

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
February 27, 2017**

ROLL CALL: Roll Call was taken at 9:00 a.m. PRESENT: Directors Budge, Hansen, Harris, Hume, Jennings, Kennedy, Schenirer, Serna and Chair Morin. Directors Miller and Nottoli arrived at 9:11 a.m.

PLEDGE OF ALLEGIANCE – Led by Chair Morin.

PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Brenda Anderson – Ms. Anderson applauded Regional Transit for all they have done.

Ellen Johnson – Ms. Johnson is concerned that the bus benches are being torn down at Broadway and Martin Luther King.

Jeffery Tardaguila – Mr. Tardaguila wants to know when the Connect Card is going to have a refund policy. Mr. Tardaguila has been trying to get operators to sell him a discount daily pass for the “cash card”; the monthly cycle is working well.

Joan Barden – Ms. Barden will support having safe benches (covered, if possible) in Oak Park. She is upset about the idea of a homeless person sleeping on a bench at midnight and believes they should be forced to sleep on the sidewalk. She is aware that the City of Sacramento is working on this. Ms. Barden wants cameras installed nearby benches to watch negative behavior, so that it can be reported to authorities.

CONSENT CALENDAR

GENERAL MANAGER’S REPORT

INTRODUCTION OF SPECIAL GUESTS

UNFINISHED BUSINESS

PUBLIC HEARING

NEW BUSINESS

1. Workshop: Strategic Vision

Chair Morin introduced the item noting that the presentation is a draft and that the

public is invited to comment on the draft plan after the presentation.

Mr. Li thanked RT's partners, news media and governmental sister agencies for attending the workshop. Mr. Li introduced incoming Chief Executive Officer (CEO) of the Sacramento Area Council of Governments, James Corless, and Interim CEO, Kirk Trost.

Mr. Corless introduced himself. Mr. Corless noted that he is aware that there is a possibility of monetary cuts at the federal level. One of his biggest concerns is the possible funding cuts to passenger rail and transportation.

Mr. Li summarized RT's challenges for the last two years to become more safe, clean and convenient system. During that time, RT started a journey to turn around a financially constrained and image battered public agency. The success of the Golden 1 Center is only part of the overall picture. Significant culture changes and optimizing RT business practices have also occurred to bring RT's financial house in order. RT has made system-wide improvements and has achieved progress in safety, cleanliness, partnership building, and regaining community trust and staff development. RT is still facing challenges ahead: 1) rapidly advanced technology in transportation; 2) local investment in public transportation is way below the minimum requirement to make this region an economically viable region; and 3) the uncertainty of Trump Administration's position on future federal transit funding.

Review of the Transit Vision and the 12 initiatives were provided by RT's Executive Team. The 12 initiatives are: 1) Operator Attendance Control – Mark Lonergan, 2) Route Optimization Study and 3) Paratransit Business Model – Laura Ham, 4) IT Modernization – Mark Lonergan, 5) Security Program and 6) Safety Program – Captain Norm Leong, 7) Strategic Communications – Devra Selenis, 8) Build Strong Employee and Labor Relations – Suzanne Chan, 9) Organizational Excellence and Culture Change – Laura Ham, 10) Campus Master Plan and 11) Transit Oriented Development – Neil Nance, and 12) Fiscal Sustainability – Business Process Optimization – Brent Bernegger.

Mr. Li concluded the presentation by indicating that, because of a lack of local funding, RT has not maintained its assets over the years, and needs to add more feeder bus routes in different corridors to make light rail more effective. Because of the recession in 2008, RT had to cut service. RT's peer agencies like San Diego, BART, and Portland have upgraded their assets because they receive significantly more sales tax than RT. (Note: RT receives 1/6th of one penny.) During the Route Optimization Study process, RT will engage many community stakeholders to help identify where bus routes need to travel such as hospitals, hotels, retail and employment centers, and how RT can improve efficiency. Engaging the community is key to the success of a new sales tax measure. Mr. Li introduced Doug Carter to provide the benefits of public transportation and to lead a question and answer session.

Doug Carter provided the benefits that transit provides to the community.

Director Hansen inquired as to why RT keeps saying 1/3 of a cent for a new sales tax measure because the Board has not provided RT staff with that direction. Mr. Li indicated that 1/3 would cover the basic needs and that is why staff has been using that number. Director Hansen suggested that RT consider an aspirational goal of 1 cent, and then the Board can discuss it from there.

Director Serna wanted to know the definition of “frequent” based on transit service in neighborhoods. Doug Carter noted that 15 minutes or better is the industry definition.

Speakers:	Helen O’Connell	Brenda Anderson	Ray Pingle*
	Barbara Stanton	Rory Barlew*	Bill Smith
	Jeffery Tardaguila	Becky Heieck	Tiffani Fink
	Joan Barden		

Director Schenirer noted that part of RT’s mission is to provide service to everyone; RT needs the choice rider to pay full fare so that RT can provide and subsidize the service that other need. RT has requests for subsidized fares throughout the service area, and the idea of reinstating the Lifetime Pass (over 80) would be a good cut one. The Route Optimization Study (ROS) is most important. Director Schenirer suggested that RT look at the changing work and living center locations which have changed since the original design of the bus system. With change, comes difficulty, because the ROS may determine that some routes need to be changed, and the Board will have to make difficult choices at that point. Director Schenirer suggested that when engaging the public in the ROS process that staff pairs the route discussion with budget exercises so people understand that there is a cost for running service. Director Schenirer gave Ralph Niz and ATU kudos for assisting in making changes to safety, in particular, the Transit Agent program.

