the RFP provided the exclusive right to place advertising on: (1) the interior and exterior of 30 SacRT legacy low-floor light rail trains; and (2) light rail stations located throughout SacRT's service area, for a 34-month term, with two 1-year Option Years. To be considered responsive, proposers were required to include a Minimum Annual Guarantee (MAG) per year.

SacRT currently has a bus advertising contract with Lamar that expires October 31, 2027. During the solicitation for that contract, SacRT received feedback from several local and national bus and light rail advertising firms indicating that they would prefer to propose on solicitations that included both bus and light rail. Those two contract expiration dates are not currently aligned. The reason for the proposed 34-month term for light rail advertising is to align the two contracts and complete a combined solicitation in 2027. Staff believes aligning the contracts will provide more responsive proposals in the future by encouraging more competition.

The expiring light rail advertising contract, as amended, included the exclusive right to advertise on 45 vehicles operating on the Gold, Blue, and Green lines. The new low-floor trains, which will operate only on the Gold and Green lines until all Blue Line stations are converted, are not included in the list of available vehicles for exterior advertising at this time due to the manufacturer paint warranty. As a result, the license under this agreement only includes the ability to place advertisements on 30 of the legacy trains operating exclusively on the Blue Line.

SacRT only received one responsive proposal, from Lamar, which was evaluated using criteria established in the RFP, including description of advertising program methodology; advertising program staffing qualifications and experience; and proposed revenue to SacRT.

After a thorough evaluation and financial review, Lamar was ranked with a score of 192 out of 200 points possible.

Under the expiring contract, SacRT received a MAG of \$264,705.88 this year for the placement of advertising on 45 vehicles and all SacRT light rail stations. The new proposed MAG is significantly lower on a per-vehicle basis, which may reflect both the smaller reach of the new contract (Blue Line vs. all three lines) and overall changes to the out-of-home advertising market. Staff nonetheless believes it is in SacRT's best interest to continue the advertising relationship with Lamar. If revenues exceed Lamar's projections, SacRT will receive a revenue share percentage.

Lamar proposed a number of exceptions as part of its submission. Staff is still working on negotiating acceptable contract terms with Lamar and, as a result, has not yet issued a Notice of Intent to Award the contract. Given that the existing contract will expire prior to the next Board meeting, Staff is requesting a delegation of authority to the General Manager/CEO to award and execute the contract upon conclusion of negotiations.

RESOLUTION NO. 2024-11-116

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

November 18, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE A CONTRACT FOR LIGHT RAIL VEHICLE AND STATION ADVERTISING WITH LAMAR TRANSIT, LLC.

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

THAT, authority is hereby delegated to the General Manager/CEO to award and execute a Contract for Light Rail Vehicle and Station Advertising between Sacramento Regional Transit District, therein referred to as "SacRT," and Lamar Transit, LLC, therein referred to as "Contractor," whereby Contractor is awarded an exclusive 34-month license to place advertisements and public service announcements on the exterior and interior of 30 SacRT light rail vehicles and light rail stations to generate revenue to be shared between SacRT and Contractor with Contractor committed, on an annual basis, to pay either a Minimum Annual Guarantee amount or 50% revenue share, whichever is greater, upon successful completion of Contract negotiations, if no protests are timely received after issuance of a Notice of Intent to Award.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE CONTRACT CHANGE ORDER NO. 3 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 3 WITH PNP CONSTRUCTION, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 3 to the construction contract will allow PNP Construction, Inc. to modify the platform limits and add additional railing and fencing between the tracks at the Swanston Light Rail Station.

FISCAL IMPACT

CCO No. 3 will increase the Contract Total Consideration by the lump sum amount of \$164,329.00, from \$6,082,822.00 to \$6,247,151.00. CCO No. 3 is being funded with federal and state funds.

DISCUSSION

The Low Floor Vehicle Platform Conversion Phase 3 Contract includes adjusting four Blue Line station platforms (Roseville Road, Swanston, Globe, and Alkali Flat) to an 8-inch elevation above top of rail; replacing detectable warning tiles/directional guidance tiles; adjusting all facilities and furniture on the platforms to the new height; removing all in-ground artwork in direct conflict; modifying tree grates/planters; modifying drainage facilities; modifying adjacent improvements to meet ADA requirements; and adding crosswalk areas, fencing, and signage.

CCO No. 3 will compensate Contractor for additional work for the redesign at the Swanston Light Rail Station.

The redesign includes adjustment of ramp limits on the inbound and outbound platform, demolition of landscaped area, reduction of curbs, concrete demolition, additional platform concrete, increased quantities of railings, removal of a tree, additional electrical work, and installing decorative steel fencing between the tracks.

RESOLUTION NO. 2024-11-117

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

November 18, 2024

APPROVE CONTRACT CHANGE ORDER NO. 3 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 3 WITH PNP CONSTRUCTION, INC.

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

THAT, Contract Change Order No. 3 to the Contract for Low Floor Vehicle Platform Conversion -- Phase 3 between the Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby Contractor agrees to implement revised design plans at the Swanston Light Rail Station, and the Contract Total Consideration is increased by \$164,329.00, from \$6,082,822.00 to \$6,247,151.00, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Contract Change Order No. 3 to the Contract.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: CONDITIONALLY AWARDING A CONTRACT FOR WAYSIDE ROOFING REPLACEMENT AT 2750 ACADEMY WAY TO BARTH ROOFING COMPANY, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Conditionally approving this Contract will prevent further water intrusion into the building at 2750 Academy Way, and remove cracking and damaged roofing material, which poses safety risks.

FISCAL IMPACT

The proposed Contract is for \$468,178 and is included in the FY25 Capital Budget. This project is funded with State Transit Assistance funds.

DISCUSSION

The roof at 2750 Academy Way, known as the Wayside Building, is nearing the end of its useful life and has water intrusion and cracking and damaged roofing material in various areas, which poses safety risks if it should fail.

On September 5, 2024, SacRT released an Invitation for Bid (IFB) on PlanetBids e-procurement system for roof replacement at 2750 Academy Way, Sacramento, CA 95815. SacRT received four bids from Barth Roofing (\$477,504), Diablo Roofing, Inc. (\$516,950), Brazos Urethane, Inc. (\$847,800), and Best Contracting Services, Inc. (\$1,335,180). Barth Roofing was the lowest responsive and responsible bidder and the price bid was determined to be fair and reasonable based on comparison to the other bidders.

The scope of this service will be to remove and dispose of the existing roofing system and replace it with a complete new roofing system at both roof areas located at 2750 Academy Way.

At this time, SacRT is still awaiting the required payment and performance bonds from the contract, so the contract approval and execution will be conditioned on provisions of the bonds.

RESOLUTION NO. 2024-11-118

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

November 18, 2024

CONDITIONALLY AWARDING A CONTRACT FOR WAYSIDE ROOFING REPLACEMENT AT 2750 ACADEMY WAY TO BARTH ROOFING COMPANY, INC.

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

THAT, the Contract for Wayside Roofing Replacement at 2750 Academy Way, Sacramento, CA 95815 by and between Sacramento Regional Transit District, therein referred to as "SacRT," and Barth Roofing Company, Inc., therein referred to as "Contractor," whereby Contractor agrees to remove and dispose of existing roofing material for a new installation of a complete roofing system at both roof areas at the SacRT property located at 2750 Academy Way, Sacramento CA 95815 (Wayside) for an amount not-to-exceed \$468,178, is hereby conditionally approved, subject to the contractor providing the required payment and performance bonds.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Contract for Wayside Roofing Replacement upon satisfaction of the foregoing condition.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE CONTRACT CHANGE ORDER NO 17.1 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 17.1 to the construction contract will allow PNP Construction, Inc. (PNP) to modify existing stop reference marker posts and install additional stop reference marker posts on the Gold Line stations.

FISCAL IMPACT

CCO No. 17.1 will increase the total consideration by \$116,776.00, from \$21,197,312.98 to \$21,314,088.98. CCO No. 17.1 is being funded with federal and state funds.

DISCUSSION

The Light Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the station platform conversions to accommodate low-floor light rail vehicles.

Phase 1 of the Project includes adjusting all Gold Line light rail platforms to an 8-inch elevation above top-of-rail to accommodate at least 2-car trains; replacing detectable warning tiles/directional guidance tiles; adjusting all facilities and furniture on the platforms to the new height; removing all in-ground artwork in direct conflict; modifying tree grates/planters; modifying drainage facilities; modifying adjacent improvements to meet ADA requirements; and adding crosswalk areas and signage.

On September 12, 2022, the Board conditionally awarded the Contract for Low Floor Vehicle Platform Conversion Phase 1 for the Base Bid of \$9,713,000 to PNP . At total of 18 CCOs (including addition of stations through exercise of the Additive Alternates) have been executed to date for the Contract, bringing the Total Consideration to \$21,197,312.98.

For the high-floor vehicles, the mini-high platform provides a reference point to operators regarding where to stop the LRV to align properly with the station platform and boarding areas (including ensuring that the detectable directional tile is properly aligned with the appropriate door opening). For the new Siemens S700 fleet, operators must stop short of the mini-high platforms to align with the 8" raised platform area at each station.

On August 23, 2024, SacRT executed CCO No. 17 in the amount of \$65,159.00 for PNP to fabricate and install 35 new stop reference marker posts on the Gold Line stations at locations field marked by SacRT Staff. On August 29, 2024, California Public Utilities Commission (CPUC) had a finding during the certification of the S700 fleet and recommended that all stop markers be uniform and placed in a visible location to ensure consistency throughout the system and minimize operator distraction upon entering stations.

Under CCO No. 17.1, PNP will remove, re-powder coat the existing 35 stop reference marker posts to a new color selected by SacRT to satisfy PUC requirements, reinstall, and add white reflective tape, as well as fabricate and install an additional 25 stop reference marker posts at Gold Line stations.

RESOLUTION NO. 2024-11-119

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

November 18, 2024

APPROVE CONTRACT CHANGE ORDER NO 17.1 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 1 WITH PNP CONSTRUCTION, INC.

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

THAT, Contract Change Order No. 17.1 to the Construction Contract for Low Floor Vehicle Platform Conversion Phase 1 between the Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby Contractor agrees to: (1) remove 35 stop reference marker posts fabricated and installed under Contract Change Order No. 17, re-powder coat to a new color; re-install and add reflective tape; and (2) install additional 25 new stop reference marker posts on the Gold Line stations, and the Contract Total Consideration is increased by \$116,776.00, from \$21,197,312.98 to \$21,314,088.98, is hereby approved.

THAT, General Manager/CEO is hereby authorized and directed to execute Contract Change Order No. 17.1 to the Contract.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE THE SIXTH AMENDMENT TO THE CONTRACT FOR DOWNTOWN RIVERFRONT STREETCAR DESIGN SERVICES WITH HDR ENGINEERING, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amending the current Contract with HDR Engineering, Inc. (HDR) will add design scope and set labor rates for 2025 and 2026 for the final design of the Downtown Riverfront Streetcar Project, as redefined by the Fourth Amendment.

FISCAL IMPACT

No net fiscal impact to SacRT. Under the Fourth Amendment to the Contract, executed May 12, 2023, HDR provided an estimated cost proposal for \$4,016,849.00 to complete final design for a revised alignment on N Street. That cost proposal assumed the work would be completed by the end of calendar year 2024 and included labor rates for 2023 and 2024. The Fifth Amendment (approved by the Board in August 2024 in Resolution 2024-08-079) increased the total consideration by \$156,898.00 to include additional traffic signal and traction power scope based on the 2024 labor rates.

The Sixth Amendment would set higher labor rates for 2025 and 2026 for the remaining work scope set out in the Fourth and Fifth Amendments. In addition, funds will be added to complete additional potholing and boundary survey work. The total increase of \$291,438.00 will be reimbursed through the existing Project Agreement for Redesign of Downtown Riverfront Streetcar Project with the City of West Sacramento.

DISCUSSION

As the environmental revalidation and design coordination with outside agencies has progressed, the Project schedule needs to be extended by 2 years. HDR has requested increases in the direct hourly labor rates for the extended work duration based on planned wage increases for 2025 and 2026.

The new price proposal includes an additional \$176,328.00 to account for the increased labor rates. HDR developed the estimate by examining the proportion of work that has

been completed to date as compared to what is remaining, applying that ratio against the original "Estimated Hours," and allocating the "remaining" hours across 2025 and 2026. The new price proposal does not account for the actual hours or funds spent to date. Therefore, it could be an over or underestimate of the actual cost to complete the work. HDR will be paid based on the hours actually worked to complete the required tasks. The fixed fee amount would not be increased as a result of the Sixth Amendment.

In addition to the wage rate increase, the Sixth Amendment would add: (1) \$15,110.00 for the estimated cost to survey and verify the right-of-way boundaries along Tower Bridge Gateway; and (2) \$100,000.00 to the budget to complete the required utility potholing (the Fourth Amendment assumed a cost of \$50,000.00 for potholing, but the required potholing will exceed that budget).

The Rivercats have requested that SacRT keep Streetcar infrastructure within City of West Sacramento right-of-way; the boundary survey would confirm the limits of City of West Sacramento right-of-way. Potholing is critical during the design phase to locate exact utility locations to reduce the risk during construction.

RESOLUTION NO. 2024-11-120

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

November 18, 2024

APPROVE THE SIXTH AMENDMENT TO THE CONTRACT FOR DOWNTOWN RIVERFRONT STREETCAR DESIGN SERVICES WITH HDR ENGINEERING, INC.

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

THAT, the Sixth Amendment to the Contract for Downtown Riverfront Streetcar Design Services by and between Sacramento Regional Transit District, therein referred to as "SacRT," and HDR Engineering, Inc., therein referred to as "CONSULTANT," whereby HDR will include additional scope in the final design for survey and potholing, labor rates are established for 2025 and 2026, and the allowable Total Consideration is increased by \$291,438.00, from \$16,479,080.54 to \$16,770,518.54 is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Araujo, VP, Operations
SUBJ: APPROVING THE EIGHTH AMENDMENT TO THE CONTRACT FOR LOW FLOOR LIGHT RAIL VEHICLES PROCUREMENT WITH SIEMENS MOBILITY, INC. AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACT AMENDMENTS FOR SPECIFIED CONFIGURATION CHANGES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Eighth Amendment to the Contract will incorporate a configuration change to include rear view mirrors on vehicles 423-28, currently in production. Delegating authority to the General Manager/CEO to execute additional amendments will provide flexibility to the General Manager/CEO to approve additional configuration changes that are currently being negotiated and also allow the General Manager/CEO to procure one additional light rail vehicle if that is determined to be in SacRT's best interest to avoid the contractual Production Restart Fee.

FISCAL IMPACT

The Eighth Amendment will increase the Contract Total Consideration with Siemens Mobility, Inc. (Siemens) by \$324,459.60, plus applicable state and local taxes to incorporate rear view mirrors on vehicles 423-428. The other proposed configuration changes, if implemented, will have a combined cost of \$770,962.85 to implement on the first 45 vehicles, plus applicable state and local taxes. This amendment and the items that may be purchased under the delegated authority are fully funded with State and Federal funds.

DISCUSSION

SacRT and the San Diego Metropolitan Transit System (SDMTS) released a joint Request for Proposals (RFP) for Low-Floor Light Rail Vehicle (LRV) Procurement on December 14, 2018. On February 21, 2019, SDMTS received one proposal from Siemens. The RFP provided for a base order of 25 LRVs for SDMTS with an option for

SDMTS to acquire an additional 22 LRVs, and a SacRT option to procure up to 76 LRVs during the 7-year contract term.

On March 23, 2020, the Board approved the award of the Contract for 20 LRVs with Siemens for \$99,974,483.00, plus applicable California state and local sales and transaction taxes. Through seven prior amendments, SacRT has exercised options to purchase additional LRVs, increasing the quantity of vehicles on order to 45 and making several configuration changes as detailed in prior Staff Reports. The most recent amendment, the Seventh Amendment, added a dimming functionality for a cost \$79,743.95 plus applicable sales tax, bringing the Contract Total Consideration to \$219,989,899 plus applicable California state and local sales and transaction taxes, and any differential amount required to be paid when the escalation formula is applied at the midpoint of delivery of the option orders.

As part of the joint RFP, SacRT included several Technical Specifications that were specific to SacRT's vehicles; these included a requirement to provide exterior side view cameras and display screens in place of side view mirrors. After delivery and testing of the vehicles, SacRT has determined that it would be preferable to have rear view mirrors in addition to the cameras and display screens.

The Eighth Amendment would add rear view mirrors to six LRVs currently in production (423-428) for a cost of \$324,459.00. If this amendment is not executed in the near future, it will be too late to incorporate the change as part of production and these vehicles would require later retrofit with the same solution currently being developed for the already-assembled vehicles 400-422.

There are several other configuration changes currently being negotiated with Siemens with regard to terms and conditions (payment schedule, scope changes, performance timeline). To expedite execution of an amendment or amendments related to these changes (which could, depending on timing, be incorporated into the Eighth Amendment), Staff is requesting a delegation of authority to the General Manager/CEO to approve the amendments upon conclusion of negotiations. The changes are the following:

1. Cab Door Latch and Handle: Procurement of a new style Cab Door latch and handle assemblies. The current handle is oriented at 12 o'clock and extends 5.8" from center. This presents a snag hazard for operator clothing. The new handle will be oriented at 6 o'clock with a reduced length. Siemens will design, document and supply the new handles and SacRT will perform the installation on all vehicles, including those currently in production or to be produced in the future. The total cost for this change for 45 vehicles (engineering and materials) would be \$112,424.60 plus applicable sales tax. The cost to implement for any future vehicle order after 445 would be \$751 per vehicle, plus tax and cost escalation.

2. Ramp Deployment Speaker: Relocation of a speaker for the ramp deployment audio alert. The current location is above the door on the interior of the train. It alerts passengers on the inside but cannot be heard on the exterior of the train. The speaker will be relocated by lowering it into the door pocket. This will allow the

audio alert to be heard inside as well as outside when the ramp is being deployed. The total cost for this change, including engineering, material, and installation on both already-delivered vehicles and vehicles in production, would be \$142,187.29 plus applicable sales tax. The cost to implement for any future vehicle order after 445 would be \$285 per vehicle, plus tax and cost escalation.

3. Rear View Mirrors for LRVs 429 to 445: These vehicles are not currently in production, which makes it easier, less-costly and more timely to add the rear view mirrors. The total cost for this change, including engineering, material and installation, would be \$418,059.10.

4. Warning Gong/Buzzer: Under the Technical Specifications, Siemens was required to provide an electronic buzzer (referred to by SacRT as a “gong”) each end of the vehicle that is intended for use during street running, through platforms, yards and other noise sensitive areas as an alternative to the louder warning horn. In the vehicles that have been produced and delivered to date, if the gong/buzzer is activated through the hazard button rather than a hand switch or foot pedal, the sound is produced only in the first LRV in the consist and not all LRVs. Siemens has provided a quote to modify the configuration for a cost of \$98,291.86 plus applicable sales tax, along with a cost of \$430 per vehicles for LRV . The cost to implement for any future vehicle order after 445 would be \$285 per vehicle, plus tax and cost escalation. SacRT has asserted that the base Technical Specifications require the sound to be produced in all vehicles, regardless of the method of activation. This issue is not yet resolved; if the parties ultimately agree that SacRT’s request constitutes a change to the Technical Specifications, an amendment would be needed to incorporate the changed work and cost.

The total cost for all of these changes, if implemented and included in an amendment to the Contract, would be \$770,962.85

RESOLUTION NO. 2024-11-121

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

November 18, 2024

APPROVING THE EIGHTH AMENDMENT TO THE CONTRACT FOR LOW FLOOR LIGHT RAIL VEHICLES PROCUREMENT WITH SIEMENS MOBILITY, INC. AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACT AMENDMENTS FOR SPECIFIED CONFIGURATION CHANGES.

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

THAT, the Eighth Amendment to the Contract for Low-Floor Light Rail Vehicle Procurement by and between Sacramento Regional Transit District (therein "SacRT") and Siemens Mobility, Inc. (therein "Contractor") whereby Contractor agrees to add rear view mirrors to LRVs 423-428, currently in production, for the cost of \$324,459.60 plus applicable state and local sales tax and the Total Consideration is increased to a minimum of \$220,314,358.60 plus applicable California state and local sales and transaction taxes, and any differential amount required to be paid when the escalation formula is applied at the midpoint of delivery of the option orders, is hereby approved.

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

THAT, authority is hereby delegated to the General Manager/CEO to negotiate and execute amendments to the Contract to add the following configuration changes for an aggregate cost of no more than \$770,962.85: (a) cab door latch and handle for LRVs 400-445; (b) relocation of the ramp deployment speaker; (c) rear view mirrors for LRVs 429-445; and (d) re-configuration of the warning gong/buzzer to activate in all LRVs in a consist when the hazard button is pressed, which configuration changes may also be accomplished through the Eighth Amendment if time permits after conclusion of negotiations.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND CONTRACT FOR SACRAMENTO REGIONAL TRANSIT DISTRICT DEMAND-RESPONSE TRANSIT-AS-A SERVICE WITH NOMAD TRANSIT, LLC AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACT AMENDMENTS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The attached Resolution would approve a contract with Nomad Transit, LLC, a wholly-owned subsidiary of Via Transportation, Inc. (Via), which would implement the planned new SacRT Flex microtransit service and would also delegate authority to the General Manager/CEO to approve amendments to the contract to increase service levels.

FISCAL IMPACT

The recommended action would approve spending a total of \$2,608,074, including \$1,200,000 of grant funds from the Sacramento Transportation Authority (STA) Neighborhood Shuttle program, an estimated \$370,000 of fare revenue, and an estimated \$1,038,074 of other state and local funds. The cost of this program will be covered by the approved FY 24/25 Operating Budget. The FY 25/26 Operating Budget will include the costs for that Fiscal Year. The General Manager/CEO's exercise of the delegated authority to execute amendments (up to \$530,000 per year or \$800,000 in aggregate over the entire contract term) would be dependent upon the availability of funding within the existing Operating Budget. If any proposed amendment to the Contract would exceed the approved Operating Budget, a budget amendment will be brought to the Board for approval prior to execution of the amendment.

DISCUSSION

At the September 23, 2024, Board meeting, Staff presented a report about discontinuation of SmaRT Ride microtransit service and planned replacement with a rideshare voucher program, effective January 1, 2025, largely to address a requirement under Senate Bill 125 that SacRT take significant steps to reduce operating costs. Based on comments

from the public and Board feedback, Staff reported to the Board on October 14, 2024, that work on the proposed rideshare voucher program had been discontinued and that Staff had developed a new proposal to replace SmaRT Ride with a lower-cost microtransit service modeled after the Via microtransit service currently in place in West Sacramento. The proposed new service has been named and branded by Staff as SacRT Flex.

Under the new proposal, operation of SacRT Flex would be contracted out to Nomad Transit, LLC, a transportation networking company authorized to operate in California under the trade name Via. The change to contracted operations, coupled with a smaller fleet running fewer daily operator shifts and hours, would achieve many of the same cost savings and improvements to cost effectiveness as the originally-proposed voucher program, but would retain key features of SmaRT Ride (e.g., wheelchair and service animal accessibility). The attached resolution would approve a contract with Via to implement SacRT Flex.

Financial Background

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. Unfortunately, annual allocations from the Neighborhood Shuttle program today are only \$800,000, compared to annual operating costs of \$8.5 million (plus \$1.8 million of amortized capital costs) for SmaRT Ride. SmaRT Ride's operating cost per passenger is over \$47, almost five times more than SacRT's fixed-route bus system.

Senate Bill 125 requires SacRT to take significant steps to reduce costs. As described in the September 23, 2024 Staff Report, replacement of SmaRT Ride with the proposed voucher program would have reduced annual costs from \$8.5 million to \$800,000, a savings of \$7.8 million. The voucher program would have been fully-funded by the \$800,000 per year of STA funds.

Concerns about the voucher program were raised, however, including limited availability of wheelchair accessible vehicles (WAVs), unequal access for persons with service animals, and high out-of-pocket costs for customers, who would have paid an estimated average of \$8.00 per ride on Uber, even after a \$5.00 voucher from SacRT.

Based on those concerns, the current proposal for SacRT Flex was developed and presented to the SacRT Board on October 14, 2024. SacRT Flex has an estimated annual cost of \$1.5 million, still achieving a considerable annual savings of \$7 million, while providing superior accessibility and affordability and similarly achieving a significant improvement in cost-effectiveness, reducing SacRT's cost per passenger from \$47 to \$16.

SacRT Flex

Like SmaRT Ride, SacRT Flex would be a demand-response microtransit service, with rides requested by customers through an app or by telephone, and vehicle location available to customers in real-time. SacRT Flex would operate in the existing nine SmaRT Ride zones and would be available the same days and hours (Monday to Friday,

excluding holidays, from 7:00 am to 7:00 pm), using WAVs. The fare would be \$2.50 per trip for all eligible riders.

Timeline - A soft launch is planned for SacRT Flex on Tuesday, December 17, 2024. SmaRT Ride would continue to run in parallel until its last day on Tuesday, December 31, 2024. Full launch of SacRT Flex would be on Thursday, January 2, 2025, with service continuing for an 18-month pilot project, ending on June 30, 2026. This would coincide with the availability of STA Measure A Neighborhood Shuttle Program Cycle 2 funding, as discussed below.

Service Levels – Although the hours of service would remain the same (i.e., Monday to Friday from 7:00 a.m. to 7:00 p.m.) to achieve the necessary cost reduction goal, SacRT Flex would have fewer total vehicles in service. Daily vehicle hours would decrease from 196 to 108. Ridership per vehicle hour is expected to remain approximately unchanged at 3.6, essentially at capacity. Daily ridership is therefore expected to decrease proportionately, by approximately 45 percent (i.e., from 700 to 390 per day).

Limited Eligibility – With the reductions in daily capacity, to help ensure availability of the service to more vulnerable transit populations, use of SacRT Flex would be limited to seniors (age 62 and older), persons with disabilities, and low-income persons. Customers would be required to apply and register in advance online and provide evidence of eligibility. Staff is currently developing an application and registration web page.

Persons With Disabilities – Persons with disabilities would be able to qualify for SacRT Flex through either of two existing processes. First, anyone who is certified to ride SacRT GO complementary ADA paratransit would be qualified to ride SacRT Flex, simply by indicating in their SacRT Flex application that they are a SacRT GO rider, subject to verification by SacRT.

Second, anyone with a valid SacRT Disabled ID would also be qualified to ride SacRT Flex. SacRT Disabled IDs are available for recipients of Supplemental Security Income (SSI) or Social Security Disability Insurance (SSDI), individuals with a valid Department of Motor Vehicles disabled placard, or by meeting one of several other criteria. A Disabled ID can be obtained by completing a brief application (available online), visiting SacRT's Customer Service Center (at 1225 R Street) for a photograph, and paying a \$5.00 one-time fee for the card to be printed.

Low-Income - To qualify as low-income, customers would have to submit a documentation of one of the following valid Benefits Letter from:

- CalFresh (i.e., Supplemental Nutrition Assistance Program)
- CalWorks (i.e., Temporary Aid for Needy Families)
- Medi-Cal (i.e., Medicaid)

Recipients of general assistance would also be eligible to ride by submitting a photo of a valid Department of Human Assistance (DHA) transit pass and sticker.

Youth - Teens aged 13 to 17 would be allowed to have accounts, book their own trips, and ride alone at the regular fare if they have a parent or guardian registered under the low-income criteria. Youth aged 17 and younger would also be allowed to ride for free when accompanying an adult parent or guardian (including parents/guardians who are qualified under criteria other than low-income).

Expiration - Initially, persons qualifying for SacRT Flex based on disability or low-income would be qualified and registered for the entire 18-month period of the pilot project; however, SacRT would reserve the right to introduce expiration dates.

Enrollment – Staff plans to open the application process on or around Monday, December 2, 2024, and to encourage customers to apply and register as early as possible, to avoid a rush around the holidays. There are currently approximately 3,300 active Smart Ride users. Approximately half are believed to be senior, disabled, or low-income, based on passenger surveys. About 3.5 percent are known to also be active SacRT GO customers.

Fare – The fare for SacRT Flex would be a flat, fixed \$2.50 per trip. This would price SacRT Flex lower than SacRT GO paratransit (\$5.00) but higher than fixed-route transit (\$1.25 at the senior/disabled discount price). The higher fare is a best practice based on the premium nature of the service and limited availability.

**SacRT Flex
Fare Structure**

	Existing (Smart Ride)	Proposed (SacRT Flex)
Disabled with valid SacRT photo ID	\$1.25 per person	\$2.50 per trip
Senior with proof of age	\$1.25 per person	
Student Fare RydeFreeRT	Free Unlimited free rides	
DHA Pass Dept. of Human Assistance general assistance recipients	Free Unlimited free rides	
Low-Income Fare CalFresh/SNAP, CalWorks/TANF, Medi-Cal recipients	n/a Does not currently exist	
Companions	Special Group Fare Groups of 5 or more persons riding together pay no fare	One Paid Companion One companion allowed per paying customer, regardless of eligibility, but additional fare required Kids Ride Free w/ Parents Kids aged 17 and under ride free when accompanying an adult

Daily, monthly, and other multi-ride passes would not be accepted on SacRT Flex. This is also a best practice for microtransit, because microtransit costs tend to scale with ridership.¹ This will also help conserve capacity, i.e., assure the limited amount of service is not monopolized by a small fraction of “superusers.”

Fleet – The fleet would be leased and maintained by Via. Nine vehicles would be required for daily service. Including two spares, the fleet would total 11 passenger vans, and would consist of fully-accessible, gas-fueled passenger vans, each able to seat three passengers plus one wheelchair, loaded via a rear-entry ramp. All seats would be equipped with seatbelts. Parents bringing small children would be required to self-secure car seats and their children. Via is currently working with Staff to develop a logo, branding, and vehicle wraps.

Booking – Currently, SmaRT Ride trips are booked strictly on an on-demand basis. Advanced reservations have been a common request from customers. Initially, SacRT Flex would be limited to advanced reservations only (i.e., 1-2 days before). Once the service is established, same-day and on-demand rides could potentially be allowed, if capacity permits.

During public meetings about SacRT Flex, many customers expressed a desire for same-day and on-demand rides, because it gives them greater independence; however, Staff and Via are both concerned that there may not be sufficient availability to allow same-day rides, due to the significant reduction in vehicles and driver hours.

Companions – One adult companion would be allowed to ride with each paying customer, regardless of eligibility, as long as the first customer is eligible; however, a second fare would be required for the companion. To conserve space (i.e., because each van would have only three seats) groups of three or more adults would not be allowed to book together. Parents traveling with children could bring children up to the capacity of the vehicle (e.g., two parents and one child, one parent and two children). Children aged 17 or younger accompanying an adult would ride for free.

Service Animals – There would be no charge for service animals; however, service animals would count toward one seat, to assure reasonable comfort for both the service animal and other customers.

Yard Space – SacRT is working with Via to provide space for parking, under a small separate agreement. Via requires one or more access-controlled parking lots, but no other fixtures or equipment. Drivers would take restroom breaks at publicly-available

¹ On fixed-route, with 40-foot buses or light rail vehicles, there is typically additional capacity, so additional riders do not affect operating cost. But on demand-response service (i.e., microtransit or paratransit) which tends to run at capacity (e.g., 3 to 4 boardings per hour, per vehicle) as ridership demand grows, additional vehicle hours must be added to maintain the same availability and response times, incrementing cost.

locations along their daily routes. Assuming SacRT can secure acceptable space, Via will waive what would be \$57,050 in fees for parking costs.

Changes

As a pilot program, the fare structure, eligibility rules, ability to book on-demand, and similar parameters would all be subject to change. This would allow SacRT to try out innovative new policies, for example:

- Reintroduce same-day reservations, if capacity permits. *Rationale: Customers appreciate the independence of same-day reservations.*
- Charge a premium fare (e.g., \$5.00 or more) for on-demand trips. *Rationale: On-demand service is personalized and convenient, comparable to Uber or Lyft, where a similar trip would cost closer to \$13.*
- Allow the general public to ride, but only at a premium fare, only on an on-demand basis, when capacity permits, and only if they have already purchased a \$100 monthly pass for fixed-route. *Rationale: Customers who have paid for a fixed-route monthly pass are more likely to use SacRT Flex to feed fixed-route transit.*

Contract Budget

The proposed contract, including startup costs and soft launch in December, would have a not-to-exceed amount of \$2,608,074. Assuming SacRT is able to provide satisfactory parking space for Via, a total of \$57,050 would be refunded, bringing the net cost to \$2,551,024. On-going costs would be approximately \$1.5 million per year. The hourly rate of \$56.20 has been escalated by 3.0 percent to \$57.89 for months 13 to 18 of the full service.

Option Years - SacRT would also be entitled to three additional 1-year terms at the initial rate, plus 3.0 percent annual escalation.

Service Increases – If SacRT desires to increase service levels (e.g., the number of vans and driver hours) a contract amendment would be required, but the existing rates (both the start-up cost for equipping a vehicle and the hourly service rate) would remain in effect. To provide flexibility, the Resolution would also authorize the General Manager/CEO to negotiate and execute up to three amendments to the Contract for the purpose of increasing service levels so long as the amendments, in the aggregate, do not increase the annual cost by more than \$530,000 or increase the total contract not-to-exceed amount by no more than \$800,000, subject to the availability of funding within the approved Operating Budget.

Ridership and Cost Impacts

Compared to SmarT Ride, SacRT Flex would reduce service levels by approximately 45 percent, from 196 to 108 revenue vehicle hours per day. Productivity is expected to

remain approximately the same, at 3.6 boardings per revenue hour (essentially at capacity). Ridership would therefore decrease proportionately, from 707 to 389 boardings per day.

Operating cost per hour would decrease almost 70 percent, from \$170 to \$56. This would improve cost per passenger from \$47 to \$16.

The average fare per passenger would increase from \$1.05 to \$2.50, by eliminating passes and increasing the single fare. This would improve farebox recovery ratio from 2 percent to 16 percent.

Gross annual operating cost would decrease more than 80 percent, from approximately \$8.5 million to approximately \$1.5 million, because of the reduction in both revenue vehicle hours and hourly rate. Assuming approximately \$0.25 million per year in fare revenue, local share from other SacRT funds would decrease from \$7.5 million (88 percent) to a more sustainable \$510,000 per year. Staff is pursuing other state and local grants to fund the full cost of the program.

**SacRT Flex
Via Contract Budget**

December 1, 2024 to June 30, 2026
Plus December 2024 Startup and Soft Launch

	<u>Startup</u>	<u>Soft Launch</u>	<u>Months 1-12</u>	<u>Months 13-18</u>	<u>Total NTE</u>
Period begins	12/1/24	12/17/24	1/1/25	1/1/26	12/1/24
Period ends	12/31/24	12/31/24	12/31/25	6/30/26	6/30/26
Billed in	Advance	Arrears	Arrears	Arrears	Arrears
Vehicle hours per day	-	50	108	108	-
Operating days	-	10	254	127	391
Vehicle hours	-	500	27,432	13,716	41,648
Hourly rate	-	\$56.20	\$56.20	\$57.89	\$56.76
<u>On-Going Costs</u>					
Service costs	-	\$28,100	\$1,541,678	\$794,019	\$2,363,797
Parking fee (Qty=11)	-	\$350	\$37,800	\$18,900	\$57,050
Dashcam software fee	-	\$440	\$5,280	\$2,640	\$8,360
Regulatory fees	-	\$97	\$14,000	\$7,000	\$21,097
Sales discount: Dashcam fee	-	\$0	-\$960	-\$480	-\$1,440
Gross on-going costs	\$0	\$28,987	\$1,597,798	\$822,079	\$2,448,864
<u>Up-Front Costs</u>					
WAV retrofits (11 @ \$15k)	\$165,000	-	-	-	\$165,000
Vehicle wraps (11 @ \$2,500)	\$27,500	-	-	-	\$27,500
Dashcams (11 @ \$190)	\$2,090	-	-	-	\$2,090
Sales discount: Dashcams	-\$380	-	-	-	-\$380
Sales discount: Wraps	-\$5,000	-	-	-	-\$5,000
Allowance: Unplanned idle time	\$0	-	-\$20,000	-\$10,000	-\$30,000
Gross up-front costs	\$189,210	\$0	-\$20,000	-\$10,000	\$159,210
Total Not-to-Exceed	\$189,210	\$28,987	\$1,577,798	\$812,079	\$2,608,074
Parking fee refund	-	-\$350	-\$37,800	-\$18,900	-\$57,050
Fares retained by Nomad	TBD	TBD	TBD	TBD	TBD
Net budget	\$189,210	\$28,637	\$1,539,998	\$793,179	\$2,551,024

SacRT Flex Fiscal Analysis

January 1, 2025 to December 31, 2025

	<u>Existing SmaRT Ride</u>	<u>SacRT Flex Months 1-12</u>
Vehicle hours per day	196	108
Operating days per standard year	254	254
Vehicle hours per year	49,860	27,432
Hourly rate	\$170	\$56
Annual service costs	\$8,465,763	\$1,541,678
Recurring fees	\$0	\$18,320
Less: Unbilled idle time	\$0	-\$20,000
Annual cost	\$8,465,763	\$1,539,998
Boardings per revenue hour	3.6	3.6
Boardings per day	707	389
Boardings per year	179,578	98,800
Cost per passenger	\$47	\$16
Average fare per boarding	\$1.05	\$2.50
Fare revenue	\$188,557	\$247,000
STA Neighborhood Shuttle	\$800,000	\$800,000
Other SacRT funds	\$7,477,206	\$492,998
Total revenues	\$8,465,763	\$1,539,998
Farebox recovery	2%	16%

Grant Funding

On Thursday, November 14, 2024, the STA Board of Directors approved an application from SacRT to amend SacRT's existing grant agreement with STA for Neighborhood Shuttle Cycle 2 funds, to reflect the change in scope from SmaRT Ride to SacRT Flex. The attached resolution has been worded to reflect that approval of the contract with Nomad Transit, LLC is contingent upon execution of this grant amendment with STA.

Sole Source

The attached Resolution includes a sole source justification, authorizing the Board to forego a traditional competitive solicitation for this contract. SacRT has already taken action to discontinue SmaRT Ride on December 31, 2024, to achieve urgently needed budget savings, as required by SB 125. To avoid an interruption in service to existing SmaRT Ride customers, a new vendor for the proposed SacRT Flex service must be secured expeditiously. Via has demonstrated its qualifications to operate service of this nature, both through numerous implementations through the country, as well as locally, in West Sacramento. In preparing for and negotiating the proposed SacRT Flex contract, Via has been responsive and performed considerable advance work in good faith, without a contract.

Equity

Changes to demand-response service and fares do not require a formal service equity analysis or fare equity analysis; however, Title VI of the Civil Rights Act of 1964 does include broad prohibitions on discrimination.

Approximately 26 percent of existing SmaRT Ride customers are low-income,² compared to just 20 percent for the general population.³ Expenditure of transportation funds (e.g., from STA's Neighborhood Shuttle program) on SmaRT Ride or SacRT Flex is therefore presumed to be beneficial to low-income communities, in general.

SmaRT Ride users are, however, less likely to be low-income than fixed-route transit customers, who are 53 percent low-income. The reduction in service levels from SmaRT Ride to SacRT Flex is therefore presumably less harmful to low-income populations than reductions to fixed-route service. Given SacRT's requirement under SB 125 to take significant steps to reduce expenditures, the change from SmaRT Ride to SacRT Flex would appear to be an effective way to minimize the impact of budget reductions on low-income communities.

² Source: Survey data collected for *A Glimpse of Microtransit at an Early Stage: The SmaRT Ride Consumer Market in the Sacramento Area*. Xing, Yan. University of California, Davis (2022). Additional analysis by SacRT (unpublished). Low-income was considered household income under \$25,000 for the purposes of this survey.

³ Source: SacRT's Draft Title VI Program Update (2023), Appendix G, Page 86. Available online at: https://www.sacrt.com/apps/wp-content/uploads/Title-VI-Draft-Document_for-Web.pdf

Eligibility - SacRT Flex would take the additional step of restricting use of the service to vulnerable populations, specifically, seniors, persons with disabilities, and low-income persons. Seniors and persons with disabilities are not necessarily minority or low-income, but by definition, inclusion of low-income persons as eligible riders and exclusion of the general population would appear to be a clear and direct way to assure that the remaining benefits of a reduced-cost program are reserved for a more disadvantaged population.

Fare Change – Currently, under the Board-adopted Fare Structure, the same fares and pass types apply to both fixed-route and demand-response service (other than SacRT GO, which has a separate fare structure). Staff is proposing that SacRT Flex have a higher fare of \$2.50 without any discounts or unlimited ride passes. Fare increases are impactful to customers, particularly low-income populations; however, Staff believes this change is justified. First, unlimited ride passes allow a small subset of customers to monopolize the service, which is already limited in supply, and which will be even more limited under SacRT Flex. Second, by raising the cash fare to \$2.50 for everyone, there will be more incentive for persons to use fixed-route when they can (i.e., to ride at the \$1.25 senior/disabled price or with an unlimited ride pass) which will help conserve capacity on SacRT Flex. Making this change will require an amendment to the Fare Structure to specify that the fares and passes valid on fixed-route service will not be applicable to the SacRT Flex service. The proposed fare change will be brought to the Board for approval at the December 9th Board meeting.

Public Engagement

Although there are no public engagement requirements under Title VI, Section 5307 of the federal transportation statutes requires SacRT to solicit and consider public comment before raising a fare or implementing a major reduction in public transportation service.

Accordingly, SacRT has made numerous announcements and presentations on SmaRT Ride's elimination, the originally proposed voucher program, and the new SacRT Flex program, and has sought input from the public. These efforts, which are itemized below, include a press release and web page, presentations to SacRT's Mobility Advisory Council and Board of Directors, two webinars for the general public, e-mail bulletins, printed newsletters, brochures, posters on buses, handouts given out by drivers, social media, notices in the SmaRT Ride app, etc.

The October 10, 2024 webinar notably had almost 100 attendees and over 50 questions fielded by staff. The November 6, 2024 webinar also had over 30 attendees and over 25 questions fielded. Reception was generally favorable at both events, both about the SacRT Flex program and Staff's responsiveness and transparency.

Going forward, public engagement efforts will continue, with a focus on spreading the word to existing SmaRT Ride customers that the service will end on December 31, 2024, and that they need to begin registering for SacRT Flex.

**SacRT Flex
Public Engagement Summary**

<u>Presentation</u>	<u>Date</u>
SacRT Mobility Advisory Council	Thursday, September 19, 2024
SacRT Board of Directors	Monday, September 23, 2024
Next Stop News	Monday, September 30, 2024
Mailing List Announcement	Thursday, October 3, 2024
Online Chat with the General Manager	Friday, October 4, 2024
Webinar Presentation	Thursday, October 10, 2024
SACOG Transit Coordinating Committee	Wednesday, October 16, 2024
SacRT Mobility Advisory Council	Thursday, October 17, 2024
SacRT Board of Directors	Monday, October 21, 2024
Mailing List Announcement	Thursday, October 24, 2024
Online Chat with the General Manager	Friday, November 1, 2024
Webinar Presentation	Wednesday, November 6, 2024
Sacramento Transportation Authority	Thursday, November 14, 2024
SacRT Mobility Advisory Council (planned)	Thursday, November 21, 2024

SacRT Flex Implementation Timeline

Open Registration Process	Monday, December 2, 2024
App Available for Download	Tuesday, December 10, 2024
Soft Launch	Tuesday, December 17, 2024
Last Day of SmarT Ride	Tuesday, December 31, 2024
Full Launch of SacRT Flex	Thursday, January 2, 2025

RESOLUTION NO. 2024-11-122

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

November 18, 2024

APPROVING A SOLE SOURCE PROCUREMENT AND CONTRACT FOR SACRAMENTO REGIONAL TRANSIT DISTRICT DEMAND-RESPONSE TRANSIT-AS-A SERVICE WITH NOMAD TRANSIT, LLC AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACT AMENDMENTS

WHEREAS, direct operation of SacRT's SmaRT Ride microtransit service will be discontinued, effective January 1, 2025 to achieve urgently needed budget savings, as required by SB 125; and

WHEREAS, to avoid an interruption in service to existing SmaRT Ride customers, a new vendor for the proposed SacRT Flex service must be secured expeditiously; and

WHEREAS, Nomad Transit, LLC, operating in California under the brand "Via" has demonstrated its qualifications to operate service of this nature, both through numerous implementations through the country, as well as locally, in West Sacramento; and

WHEREAS, due to insufficient time to conduct a new competitive solicitation and have a replacement service in place by January 1, 2025, SacRT has negotiated with Via on a sole source basis to provide demand-response transit as a service; and

WHEREAS, SacRT's Neighborhood Shuttle Program Cycle 2 grant agreement with the Sacramento Transportation Authority provides \$1,200,000 in consideration for SacRT operating microtransit service that would be fulfilled under the scope of work of the Contract for Sacramento Regional Transit District Demand Response Transit as-a Service (TAAS) with Nomad Transit, LLC (the Contract).

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 Sacramento Regional Transit District Procurement Ordinance (2022-12-001), the Board determines that it is in the best interest of SacRT to solicit only one consultant for the provision demand-response transit as a service to be operated as SacRT Flex.

THAT, the Contract for Sacramento Regional Transit District Demand-Response Transit as-a Service (TAAS) by and between the Sacramento Regional Transit District (therein "SacRT") and Nomad Transit, LLC (therein "Contractor"), whereby Contractor

agrees to provide demand-response service for SacRT, as further set forth therein, for an amount not to exceed \$2,608,074, is hereby approved.

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

THAT, the General Manager/CEO is hereby authorized to negotiate and execute up to three amendments to the Contract for the purpose of increasing service levels, if, in aggregate, the amendments increase annual costs by no more than \$530,000 and increase the total Contract not-to-exceed amount by no more than \$800,000, subject to the availability of funding within the approved Operating Budget.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 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 District (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 \$8,847,638 based on the 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 and ATU reached a tentative agreement on Friday, November 8, 2024, and the ATU membership ratified this CBA on November 13, 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 4.5% Salary Increase

- 01/01/2027 4.5% Salary Increase
- 1% cash signing bonus upon adoption (\$600/employee)
- Sets the employer contribution for the defined contribution retirement plan to 8% (from 5%)
- Adds up to a 3% employer match into a 401a account for equivalent employee contribution into their 457 account
- Adds proxy bidding for all shift, vacation, and holiday bids to reduce impact to staffing during bid times
- Increases employer paid bereavement leave and updates language to comply with law
- Increases SacRT's ability to use brokered transportation services to fill service gaps

The ATU membership ratified this CBA on November 13, 2024. The Board must also approve the CBA to effectuate its terms. Staff recommends approval of the CBA and adoption of the attached Resolution.

RESOLUTION NO. 2024-11-124

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

November 18, 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, summarized in attached Exhibit A, 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, upon approval of the negotiated terms by the affected ATU 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

Exhibit A

SacRT/ATU Local 256 2024-2027 CBA

Summary of Key CBA Elements/Changes:

1. 3 year term: July 1, 2024-June 30, 2027
2. Wages:
 - July 1, 2024- 4%
 - July 1, 2025- 4%
 - July 1, 2026- 4.5%
 - Jan 1, 2027- 4.5%
3. Dispatcher Equity Increases:
 - July 1, 2024- 1%
 - July 1, 2025- 1%
 - July 1, 2026- .5%
4. Signing Bonus: 1% first pay period after adoption (\$600/employee)
5. 401a Retirement: Increase employer contribution by 3% first pay period after adoption
6. 401a Retirement Match: Add up to a 3% matching employer contribution to 401a for equivalent employee contribution to their 457 plan
7. Training Pay for Dispatchers/Reservationists: Establish 5% training pay for Dispatchers/Reservationists who train new employees
8. SacRT Use of Brokered Services to Cover Paratransit Work: Upon adoption increase to 32% per month from existing 25% limit
9. SacRT Use of Other Bargaining Unit Operators to Cover Paratransit Work: Upon adoption make permanent a prior side agreement to allow Elk Grove and CBS Operators to cover unfilled GO shifts
10. Shift/Vacation/Holiday Bidding: Make all bidding by proxy and create a bid process for Dispatchers and Reservationists, allow shift trading.
11. Extended Absences: Disallow bidding for those out on extended absences, unless they can provide proof of return during bid period.
12. Safety Meetings: Requiring safety meeting attendance, either on their workdays or days off, on overtime
13. Extension of Shifts: Formalize SacRT ability to extend all employees shift by 1hr to meet demand, extensions beyond this by mutual agreement, set pay for shift extensions
14. Prior MOA on SB616 Sick Leave Law: Roll in changes to CBA required by SB616 Sick Leave law

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: APPROVAL OF THE SIXTH AMENDMENT TO THE
EMPLOYMENT CONTRACT OF THE GENERAL
MANAGER/CEO, HENRY LI

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approve the sixth Amendment to the General Manager/CEO's (GM/CEO) Employment Contract.

FISCAL IMPACT

No immediate fiscal impact. The cost to sellback available vacation accruals will be determined when the GM/CEO ends employment with SacRT.

DISCUSSION

Sacramento Regional Transit District's (SacRT) GM/CEO is currently provided vacation hours consistent with the provisions of SacRT's Personnel Policy Manual (PPM) adopted by the SacRT Board of Directors on June 10, 2019, and was last amended on July 1, 2019. Section 10.02.A.2 of the PPM outlines the vacation accrual schedule for executive management level positions, starting at 5 weeks (200 hours a year) for the first 1-2 years of employment; 6 weeks (240 hours a year) for 4-6 years of employment; and 7 weeks (280 hours a year) for 7 years of employment and beyond. Section 10.02.C.3 PPM also sets a maximum accrual cap as follows: "for employees hired prior to January 1, 2015, the maximum accrual of vacation will not exceed that which can be earned by the employee in 3 years; and for employees hired on or after January 1, 2015, an employees' maximum vacation accrual may not exceed the maximum vacation accrual, which can be earned by the employee in 2 years. Furthermore, Section 10.02.D of the PPM provides an option for eligible employees to sellback to either cash or a deferred compensation account the equivalent of up to 80 hours unused vacation hours for the year.

Given the work demands placed on the GM/CEO, he has been unable to schedule and take sufficient vacation time off to consistently remain below the vacation accrual cap as set forth in the PPM. Moreover, the GM/CEO continues to be available to staff even during his vacation days. The Board wants to ensure that the GM/CEO received the benefit

provided as a vacation accrual and maintain a healthy work/life balance by taking adequate vacation hours.

Considering the foregoing, the following actions are recommended for the Board's consideration.

1. Increase the GM/CEO's annual vacation accrual by 160 hours.
2. Exclude the GM/CEO from Section 10.02.C.3 of the PPM, thereby allowing him to continue accruing vacation hours without an annual cap.
3. Continue to allow the GM/CEO to sellback only up to 80 hours of unused vacation as set forth in Section 10.02.D of the PPM. The GM/CEO's contract will also be cleaned up to delete obsolete language in Article 5.4 of his contract related to vacation sellback.

RESOLUTION NO. 2024-11-125

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

November 18, 2024

APPROVAL OF THE SIXTH AMENDMENT TO THE EMPLOYMENT CONTRACT OF THE GENERAL MANAGER/CEO, HENRY LI

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

THAT, the Sixth Amendment to the Employment Contract between Sacramento Regional Transit District and Henry Li, General Manager/CEO wherein the Board increases Li's annual vacation accrual from seven weeks (280 hours) to 11 weeks (440 hours), eliminates the vacation accrual cap by excluding Li's contract from Section 10.02.C.3 of the Personnel Policy Manual (PPM) and reaffirms the applicability of Section 10.02.D of the PPM to Li's Contract, authorizing the annual sellback of up to 80 hours of accrued vacation, is hereby approved; and

THAT, the Board Chair is hereby authorized and directed to execute the Sixth Amendment to the Employment Contract Between Sacramento Regional Transit District and Henry Li, General Manager/CEO.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: AUTHORIZING TRAVEL OUTSIDE OF THE UNITED STATES FOR SHELLY VALENTON, DEPUTY GENERAL MANAGER/CEO TO REPRESENT SACRT AT THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S SUSTAINABLE MOBILITY STUDY TOUR

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adopting this Resolution will authorize travel outside the United States for Shelly Valenton, Deputy General Manager/CEO to represent SacRT at the United States Department of Transportation's (USDOT) Sustainable Mobility Tour in France.

FISCAL IMPACT

No fiscal impact to SacRT. All related travel cost will be fully funded by the USDOT.

DISCUSSION

The USDOT selected Sacramento Regional Transit District (SacRT), along with representative from six other U.S. cities and staff from USDOT and the Federal Transit Administration, to participate in a study tour to visit Strasbourg and Lyon, France on December 7-14, 2024, to see their sustainable mobility policies, planning, and investments work in action. Over the five full program days, participants will learn more about Bus Rapid Transit (BRT); trams and streetcars; curb management and parking reform; dynamic road pricing and low emission zones; and urban planning for maximizing intercity rail service through site visits and meetings with local transportation officials in these cities.

Sacramento, to be represented by SacRT, is the only California city selected to participate in this study tour and was recommended for participation by USDOT staff based on SacRT's innovative initiatives and commitment to environmentally sustainable projects and the potential for Sacramento to benefit from lessons to be learned in the study tour based on SacRT's upcoming related transit projects.

A summary of the trip is provided by USDOT as follows:

“In support of connecting U.S. transportation practitioners with their foreign peers, the USDOT’s Office of International Transportation and Trade launched an initiative called “Crossways” that seeks to facilitate knowledge exchange and collect transportation best practices from around the world. Beyond simply connecting U.S. colleagues with their international counterparts, Crossways is a platform that advances USDOT’s policy goals by nominating international best practice examples, connecting them with U.S. states and localities that would benefit from learning firsthand about that practice, and then analyzing the similarities and differences to distill useful guidance that the U.S. jurisdiction can employ within the context of U.S. laws and USDOT guidance to employ the best practices to make American transportation infrastructure and service world leading.

This study tour is a part of USDOT’s Crossways’ pilot activities. It has been designed in coordination with USDOT’s Office of Transportation and Trade and Office of Research and Technology and supports their development and rollout of the “Climate Strategies that Work” toolkit, which is a website and playbook with 30 strategies for reducing transportation sector greenhouse gas emissions. The tour will include senior transportation representatives from six U.S. cities that are currently planning, building, or have proposed sustainable transportation options, including bus rapid transit (BRT), electric streetcars and trams, and parking reform and curb management, including curbside EV chargers, bike lanes, and parklets. These cities will get to learn from their European counterparts in Lyon and Strasbourg – both of which have leading examples of BRT, electric streetcars and trams, and curb management strategies and then USDOT experts joining the visit will connect these best practices with the guidance and recommendations in the toolkit. The visit will deepen the USDOT’s engagement with U.S. cities and give them concrete strategies and examples for how to advance their projects towards delivery.”

Pursuant to Title IX of the SacRT Administrative Code - Travel Authorization, travel outside the United States must be approved by the Board in advance.

Staff recommends approval for Shelly Valenton, Deputy General Manager/CEO to travel to Lyon and Strasbourg, France on December 7-14, 2024.

RESOLUTION NO. 2024-11-126

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

November 18, 2024

AUTHORIZING TRAVEL OUTSIDE OF THE UNITED STATES FOR SHELLY VALENTON, DEPUTY GENERAL MANAGER/CEO TO REPRESENT SACRT AT THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S SUSTAINABLE MOBILITY STUDY TOUR

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

THAT, travel outside the United States by Shelly Valenton, to represent SacRT at the United States Department of Transportation's (USDOT) Sustainable Mobility Tour in France, will serve a Regional Transit business purpose and is hereby approved in accordance with Section 9.211 of Title IX of the Regional Transit Administrative Code.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO. 5 TO THE CONSTRUCTION CONTRACT FOR WATT/I-80 TRANSIT CENTER IMPROVEMENT PROJECT WITH THOMPSON BUILDERS CORPORATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to approve Contract Change Order (CCO) No. 5 to the Contract for Watt/I-80 Transit Center Improvement Project with Thompson Builders Corporation (Thompson) will allow Thompson to be compensated for the additional overhead cost due to the need to re-sequence work as a result of a utility conflict, which will extend the Contract duration by 105 days.

FISCAL IMPACT

The cost for CCO No. 5 is not-to-exceed \$250,000.00 for a Contract time extension and compensable day reimbursement to re-sequence contract work due to unforeseen utility conflict. This CCO will be funded with a combination of FY 2020 Solutions for Congested Corridors Program (SCCP), FY22 Federal CMAQ, and FY22 Federal 5307.

DISCUSSION

The current Watt I-80 Transit Center (Transit Center) is one of the busiest transfer centers in the Sacramento region. It has been prone to safety and security issues because of the location and design of the Transit Center, which is situated both above and below a major freeway, with steep enclosed stairwells, and in a high-crime area. The scope of the construction contract includes reconstructing the Transit Center's bus stop waiting areas on Watt Avenue; replacing the stair structures; widening the sidewalks along the Watt Avenue overpass; incorporating improved bike access along the overpass; improving pedestrian access under Watt Avenue from the northbound bus stop to the light rail station; modifying the freeway off-ramps for improved pedestrian access; adding/updating lighting, signage, site furnishings, and fencing; and updating the operator restroom and breakroom.

The Board delegated authority for the GM/CEO to award a construction contract on October 23, 2023, and a construction contract was executed with Thompson Builders Corporation (Contractor) on January 26, 2024. Notice to Proceed was issued on May 9, 2024.

The table below includes all Contract Change Orders issued to date for the Contract:

CCO#	CCO Name	CCO Amount	CCO Total	Contract Total
1	Revised Drainage Plans	\$138,483.00	\$138,483.00	\$19,424,029.04
2	Utility Relocation at West Stair Foundation	\$149,000.00	\$287,483.00	\$19,573,029.04
3	Sewer Drain Relocation	\$23,000.00	\$310,483.00	\$19,596,029.04
4	Asbestos Removal and ADL Limits Clarification - <i>pending</i>	\$8,308.00	\$548,081.09	\$19,604,337.13

While the previously issued CCOs finally resolved the compensation aspect of the changes associated with the CCOs, they all left open the possibility of future schedule adjustments as a result of the changed work. The proposed CCO No. 5 will not resolve the schedule delays associated with the prior CCOs. The Contractor is still analyzing the impact of those changes, as well as the potential time it will take to actually complete the re-routing of the unforeseen fiber optic cable.

The Traffic Control Plans included in the Invitation for Bid divided the work that would affect vehicular traffic into multiple Stages (Stage 1 through Stage 6B) and defined the construction work expected to occur in each stage. Contractor developed its construction schedule and sequencing based on these stages and the identified Time for Completion (18 months) set out in the Contract.

Contractor has completed Stages 1 and 2 and commenced work on “Stage 3,” which includes replacing the median on Watt Avenue. During the preliminary investigation, Contractor found a County of Sacramento-owned fiber optic cable in the median that was not depicted or included in the Contract Documents. To address this differing site condition and allow for the construction of the permanent conduit to relocate the County fiber optic cable out of the median, Contractor must re-sequence the construction phases to proceed immediately to the next stage (Stage 4A) and later return to complete the Stage 3 work. While the Contractor has attempted to mitigate the impact of the resequencing to the extent possible, as required by the Contract, the Contractor analyzed the impact of the resequencing on the baseline schedule and submitted a Time Impact Evaluation, as required by the Contract. According to the Time Impact Evaluation, the sequence modification will add 105 days to the required Time for Completion of the work. Out of that total, Contractor has asserted that 65 days are solely attributable to the differing site condition and not other concurrent delays and that those 65 days should be compensable under the Contract, meaning the Contractor can charge for additional overhead cost that will result from an extended contract duration. Contractor presented an initial request for extended overhead rate of \$3,655 per day. Internal staff and SacRT’s

construction management team, is verifying that the cost and time request are reasonable.

While the Contractor must continue with the re-sequenced work regardless of whether CCO No. 5 is executed, moving forward with this CCO will expeditiously resolve any delay claims specifically associated with the resequencing, which provides both SacRT and Contractor with budget certainty.

However, the 105-day time extension is the minimum that will be required, and additional time (and compensation) could be requested in conjunction with the 4 prior CCOs and the actual relocation work based on a subsequent Time Impact Evaluation. CCO No. 5 will be for a not-to-exceed amount of \$250,000.00.

RESOLUTION NO. 2024-11-127

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

November 18, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE CONTRACT CHANGE ORDER NO. 5 TO THE CONSTRUCTION CONTRACT FOR WATT/I-80 TRANSIT CENTER IMPROVEMENT PROJECT WITH THOMPSON BUILDERS CORPORATION

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 and execute Contract Change Order No. 5 to the Construction Contract for Watt/I-80 Transit Center Improvements Project between Sacramento Regional Transit District, therein referred to as "SacRT," and Thompson Builders Corporation, therein referred to as "Contractor," whereby the Contractor will be reimbursed for compensable overhead for delay due to an unforeseen utility conflict and the Total Consideration will be increased by not more than \$250,000.00.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Chris Flores, Chief of Staff/VP, Real Estate
SUBJ: APPROVAL TO ENTER INTO A PURCHASE AND SALE AGREEMENT WITH THE CODE SOLUTION, INC. FOR SURPLUS PROPERTY LOCATED IN SACRAMENTO, CA AND DELEGATION OF AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE GRANT DEEDS AND LEASE AGREEMENT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If adopted, this action will approve entering into a Purchase and Sale Agreement (PSA) with The Code Solution, Inc. (or their assignee) for the sale of surplus property located in Sacramento, CA: Assessor's Parcel Numbers 007-0274-013; 007-0274-012; 007-0274-026; 007-0273-022; 007-0273-008; 007-0273-004; 007-0273-015; 007-0273-014; 007-0273-003 and a delegation of authority to the GM/CEO to execute one or more grant deeds and a lease agreement.

FISCAL IMPACT

Based on the current purchase price offered by The Code Solution, Inc., the sale of the surplus property will generate \$15,600,000 of Capital Revenue to Sacramento Regional Transit District (SacRT), which includes \$100,000 to pay any parcel taxes that may be levied on the two parcels that house the building at 1400 29th Street during the term of the lease, to be paid through the proceeds of the sale.

The agreement will include a 10-year net lease-back of 1400 29th Street at no cost to SacRT except utilities, operations and maintenance

DISCUSSION

On July 24, 2023, SacRT's Board of Directors declared the above listed properties as surplus property ("the Properties"). SacRT has moved the majority of its administrative support staff to 1102 Q Street, 2710 R Street and 1225 R Street under favorable lease terms and has consolidated Bus Operations support staff into the 1400 29th Street

building, which would be leased back for up to ten years at no cost to SacRT (except utilities, operations and maintenance) under this PSA.

SacRT has been following the mandated state Surplus Land Act (SLA) requirements (Government Code Section 54220 and following, as well as the SLA Guidelines issued by the State of California Department of Housing and Community Development (HCD) in August 2024), federal requirements set out in 49 U.S.C. Section 5334 and FTA Circular 5010.1E, and Title VII of SacRT's Administrative Code for this disposition.

The SLA spells out the steps public agencies must follow when disposing of publicly owned real property. It requires agencies to give a "first right of refusal" to other public agencies, nonprofit housing developers, schools, and parks and recreation departments. After notifying all eligible entities that the property is available, the disposing agency must negotiate in good faith for a minimum of 90 days with interested parties to try to come to agreement. If the parties cannot come to agreement over the terms and conditions of the proposed property disposition, the disposing agency can market and sell the real property in the open market.

- On January 17, 2024, SacRT issued a Notice of Availability (NOA) to the HCD that SacRT's surplus properties were available and provided the NOA to statutorily specified agencies and to entities on the state's list of affordable housing developers.
- The SLA provides a period of 60 days for a qualifying entity or association to notify SacRT of its interest in the real property. In response to the NOA, SacRT received responses from 19 parties.
- On March 18, 2024, SacRT sent a request for additional information to the interested parties requesting that each proposer provide more detailed information regarding their proposals for purchase and use of the real property by April 17, 2024. In response to the request for additional information, six proposers from the original 19 responded.
- After best and final offers were received and reviewed, SacRT presented those offers that met SacRT's desired terms and SLA's criteria to the Board of Directors in closed session on August 26, 2024, and received direction to negotiate a PSA with The Code Solution, Inc. ("TSC") wherein TSC would purchase all nine parcels to develop affordable housing on each of the parcels.

TSC's proposal meets and exceeds SacRT's desired terms and the SLA's requirement for development of affordable housing. TSC has offered \$15,500,000 (above the total appraised value of the parcels), with up to 5.00% nonrefundable deposits for an up to 21 months escrow period (initial one year term to close and an option for a 9-month extension). They are also offering a \$0 lease-back rate for SacRT to remain in 1400 29th Street (APN: 007-0273-008, 007-0273-022) for up to ten years (valued at over \$2.5 million). During negotiations the parties agreed that Code would increase the purchase price to \$15,600,000 and that the additional \$100,000 would be set aside by SacRT to cover the cost of one or more parcel fees or taxes imposed by Sacramento County on the two parcels that house the leased back administrative building over the 10 year term of the lease. TCS proposes to build 309 residential units, 100% affordable in accordance

with the definition of affordable housing set out in the SLA (resulting in 164 dwelling units per gross acre). Following is the proposed affordability breakdown:

- 64 units set aside at 60% AMI or low-income level
- 13 units set aside at 80% AMI or lower-income level
- 116 units set aside at 100% AMI or moderate-income level
- 116 units set aside at 110% AMI or workforce-income level

TCS is a multi-disciplinary real estate development firm based in Los Angeles that provides a multitude of services for each phase of real estate development. TCS has a long track record of specializing in mixed-use projects, multifamily residential, retail and single-family residential in California. The team, led by Executive Vice President David Park, has been together since 2004 and have expertise in Low Income Housing Tax Credit, Bond Financing, as well as building transit-oriented communities. Construction management partner, Todd Pennington, is a native Sacramento developer, who built the Sacramento DMV HQ and the California Prison reform project and has delivered over 300 projects, 28,000 units equating to over \$22 billion in project programs. The partnership's recent developments include the Solair, a 186-unit high rise and bus transfer center adjacent to a Los Angeles METRO station and a 229 senior low-income housing development in Oxnard.

TCS has also partnered with California Community Housing Agency, a state Joint Powers Authority, to develop a number of TOD mixed-income, mixed-use affordable housing developments in the City of Los Angeles, creating over 1,700 affordable housing units over three years, by utilizing housing bonds to fund the entire development from land sale through construction.

Pursuant to the Board's direction at its August 26, 2024, Board meeting, Staff has finalized the terms and conditions of a PSA with TCS. Staff recommends approving the PSA with TCS to develop affordable housing and delegating authority to the GM/CEO to execute one or more grant deeds and to execute a lease for 1400 29th Street to SacRT for continuing operations up to ten years, contingent upon securing the concurrence of both the California Department of Housing & Community Development and the Federal Transit Administration in the US Department of Transportation.

RESOLUTION NO. 2024-11-123

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

November 18, 2024

APPROVAL TO ENTER INTO A PURCHASE AND SALE AGREEMENT WITH THE CODE SOLUTION, INC. FOR SURPLUS PROPERTY LOCATED IN SACRAMENTO, CA AND DELEGATION OF AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE GRANT DEEDS AND LEASE AGREEMENT

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

THAT, the Board hereby reaffirms the delegation of authority it approved in Closed Session during the Board's August 26, 2024 Board Meeting, authorizing the General Manager/CEO to finalize negotiations for the sale of the parcels known as Assessor Parcel Numbers 007-0274-013; 007-0274-012; 007-0274-026; 007-0273-022; 007-0273-008; 007-0273-004; 007-0273-015; 007-0273-014; 007-0273-003 to The Code Solution, Inc. and to execute the final Purchase and Sale Agreement with The Code Solution, Inc. or its assignee and any other documents necessary to effectuate the sale of the parcels to The Code Solution, Inc., or its assignee for a purchase price of \$15,600,000 to develop affordable housing, which includes \$100,000 to cover the cost of parcel fees and/or taxes for 1400 29th Street, conditioned upon concurrence of the transaction by both the California Department of Housing & Community Development and the Federal Transit Administration.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute a zero net cost lease for up to 10 years with The Code Solution, Inc., or its assignee, for the building located at 1400 29th Street, Sacramento at close of escrow.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute one or more Grant Deeds, necessary to effectuate the transfer of the parcels told to The Code Solutions or its assignee, at close of escrow.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute any and all applications, forms, or documents that may be necessary to effectuate the transaction approved herein by the Board.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO & Tabettha Smith, Clerk to the Board
SUBJ: APPOINTING ONE BOARD MEMBER AND ONE ALTERNATE BOARD MEMBER TO THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY

RECOMMENDATION

Motion to Approve.

RESULT OF RECOMMENDED ACTION

Member and Alternate Member appointments to the 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.

To fill the vacant positions, the Board needs to appoint one member and one alternate to serve on the CCJPA.

STAFF REPORT

DATE: November 18, 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
December 9, 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
November 21, 2024
1102 Q Street - SacRT Auditorium
2:30 P.M.

Blue Line Station Platform Construction

SacRT commenced platform construction along the Blue Line 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.

Learn more about the project and service impacts at sacrt.com/stationclosure.

Thanksgiving Day Service

- Sunday/holiday schedule: SacRT fixed-route buses, light rail and SacRT GO
- No service: Causeway Connection, Elk Grove Local, Elk Grove Commuter, Folsom Stage Line, Rancho CordoVan, SacRT e-van and SmarT Ride

Day After Thanksgiving (Friday, November 29)

- Regular service: SacRT fixed-route buses, light rail, Folsom Stage Line, Elk Grove Local, Rancho CordoVan, SacRT e-van and SmarT Ride
- No service: Causeway Connection, Elk Grove Commuter

SacRT Receives \$29 Million in Grant Funding

In October, SacRT was awarded \$29 million in grant funding through the Transit and Intercity Rail Capital Program (TIRCP) from the California State Transportation Agency (CalSTA).

This funding, combined with \$84 million leveraged from additional state and federal funding sources, will support several transformative projects. These include the purchase of 10 new S700 low-floor light rail vehicles; converting 17 Blue Line rail stations to accommodate the height requirement of the new low-floor vehicles; constructing the new Dos Rios Station, and constructing the new Horn Road Station in Rancho Cordova, which will close a 2.5-mile gap between existing stations on the Gold Line and provide access to a public library, parks, and the American River. Additionally, SacRT will install Cal-ITP platform validator devices and integrate them with Scheidt & Bachman fare vending machines at all light rail stations to streamline ticket purchasing and validation, improving the customer experience.

SacRT's New Tap2Ride Contactless Payment System and Veterans Discount Fare Pilot Program Launching Soon

SacRT is set to introduce two major advancements in 2025: the Tap2Ride contactless payment system and a Veterans Discount Fare Pilot Program. These innovations will make transit fare payments more convenient while offering eligible veterans a 50% discount on Basic fares.

Contactless Payment System: SacRT's "Tap2Ride" system will simplify fare payments across our bus and light rail services, allowing riders to pay quickly with a contactless debit or credit card. The system integrates with The California Integrated Travel Project (Cal-ITP) Benefits and web app, designed to securely verify discount eligibility for veterans and seniors (*aged 65+). The app links discounts directly to a rider's payment card, eliminating the need for in-person verification, simplifying the experience for eligible riders.

Veterans Discount Fare Pilot Program: This pilot program offers discount fare for eligible veterans using contactless payments on SacRT buses and light rail. . Military veterans can begin the pre-registration process now at the state website benefits.calitp.org, click the "Choose Your Provider" button – The discount program will formally launch in early 2025 when the tap devices are activated. The state website is connected to the federal Department of Veterans Affairs database for easy eligibility verification.

Benefits of Tap2Ride & Veterans Discount Program:

- *Enhanced Convenience:* Riders can simply tap their payment card to ride, making transit fare purchases faster and easier.

- *Accessible Fare Discounts:* Verified veterans and seniors (*aged 65+) can link their discount directly to their card, streamlining access to reduced fares.
- *Reduced Administrative Steps:* The Cal-ITP web app simplifies discount eligibility verification, eliminating the need for in-person processing.

The new “Tap2Ride” program aims to make fare payment easier, faster, and more accessible for all riders, allowing them to pay for bus and light rail fares with just a tap of their credit or debit cards that are pre-registered through the Digital ID Framework. SacRT riders who prefer to continue using their existing fare payment methods such as Connect Card or ZipPass will have that option as well.

**Note: although seniors aged 62 and older are eligible to receive discount fare under SacRT’s approved fare structure, the age qualification for senior citizenship in the State of California is 65.*

Help Shape the Future of Transit in Elk Grove

SacRT, in partnership with the City of Elk Grove, is exploring new ways to enhance mobility and connectivity for Elk Grove residents and visitors. As the Sacramento region continues to grow, the City of Elk Grove is evaluating options to provide high-frequency transit service to seamlessly link Elk Grove with the larger Sacramento area.

The Blue Line/Bus Rapid Transit (BRT) to Elk Grove Implementation Plan will assess the feasibility of two high-capacity transit options: extending light rail (LRT) or implementing a bus rapid transit (BRT) line. Both alternatives aim to create more efficient and accessible travel options along the corridor between Bruceville Road and Big Horn Boulevard, spanning from the current Blue Line station at Cosumnes River College to Kammerer Road near State Route 99.

Your feedback is crucial! This project aims to identify the best transit solution for the near term while establishing a long-term vision for transit in this corridor.

For more details about the Blue Line/BRT to Elk Grove Implementation Plan and to share your input, visit elkgrovecity.org/transitplan.

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Araujo, VP, Operations
SUBJ: MOBILITY ADVISORY COUNCIL MEETING SUMMARY – OCTOBER 17, 2024

RECOMMENDATION

No Recommendation - For Information Only.

SUMMARY

The following is a summary of the Mobility Advisory Council Meeting (MAC) held on October 17, 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

- Mr. Tardaguila shared that a light rail vehicle ramp failed to deploy and a train dropped him off at a station without a ramp; he suggested using the 13th Street station for removing trains for maintenance.

Item 5. Chair Report

- Mr. Thom reported that the MAC will start developing the 2025 Work Plan. Mr. Thom also shared the proposed 2025 meeting calendar.

Item 6. Old Business

- A. **SmaRT RIDE Update:** James Drake, Planning, Senior Planner discussed the planned replacement for SmaRT Ride. The new service will be operated by Via, it will cover the same zones as SmaRT Ride, but it will be limited to riders with disabilities and low income. A registration process will be developed and outsourced to Via. This program may have a soft launch in December 2024.
- B. **Watt/I-80 Transit Center Improvement Project Update:** Jenny Niello, Principal Civil Engineer reported that Thompson Builders completed stage 1 of construction. Stage 2 will include completing the lower plaza. Stage 3 is on hold due to a fiber optic line to replace the median on Watt Ave. Stage 4-A will include reconstructing

the west side of Watt Ave and constructing the bus plaza. Remaining stages will begin next year.

- C. Website Accessibility Project Update: Priscilla Vargas, ADA Compliance Officer, Federico Raimondo and Vinod Pabba, Exemplifi provided an update on the website accessibility project. There will be a preliminary link to the website sent to the MAC for testing. The website should launch sometime in January.
- D. S700 LRV Post Launch Update: Anthony DiCristofano, Assistant Vice President, and Michael Cormiae, Director Light Rail Maintenance provided an update on the S700 light rail fleet. There are 16 S700 trains currently in service, 4 are still in testing, and 1 new train will arrive in November.
- E. SacRT GO 1st Quarter Operations Update: Kathy Sachen, Paratransit Operations Manager presented SacRT GO's 1st Quarter Operations. On time performance fell to 80% in September due to a high number of COVID cases along with school start up. Driver hiring continues. Ridership has increased to close to 1,400 trips on weekdays.

Item 7. New Business

Item 8. Other Business

Item 9. Announcements/Council Members Request for Information

- Mr. Tardaguila announced a Sacramento County/Department of Aging hearing session and the Oak Park Community Center on November 14, 2024. Ms. Sachen mentioned the Sacramento International Airport renovation project, paratransit stops will remain, and she is working with the County to develop a fixed-route transit hub.

STAFF REPORT

DATE: November 18, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Director Linda Budge
SUBJ: SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY MEETING SUMMARY OF
NOVEMBER 4, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Written Report by Director Budge from the Sacramento Placerville Transportation Corridor JPA Meeting of November 4, 2024

MEMO TO: RT Board of Directors

Cc: Interested Parties

RE: Sacramento – Placerville Transportation Corridor Joint Powers Authority Meeting of November 4, 2024.

The SPTC/JPA Board, met on August 5, 2024, in Folsom City Hall as usual. The membership included RT Representative and Rancho Cordova Alternate, Linda Budge; Rancho Cordova Representative David Sander; Sacramento County Representative and RT Alternate, Pat Hume; Folsom Representative and Chair Sarah Aquino.

El Dorado County Supervisor, John Hidahl, passed away unexpectedly over the weekend. The meeting began with a tribute to him and adjourned in his honour.

Minutes for August, 2024 meeting were approved. The consent calendar also included information on the 2022/2023 Audit, the quarterly budget update, and the legally permitted destruction of old files.

CEO Vickie Sanders presented the draft PSVRR contract. It was thoroughly discussed and included public comment from all affected parties. It will go to the El Dorado County Board of Supervisors for their comments.

It was noted that Rancho Cordova City Council voted to join the SPTC/JPA as a full member, so the necessary documents will be prepared and circulated to all member jurisdictions for their action.

Following the last meeting, Vickie has collected a significant amount of history and information on the formation of the JPA: its goals and organizing documents, history, past activities, and past attempts at developing a Master Plan. Many of the operating documents are decades old and need revisions, clarifications, and updating. Vickie requested, and the Board agreed, that should be done prior to taking any further action toward drafting a Master Plan. There needs to be some consensus on the objectives and contents of such a plan.

The next meeting will be February 3, 2025. As indicated, the meeting adjourned in honour of Supervisor John Hidahl.

Linda Budge, AICP
11/4//2024.