Director Serna wanted to know how Title VI will be a prominent part of the ROS. Laura Ham noted a title VI analysis is a mandated part of the process, and the right thing to do. The analysis will include any changes that would take place, and any impact on minority and low income populations. Director Serna suggested that RT stay focused on RT’s diverse communities (economically disadvantage and historically disenfranchised) and go further than the mandated part of Title VI. Director Serna wants to see RT challenge the brand of RT in terms of understanding its base value and whether there is opportunity to reassess that. Director Serna wanted to understand whether there is opportunity for joint development – looking at comprehensive projects to include commercial near RT’s light rail stops. Henry Li noted that Director Schenirer is going to lead a TOD task group, and RT is currently looking at a couple of sights for joint development, such as R Street. Director Schenirer is planning to put together a fairly diverse working group to look at long term TOD with RT’s current properties as well as have this group be a “sounding ground” with recommendations coming back to the RT Board of what should be done with each property.

Director Hansen noted there is a lot of work to do to convince the region the value of

transit, but also why it is germane to those that do not use it. He believes that RT should fight for itself for additional sales tax now that it is much stronger and positioned to grow, and he believes that the split should be 50/50. He is worried when we talk about property disposition that some of the people who are trying to buy properties are disconnected from the local land use needs. RT needs to be clear with people purchasing properties that they have to work with the local jurisdictions to make sure the uses are appropriate for the area. The connectivity of the network should be planned to work with local, intercity and high speed rail such as connecting the Blue Line to intercity rail through the San Joaquin corridor. The Connect Card and the ability to use our newer fare vending machines are important to getting people to purchase fares especially for light rail, where it is an open system. The easier RT makes it to purchase a ticket, the more people will comply. Director Hansen volunteered to serve on the TOD Committee.

Director Hume thought the change in meeting time was helpful so that more people can attend even though it might be tougher on the Board member's schedules. He appreciates the blank slate approach to the ROS thus shaking up the "etch a sketch and not looking at doing what we are doing better, but doing what we do better." Director Hume noted every dollar RT spends to bring transit to those that do not want it and will not use it, is a waste of resources that could have been spent enhancing the service to those who need it and want it. Director Hume suggested that RT look at their brand – "does Sacramento Regional Transit convey the right message; does light rail convey the right message." He is happy that RT is looking for additional funding sources.

Director Harris noted that without more public investment, RT will not achieve their goals. The public needs to understand they are voting for sustainability and a state of good repair for transit as well as functionality. The ROS has to have an equity piece and RT needs to make sure that we are serving all people because needs have changed over the years. Director Harris indicated that every city that has truly functional system has a train line or a robust way to get to an airport, and Sacramento does not have that. Director Harris would like to move to all electric buses if RT had the money to invest, and he would like to see that as one of RT's goals. Director Harris would like to be a part of the TOD conversation being that he has several opportunities in his district. Partnering with developers is essential to that vision. Choice riders are essential to be able to subsidize those that have a greater need. Director Harris suggested that as RT acquires new rolling stock that they be low floor vehicles.

Director Nottoli wants to know how to grow the system and make sure that people can get to where they want to go now and in the future while being prudent with RT's money. He is concerned that major components need to be replaced now which requires a major investment. If the \$35 million reduction in funding were to happen, that would significantly shift what RT had promised to people and, what could be done with the money. The message is that RT improves upon what we have as our assets, and has a human and community investment.

Director Budge stated that she echoes the comments about choice riders. Eliminating barriers is important. Director Budge indicated that the ROS is critical to Rancho Cordova because they and others such as North Natomas have growth areas that are not served. Director Budge agrees that budget information should be provided with the ROS. There is always “winners and losers” when routes are restructured. Director Budge is supportive of electric vehicles because of the lack of moving parts. Rancho Cordova has two of the largest TOD opportunities along the light rail system, and there have been proposals submitted in the past that did not go anywhere because of the economy. Director Budge would like to be part of the TOD discussion.

Director Miller believes that RT should concentrate on a transit only measure, concentrating on telling RT’s story on transit.

Chair Morin indicated that there is a lot of positive momentum in improving, enhancing, and adding to service. Staff is already seizing that opportunity and it is of high interest at the Board level. Chair Morin wants the community to understand that the RT Board is energized along with the staff. Chair Morin asked the Board members to use their influence to help make funding move along.

REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS

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

ANNOUNCEMENT OF CLOSED SESSION ITEMS

RECESS TO CLOSED SESSION

CLOSED SESSION

RECONVENE IN OPEN SESSION

CLOSED SESSION REPORT

ADJOURN

*Handout

As there was no further business to be conducted, the meeting was adjourned at 12:03 p.m.

ANDREW J. MORIN, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary