



# Sacramento Regional Transit District Agenda

**BOARD MEETING**  
**5:30 P.M., MONDAY, MARCH 25, 2019**  
**REGIONAL TRANSIT AUDITORIUM**  
**1400 29<sup>TH</sup> STREET, SACRAMENTO, CALIFORNIA**  
**Website Address: [www.sacrt.com](http://www.sacrt.com)**  
(29th St. Light Rail Station/Bus 38, 67, 68)

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**ROLL CALL** — Directors Budge, Hansen, Harris, Howell, Hume, Jennings, Miller, Nottoli, Schenirer, Serna and Chair Kennedy

Alternates: Directors Detrick, Kozlowski, Sander and Slowey

**PLEDGE OF ALLEGIANCE**

**CONSENT CALENDAR**

1. Motion: Approval of the Action Summary of March 11, 2019
2. Resolution: Approving a Sole Source Procurement and First Amendment to the Contract for Purchase of Siemens Coupler Components with Dellner, Inc. (A. Carrasco)
3. Approving Work Order No. 21 for Preliminary Engineering and Delegating Authority to the General Manager/CEO to Execute a Work Order for Final Design with Psomas for General Engineering Support Services for the Low Floor Vehicle Platform Conversion Project (D. Abansado/N. Nance)
  - A. Resolution: Approving Work Order No. 21 to the Contract for General Engineering Support Services – 2016 with Psomas for Preliminary Engineering for the Low Floor Vehicle Platform Conversion Project; and
  - B. Resolution: Conditionally Delegating Authority to the General Manager/CEO to Approve a Work Order to the Contract for General Engineering Support Services – 2016 with Psomas for Final Design Services for the Low Floor Vehicle Platform Conversion Project
4. Resolution: Approving the First Amendment to the Personal Services Contract with Michael Smith for Capital Project Technical Assistance (R. Thorn/H. Li)
5. Resolution: Approving the Sixth Amendment to the Personal Services Contract with Robin Haswell for Capital Project Management and Coordination Services (R. Thorn/H. Li)

6. Resolution: Adopting the Policy for Acceptance of Gifts and Donations (J. Adelman/B. Bernegger)
7. Resolution: Approving the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood with Electrify America and Delegating Authority to the General Manager/CEO to Execute Ancillary Agreements with Electrify America Related to the Cooperative Agreements (A. Carrasco)
8. Resolution: Approving a Non-Developmental Lease Agreement with the State of California Department of Transportation (Caltrans) for the Use of State Property for Parking Located Under the Capital City Freeway and Bordered by P, Q, 29<sup>th</sup> and 30<sup>th</sup> Streets, Sacramento, CA (B. Bernegger)
9. Approval of the Title VI Analysis, Permanently Adopting the Fare Reductions, Cash Transfers, and Folsom Only Fares (B. Bernegger)
  - A. Resolution: Approving a Title VI Fare Equity Analysis for Fare Reductions, Transfer Fares, Los Rios Pass Program Changes, and Folsom-Only Fares; and
  - B. Resolution: Modifying the Fare Structure (Resolutions No. 09-10-0174 and 18-06-0061 as Amended) to (1) Reduce Fares, (2) Include Transfers as Valid Prepaid Fare Media, and (3) Add Fares for Folsom Dial-A-Ride and Fixed-Route Service.
  - C. Resolution: Repealing Resolution No. 16-03-0025, and Modifying Fares For Complementary Paratransit Service

## **INTRODUCTION OF SPECIAL GUESTS**

## **UNFINISHED BUSINESS**

## **PUBLIC HEARING**

## **PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA\***

## **NEW BUSINESS**

## **GENERAL MANAGER'S REPORT**

10. General Manager's Report
  - a. SacRT Meeting Calendar

## **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**

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### **\*NOTICE TO THE PUBLIC**

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

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

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

This agenda may be amended up to 72 hours prior to the meeting being held. An Agenda, in final form, is located by the front door of Regional Transit's building at 1400 29<sup>th</sup> Street, Sacramento, California, and is posted on the SacRT website.

The Regional Transit Board of Directors Meeting is being videotaped. A replay of this meeting can be seen on Metrocable Channel 14 and will be webcast at [www.sacmetro.cable.tv](http://www.sacmetro.cable.tv) on March 27 @ 6:00 p.m. and replayed on March 28th @ 6:00 p.m.

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 916/483-4327 at least 72 business hours in advance of the Board Meeting.

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on SacRT's website, on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District, and are available for public inspection at 1400 29<sup>th</sup> Street, Sacramento, California. Any person who has any questions concerning any agenda item may call the Clerk to the Board of Sacramento Regional Transit District.

**SACRAMENTO REGIONAL TRANSIT DISTRICT  
BOARD OF DIRECTORS  
BOARD MEETING  
March 11, 2019**

**ROLL CALL:** Roll Call was taken at 5:31 p.m. PRESENT: Directors Harris, Howell, Hume, Jennings, Miller, Schenirer, and Chair Kennedy. Directors Nottoli and Serna arrived at 5:33 p.m. Director Hansen arrived at 5:46 pm. Absent: Director Budge

**PLEDGE OF ALLEGIANCE**

**CONSENT CALENDAR**

1. Motion: Approval of the Action Summary of February 25, 2019
2. Resolution: Delegating Authority to the General Manager/CEO to Award a Contract for the Purchase of Light Rail Vehicle Tire Kits (A. Carrasco)
3. Resolution: Approving a License Agreement with the City of Sacramento to Manage Sacramento Regional Transit District's Property Located at 510 12<sup>th</sup> Street and 1122 E Street, Sacramento, CA (B. Bernegger)
4. Resolution: Authorizing Travel Outside the United States for Patrick Kennedy, Chair, SacRT Board of Directors, to Represent Sacramento's Transportation Industry to Assist the Mayor of Sacramento to Lead a Regional Trade Mission to China Focused on Smart Cities (C. Brooks/L. Ham)
- 4A. Resolution: Approving the Second Amendment to the Contract with Urban Transportation Associates for the Purchase of Additional Automated Passenger Counters (R. Thorn/H. Li)

**ACTION: APPROVED - Director Howell moved; Director Schenirer seconded approval of the consent calendar as written. Motion was carried by voice vote. Absent: Directors Budge, Hansen, Nottoli and Serna.**

**INTRODUCTION OF SPECIAL GUESTS**

**UNFINISHED BUSINESS**

5. Information: SacRT Forward Update/Marketing & Communications Plan (L. Ham/D. Selenis)

Mr. Li provided a history that the overall goal of this project is to redesign a 30 year old and

largely outdated bus network using very limited resources. The major challenges were to provide more weekend, frequent and late night service. The implementation date for this project is being moved to September from June/July to make sure that everything is right for our customers. SacRT has added 3.5% additional service as part of this project using SB1 money. The next step is to examine SacRT's bus stop spacing and develop criteria which will lead to additional time savings. SacRT has a plan to service future developments. As SmarT ride funding is temporary, SacRT needs to identify sustainable funding sources to keep this service going in the future. The ultimate goal is to double SacRT's bus fleet.

Laura Ham noted that all of the adjustments discussed at the February 25 Board meeting have been adopted into the new network (later evening peak trips on Route 2 and 6, preserving the new Route 13 that will be combined with the Route 22, adding an additional Route 113 – peak route, keeping Route 68 on 44<sup>th</sup> Street serving the Fruitridge Community Collaboration and other existing riders on 44<sup>th</sup> Street, and residents on La Riviera will now have weekend bus service with Route 84). Staff is launching an effort on the Sunrise Blvd. corridor and will provide more information at the next update. Staff is adding 4 new peak trips to better serve high schools and middle schools in the San Juan U.S.D.

Devra Selenis provided an update on the marketing plan which includes communication by sector: SacRT employees, elected officials, key stakeholders, community groups, the general public and the media. Each sector will have a different focus. SacRT employees will be provided training on the service changes and have printed material to hand out to the public. Elected officials will be provided messaging tool kits that include pre-written social media, artwork and links to electrically share with constituents through newsletters and social media platforms. For stakeholders and community groups, the SacRT Forward Team will schedule presentations to inform them of the changes that have been improved, as well as provide printed materials in multiple languages. The media will be provided with briefings, press releases, a press conference will be held during the first week of service, schedule appearances for television and radio programming, draft editorials and encourage media ride-a-longs. The number one priority will be reaching SacRT's customers and the general public. There are three major elements to the SacRT Forward campaign: Owned (materials created and shared with riders); Earned (gained recognition and a following through SacRT communication channels); Paid (purchasing digital print, social media, radio and tv ads).

Ms. Selenis noted that the campaign theme prior to the launch of service is called "Look Forward" and then it will switch to "Moving You Forward" after the new network is launched. Both themes will continue to tie back to the original project name "SacRT Forward" in order to keep consistency. Phase 1 will begin on February 26 and go through the end of March. Phase 2 will run through April 1 and go through the end of June. Phase 3 will run from July 1 through the launch of new service. Phase 4 will start from the first day of launch. SacRT will launch the "SacRT in Your Neighborhood" on line forum which will be similar to Nextdoor.

**ACTION: NONE – Information Item Only.**

Speaker: Jeffery Tardaguila

6. Approving Fixed Route, ADA Paratransit/Dial-A-Ride, Maintenance Operations Contract and the Second Amendment to the Service Agreement for the City of Elk Grove (L. Ham)
  - A. Resolution: Approving the Fixed Route, ADA Paratransit/Dial-A-Ride, and Maintenance Operations Contract for Service with the City of Elk Grove; and
  - B. Resolution: Conditionally Approving the Second Amendment to the Service Agreement with the City of Elk Grove

**ACTION: APPROVED - Director Hansen moved; Director Howell seconded approval of the consent calendar as written. Motion was carried by voice vote. Absent: Director Budge.**

7. Information: Update on the Potential Use of Property at the Florin Road Light Rail Station for a Homeless Shelter (B. Bernegger)

Mr. Bernegger provided an overview of the Florin Road Light Rail Station and the location of the property within the station that the City of Sacramento is asking to lease for a temporary homeless shelter. Mr. Bernegger noted that SacRT because the Florin Road site has been declared surplus, is seeking a developer that is interested in doing a joint development on that site. Mr. Bernegger noted that because this property was purchased with federal money, two of the many terms of the agreement are that the Federal Transit Administration must concur with the lease of the property, and that the property is leased for fair market value and incidental use. Mr. Bernegger provided mentioned other terms that are being considered for the lease agreement.

Director Serna wanted to whether there has been, or will be, discussion about how to maintain security, cleanliness (on and around the property and the vehicles). These are the things SacRT has been striving to address system-wide for the last 3 – 4 years. Mr. Bernegger noted that staff is negotiating with the City of Sacramento (City) and the discussions vary about what the description of security means.

Director Nottoli is concerned that the underutilized parking area and the surrounding neighborhood become an area of illegal camping. He wants to know what ability, if any under the Boise Decision, does SacRT have to remove these people. Matthew Pinkerton, Director of Legal Services, will review the Boise case and provide an answer to Director Nottoli.

Speakers:	Hilary Gould	Gloria Lapp	Barbara Etrick
	Lizbeth Delgadillo	Pearline Horne	Eva Gonzalez
	Bob Erlenbusch	Dale Vaira	John Perryman
	Melanie Naturale	Elodi Aldaco	Corey DeRoo

Emily Brantley	Jane Sheraskey	Sheri Woods
David Plag	Jeffery Tardaguila	Ernest Lehr
Nakisha Barthell	Bob Solecki	Thomas Donaldson
Jose Volasco		

Director Harris indicated that he represents District 3 where the current Railroad Shelter is located. He noted that District 3 has approximately 50% of the homeless population in the six county region. The Railroad Shelter has housed 171 most service resistant people in the City by applying services within the triage setting allowing them to envision a different way forward in their lives. If nothing is done, the impact of homelessness will increase.

Director Hume wishes the City of Sacramento the best of luck in their effort to solve homelessness; however, as a SacRT Board member he cannot support putting a triage shelter in any proximity to a SacRT Light Rail station because of the spillover effect, and what it will due to the ridership, originating at that station, and passing through the station. He believes this is going against everything that SacRT has been trying to do.

Director Hansen noted that every part of Sacramento has different needs and that it is important to have conversations with the neighborhood to build good will. It is important for the City of Sacramento to provide outreach to the community to make sure that the City lives up to their commitments. Director Hansen would like to continue to build agreements between the community, the PDIB, SacRT and the City to support whatever happens so that the community feels like they have some security.

Director Schenirer would like staff to provide answers to the questions that have been asked by the Board and members of the public. Additionally, more outreach is being conducted in the next few weeks with schools and the mobile home owners. The City wants to continue to have discussions on the impacts of placing a site at the Florin Light Rail Station. There are other sites under consideration from the City. Director Schenirer noted that there are already homeless in the Florin neighborhood, and those are the people that the City will try to reach to provide the services of this shelter. The City of Sacramento plans to put a trailer with cameras next to the shelter that would be a substation for Transit Officers so that additional eyes are on the light rail station; additional fencing would be provided; 24 hour security within the shelter itself; and the shelter will be locked at some time in the evening so people are not roaming around the neighborhood; and a Downtown Streets Team will be hired – they are folks that are homeless in the shelter to do clean up around the site, the station and hopefully into the neighborhood.

Director Serna reiterated his concerns about how SacRT working with the City, or the City alone expects to satisfy his concern for the progress SacRT has made to date for safety and cleanliness. He would like to understand, at the time the SacRT Board takes a vote, how the neighborhood going to be insulated from impacts, how the SacRT system is going to be insulated from additional impacts, and how is the City, and SacRT are going to handle expectations once the shelter goes away, because it is being considered as a temporary proposal. Director Serna wants to know what happens, after a few years of a sprung unit that is housing people. Will there will be an expectation by both that are

unsheltered that are being served there, and the neighborhood and SacRT, once it does away. There needs to be a very clean exit plan as well. He would like a detailed expression of how SacRT is going to be able to react quickly, if necessary, working in conjunction with the City to address impacts that are greater in magnitude than SacRT expects, or impacts that we did not expect at all.

Director Howell reminded the public that it is the responsibility of the SacRT Board to decide whether or not to lease the property to the City. The SacRT Board is not going to run or operate the shelter. Those concerns are better addressed with the City as opposed to the SacRT Board. The City of Folsom also has a homeless issue and the vast majority of people who are homeless in Folsom were in fact born and raised there, or came back because they have children there. She noted that there are residents in Folsom that believe that light rail was the reason why there is a homeless problem in Folsom, and that is absolutely not true.

Chair Kennedy addressed the history of turning SacRT around to make it a better transportation agency over the last few years. He can appreciate the sincerity of wanting to help people we serve. When he sits as a Board member for SacRT, he sits on the Board to make SacRT sound and successful. He does not see how clean, safe and convenient fits in with putting a sprung tent on light rail station property. He does not believe that a light rail station is the appropriate place for a shelter, not good for SacRT, and is his primary concern as Board Chair.

**ACTION: NONE – Information Item Only.**

## **PUBLIC HEARING**

### **PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA**

Speaker:

Mike Garabedian – Mr. Garabedian wanted to try to get information on how to find a report that was done in the past on an extension of light rail to Roseville.

Jeffery Tardaguila – Mr. Tardaguila suggested that the Board review their pilot projects and the problems with them. He reminded Director Hansen about the next Paratransit Board meeting. Director Hansen noted that the meeting had been canceled.

## **NEW BUSINESS**

### **GENERAL MANAGER'S REPORT**

8. General Manager's Report
  - a. SacRT Meeting Calendar



Mr. Li deferred his General Manager's Report.

**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**

The Board recessed to Closed Session at 7:40 p.m.

**CLOSED SESSION**

- A. Conference with Legal Counsel  
Pursuant to Gov. Code Section 54956.9(b)  
Anticipated Litigation  
One Case

**RECONVENE IN OPEN SESSION**

**CLOSED SESSION REPORT**

There was no Closed Session Report.

**ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 7:54 p.m.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
2	03/25/19	Open	Action	03/12/19

Subject: Whether or not to approve a Sole Procurement and amend the Contract with Dellner, Inc. for the Purchase of Coupler Components

## ISSUE

Whether or not to approve a Sole Source Procurement and First Amendment to the Contract for Purchase of Siemens Couplers with Dellner, Inc.

## RECOMMENDED ACTION

Adopt Resolution No. 19-03-\_\_\_\_, Approving a Sole Source Procurement and the First Amendment to the Contract for Purchase of Siemens Couplers with Dellner, Inc.

## FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	527,381.00
Budget Source:	Capital	Next FY:	\$	0
Funding Source:	Federal and Local	Annualized:	\$	0
Cost Cntr/GL Acct(s) or Capital Project #:	651.07.11	Total Amount:	\$	527,381.00
Total Budget:	\$ 527,381.00			
Including Sales Tax				

## DISCUSSION

On May 14, 2018, the Board approved a sole source contract to Dellner, Inc. for Coupler Assemblies required to maintain the Siemens U2 LRVs for the remainder of service life.

The coupler assembly is a major component of the Siemens U2 Light Rail Vehicles (LRV), which have been in revenue service since 1987. In 2001, Staff identified the need to preform Mid-Life overhaul on the fleet. Between 2005 and 2009 the majority of the overhaul activities were performed. In January 2019, the Grants department met with Maintenance to discuss what was needed for the Siemens U2/U2a fleet to complete the mid-life project, to spend the remaining project funds and complete the project by the end of 2019.

Maintenance identified the 72 coupler assemblies currently installed on the LRVs that were not adequately rebuilt during the original mid-life activities. During the mid-life overhaul, each coupler was inspected and only components out of tolerance were replaced, not a complete rebuild as recommended by the manufacturer. Critical components that were not replaced are now starting to fail. The items to be replaced are the suspension attachments, hooks, and coupling links.

Approved:

Presented:

Final 03/15/19

General Manager/CEO

Vice President, Maintenance

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Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
2	03/25/19	Open	Action	03/12/19

Subject: Whether or not to approve a Sole Procurement and amend the Contract with Dellner, Inc. for the Purchase of Coupler Components

The couplers and their components are part of the existing equipment manufactured by Dellner, Inc. (Dellner). This equipment must be compatible and interchangeable. The required components for the Coupler Type 46 PN 153811 are a unique design manufactured specifically for Siemens Industry, Inc. to Sacramento Regional Transit's (SacRT) specifications. Dellner holds the design rights and owns all tooling and drawings required for manufacturing.

Staff has researched the market and found that no other companies manufacture components that are compatible with SacRT's existing equipment. While it is theoretically possible to reverse engineer these components, Staff believes, based on past OEM procurements, that it would be futile to seek competition due to the high costs for other potential manufacturers to produce a limited quantity of these specialized components. Staff has researched the market and determined the price to be fair and reasonable based on past purchase history. The most expeditious and efficient way to acquire these components is through the existing Dellner contract for purchase of the full coupler assemblies.

Staff recommends approving: (1) the sole source procurement of coupler components and (2) the First Amendment to the Contract for the purchase with Dellner.

RESOLUTION NO. 19-03-\_\_\_\_\_

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

**March 25, 2019**

**APPROVING A SOLE SOURCE PROCUREMENT AND THE FIRST AMENDMENT TO THE CONTRACT FOR PURCHASE OF SIEMENS COUPLERS WITH DELLNER, INC.**

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

THAT, in accordance with Section 1.405.A.1.d of the SacRT Procurement Ordinance, sole source procurement for supplies is permitted upon a determination that award to another contractor for the production of highly specialized equipment would result in unacceptable delay and it would be futile to seek competition.

THAT, due to Dellner owning the design rights, tooling, and drawings required for manufacturing, it would be futile to seek competition for production of the type 46 coupler components, which are required to be compatible within SacRT's existing Siemens light rail fleet.

THAT, the First Amendment to the Contract for Purchase of Siemens Couplers by and between Sacramento Regional Transit District (therein "SacRT") and Dellner Inc. (therein "Contractor") whereby Contractor agrees to furnish coupler components in addition to full coupler assemblies and the total consideration is the increased by \$487,188.00, from \$674,430 to \$1,161,528 plus applicable sales tax, is hereby approved.

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

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	03/25/19	Open	Action	03/18/19

Subject: Approving Work Order No. 21 for Preliminary Engineering and Delegating Authority to the General Manager/CEO to Execute a Work Order for Final Design with Psomas for General Engineering Support Services for the Low Floor Vehicle Platform Conversion Project

## ISSUE

Whether or not to approve Work Order No. 21 for Preliminary Engineering and Conditionally Delegate Authority to the General Manager/CEO to Execute a Work Order for Final Design with Psomas for General Engineering Support Services for the Low Floor Vehicle Platform Conversion Project.

## RECOMMENDED ACTION

- A. Adopt Resolution No. 19-03-\_\_\_\_\_, Approving Work Order No. 21 to the Contract for General Engineering Support Services – 2016 with Psomas for Preliminary Engineering for the Low Floor Vehicle Platform Conversion Project; and
- B. Adopt Resolution No. 19-03-\_\_\_\_\_, Conditionally Delegating Authority to the General Manager/CEO to Approve a Work Order to the Contract for General Engineering Support Services – 2016 with Psomas for Final Design Services for the Low Floor Vehicle Platform Conversion Project.

## FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	1,199,362.25
Budget Source:	Capital	Next FY:	\$	N/A
Funding Source:	STA, Developer Fees and STP	Annualized:	\$	N/A
Cost Cntr/GL Acct(s) or Capital Project #:	R314.03.02.01.21	Total Amount:	\$	1,199,362.25
	R314.04.02.01.23			
Total Budget:	\$ 1,199,362.25			

## DISCUSSION

The majority of SacRT's existing light rail vehicles have reached their useful life or surpassed their mid-life overhaul. Mechanical failures have plagued SacRT's fleet, impacting normal daily operations. As the fleet continues to age, new low floor light rail vehicles have been included in SacRT's Capital Program. The new low floor vehicles will increase the capacity for passengers with disabilities and increase overall operational reliability. However, the new low floor vehicles will be incompatible with existing light rail stations, with the exception of those rail stations constructed as part of the Green Line to The River District and the South Sacramento Corridor Phase 2

Approved:

Presented:

Final 03/18/19

General Manager/CEO

Director, Civil and Track Design

J:\Board Meeting Documents\2019\05 March 25, 2019\Low Flow Station Conversion IP\_22619.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	03/25/19	Open	Action	03/18/19

Subject: Approving Work Order No. 21 for Preliminary Engineering and Delegating Authority to the General Manager/CEO to Execute a Work Order for Final Design with Psomas for General Engineering Support Services for the Low Floor Vehicle Platform Conversion Project

Projects. In addition, the new low floor vehicles will be incompatible with SacRT’s existing rail vehicle fleet.

The Folsom Modernization Project includes the procurement of 10 light rail vehicles, 15 minute service to Historic Folsom and the low floor station conversion for the Gold Line Stations. SacRT is committed to delivering these components of the Folsom Modernization Project by December 2023. The conversion of the light rail stations has been identified as the critical path for the overall project schedule.

To meet this aggressive schedule, SacRT requested proposals from its two General Engineering Support Services Consultants. Psomas has submitted proposals for both preliminary and final design. Because the Folsom Modernization Project will be partially funded by federal dollars, SacRT cannot approve or award a contract for final design work until completion of required environmental clearance for the project under the National Environmental Policy Act (“NEPA”). Staff believes that this work is subject to a Categorical Exclusion under NEPA and has requested concurrence from the FTA regarding this conclusion.

In the interim, Staff would like Psomas to proceed with the preliminary design work to keep the project moving forward.

Work Order No. 21 will include preliminary engineering for the conversion of 29 light rail stations on the Gold Line. The scope of the construction work will include: adjusting all platforms to an 8-inch elevation above top of rail; replacing detectable warning tiles/directional guidance tiles; adjusting all facilities and furniture on the platforms to the new height; removing/replacing all in-ground artwork in direct conflict; modifying tree grates/planters; modifying drainage facilities; modifying adjacent improvements to meet ADA requirements; removing the existing mini-high structures and replacing them with temporary structures; and adding crosswalk areas, fencing and signage.

To expedite preparation of the final design once the environmental process is concluded, Staff is requesting that the Board delegate authority to the General Manager/CEO to approve and execute the Work Order for final design upon conclusion of the environmental process.

The Psomas team has performed several site surveys for previous station improvement projects and is familiar with the existing stations. Staff recommends A) Board approval of Work Order No. 21 Preliminary Engineering in the amount \$628,973.32 and B) a conditional delegation of authority to the General Manager/CEO to execute a Work Order for Final Design for the Low Floor Vehicle Platform Conversion Project in the amount of \$570,388.93 contingent upon completion of the environmental process.

RESOLUTION NO. 19-03-\_\_\_\_\_

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

March 25, 2019

**APPROVING WORK ORDER NO. 21 TO THE CONTRACT FOR GENERAL  
ENGINEERING SUPPORT SERVICES – 2016 WITH PSOMAS FOR PRELIMINARY  
ENGINEERING FOR THE LOW FLOOR VEHICLE PLATFORM CONVERSION  
PROJECT**

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

THAT, Work Order No. 21 to the Contract for General Engineering Support Services -- 2016 between the Sacramento Regional Transit District, therein referred to as "RT," and Psomas, therein referred to as "Consultant," whereby Consultant agrees to provide preliminary engineering support services for the Low Floor Vehicle Station Platform Conversion Project, as specified, for an amount not to exceed \$628,973.32, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute Work Order No. 21.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-03-\_\_\_\_\_

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

March 25, 2019

**CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO  
TO APPROVE A WORK ORDER TO THE CONTRACT FOR GENERAL  
ENGINEERING SUPPORT SERVICES – 2016 WITH PSOMAS FOR FINAL  
DESIGN SERVICES FOR THE LOW FLOOR VEHICLE PLATFORM  
CONVERSION PROJECT**

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

THAT, the Board hereby delegates authority to the General Manager/CEO to approve a Work Order for the Contract for General Engineering Support Services – 2016 between the Sacramento Regional Transit District, therein referred to as “RT,” and Psomas, therein referred to as “Consultant,” whereby Consultant agrees to provide final design services and construction support services for the Low Floor Vehicle Station Platform Conversion Project, as specified, for an amount not to exceed \$570,388.93, contingent on the completion of environmental clearance for the Project.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary



# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
4	03/25/19	Open	Action	03/13/19

Subject: Whether or not to approve the First Amendment to the Temporary Employment Contract with Michael Smith for Capital Project Technical Assistance

## ISSUE

Whether or not to approve the First Amendment to the Temporary Employment Contract with Michael Smith for Capital Project Assistance.

## RECOMMENDED ACTION

Adopt Resolution No 19-03-\_\_\_, Approving the First Amendment to the Personal Services Contract with Michael Smith for Capital Project Technical Assistance.

## FISCAL IMPACT

Budgeted:	Yes	This FY:	\$ 8,000
Budget Source:	Capital	Next FY:	\$32,800
Funding Source:	CA Proposition 1B Transit Security, STA, Revenue Bonds	Annualized:	\$40,800
Cost Cntr/GL Acct(s) or Capital Project #:	M009, T036, T051, T054, R355	Total Amount:	\$40,800
Total Budget:	\$40,800		

## DISCUSSION

Under the General Manager/CEO's authority, SacRT entered into a Contract with Michael Smith on April 13, 2018 for technical and installation assistance with several of SacRT's P1B-TSGP funded technology and security projects.

As a SacRT retired annuitant, Mr. Smith has been instrumental in SacRT's implementation of: an updated Facilities Maintenance Work Management system, Light Rail Station Public Address System, Security and Surveillance Systems, and Light Rail Automated Passenger Counters. Mr. Smith's continued technical support is necessary to ensure timely and successful completion of these projects.

As Mr. Smith is a retired annuitant, his contract is limited to a maximum 960 annualized work hours. This saves SacRT significant funding as opposed to a full time position, while providing many of the benefits of a seasoned, experienced full time worker.

Staff recommends that the Board approve the First Amendment to the contract with Mr. Smith increasing the total Contract consideration by \$40,800, from \$40,800 to \$81,600, and extending the term of the Contract to April 12, 2020.

Approved:

Presented:

Final 03/18/19

General Manager/CEO

Director, Information Technology/CIO

RESOLUTION NO. 19-03-\_\_\_\_\_

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

March 25, 2019

**APPROVING THE FIRST AMENDMENT TO THE PERSONAL SERVICES  
CONTRACT WITH MICHAEL SMITH FOR CAPITAL PROJECT TECHNICAL  
ASSISTANCE**

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

THAT, the First Amendment to the Personal Services Contract between Sacramento Regional Transit District, therein referred to as "SacRT," and Michael Smith, therein referred to as "Contractor," whereby the not-to-exceed amount of the Contract is increased by \$40,800, from \$40,800 to \$81,600, and the term of the Contract is extended by one year to April 12, 2020, is hereby approved.

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

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	03/25/19	Open	Action	03/13/19

Subject: Whether or not to approve the Sixth Amendment to the Temporary Employment Contract with Robin Haswell for Project Assistance

## ISSUE

Whether or not to approve the Sixth Amendment to the Temporary Employment Contract with Robin Haswell for Project Assistance.

## RECOMMENDED ACTION

Adopt Resolution No 19-03-\_\_\_\_\_, Approving the Sixth Amendment to the Personal Services Contract with Robin Haswell for Capital Project Management and Coordination Services.

## FISCAL IMPACT

Budgeted:	Yes	This FY:	\$20,000
Budget Source:	Capital	Next FY:	\$50,000
Funding Source:	CA Proposition 1B Transit Security, STA, Revenue Bonds	Annualized:	\$70,000
Cost Cntr/GL Acct(s) or Capital Project #:	M009, T036, T051, T054, R355	Total Amount:	\$70,000
Total Budget:	\$70,000		

## DISCUSSION

Under the General Manager/CEO's authority, SacRT entered into a Contract with Ms. Robin Haswell on March 29, 2013 for capital project management and coordination of SacRT's California Proposition 1B Transit Security (P1B-TSGP) grant projects and initiatives.

For the past six years Ms. Haswell has performed capital project management, oversight, coordination, logistical support, and vendor management for all of SacRT's P1B-TSGP funded technology and security projects.

SacRT has benefitted dramatically from the P1B-TSGP program. Since its inception in 2006 the program has funded over two dozen important technology, security and communications projects. These projects include; digital security cameras and video recorders in SacRT's bus and light rail fleets, enhanced passenger information systems such as light rail station digital messaging signs and public address system, computer aided dispatching, automated vehicle location systems for both bus and rail to name just a few.

Approved:

Presented:

Final 03/18/19

General Manager/CEO

Director, Information Technology/CIO

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	03/25/19	Open	Action	03/13/19

Subject: Whether or not to approve the Sixth Amendment to the Temporary Employment Contract with Robin Haswell for Project Assistance

SacRT currently has ten active P1B-TSGP technology and security projects in progress scheduled to be completed within the next 12-18 months, and is currently recruiting to fill two recently approved permanent technical project positions that will assist with the completion of these projects.

SacRT continues to need Ms. Haswell's services to ensure these projects are appropriately managed, completed and closed out successfully. Full funding for Ms. Haswell's Contract is budgeted and included in these capital projects.

Renewing Ms. Haswell's contract ultimately saves SacRT significant funding as opposed to a full time permanent position, which would add approximately 50% or more in cost due to health care benefits and pension contributions. In addition, Ms. Haswell currently works on a reduced schedule, and charges fewer work hours than a full time permanent employee.

Staff recommends that the Board approve the Sixth Amendment to the contract with Ms. Haswell increasing the total Contract consideration by \$70,000, from \$418,000 to \$488,000, and extend the term of the Contract to March 31, 2020.

RESOLUTION NO. 19-03-\_\_\_\_\_

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

March 25, 2019

**APPROVING THE SIXTH AMENDMENT TO THE PERSONAL SERVICES  
CONTRACT WITH ROBIN HASWELL FOR CAPITAL PROJECT MANAGEMENT  
AND COORDINATION SERVICES**

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

THAT, the Sixth Amendment to the Personal Services Contract between Sacramento Regional Transit District, therein referred to as "SacRT," and Robin Haswell, therein referred to as "Contractor," whereby the not-to-exceed amount of the Contract is increased by \$70,000, from \$418,000 to \$488,000, and the term of the Contract is extended by one year to March 31, 2020, is hereby approved.

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

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	03/25/19	Open	Action	03/15/19

Subject: Policy for Acceptance of Gifts and Donations

## ISSUE

Whether or not to adopt the Policy for Acceptance of Gifts and Donations

## RECOMMENDED ACTION

Adopt Resolution No. 19-03-\_\_\_\_\_, Adopting the Policy for Acceptance of Gifts and Donations

## FISCAL IMPACT

None.

## DISCUSSION

The Sacramento Regional Transit District (SacRT) does not have a formal process to accept gifts or donations from members of the public or private donors. In order to comply with SacRT's enabling legislation and to ensure proper safekeeping and receipt of donations staff deemed it reasonable to develop a policy for the acceptance of gifts and donations (donations).

Attached as Exhibit A, is the proposed Policy for Acceptance of Gifts and Donations (Policy). The Policy provides guidance to staff on how to handle a variety of situations and questions that may arise during a donation or gift transaction. For example, there are 7 types of donations that will be accepted:

1. Cash
2. Tangible Personal Property
3. Real Estate
4. Remainder Interests in Property
5. Life Insurance
6. Bequests
7. Life Insurance Beneficiary Designations

Each of the seven categories listed above are defined and instructions are provided on how to accept said donations. Further the policy requires that a Donation Acceptance Committee (DAC) must be formed to review proposed donations to SacRT. SacRT will only accept donations that are legal and consistent with organizational policy, as well as, state and federal laws. The DAC will be comprised of members of the following divisions: Finance, Procurement, Legal, and a team member from the functional department that would be accepting the donation.

Approved:

Presented:

Final 03/18/19

General Manager/CEO

Treasury Controller

J:\Board Meeting Documents\2019\05 March 25, 2019\03-25-19 Adopting the Policy for Acceptance of Gifts and Donations.docx

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	03/25/19	Open	Action	03/15/19

Subject: Policy for Acceptance of Gifts and Donations

While SacRT would prefer all donations be free of use restrictions, staff understands that sometimes a donor would like their assets used for a specific purpose. Where a permissible restriction is imposed, cash donations will be restricted and tracked separately to ensure use is for allowable activities. Assets that are donated for a restricted purpose will be recorded and monitored by management to ensure use is for allowable activities only.

It is SacRT's responsibility to hold all donations for safekeeping and appropriate use. SacRT will follow its various process specific memorandums that have been developed to instruct its staff how to handle and record cash and assets received as donations. An internal control structure will be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of control should not exceed the benefits likely to be derived, including, the valuation of costs and benefits of acceptance that requires estimates of value and the judgment of the DAC.

Staff recommends that the Board adopt the Policy for Acceptance of Gifts and Donations.

RESOLUTION NO. 19-03-\_\_\_\_\_

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

March 25, 2019

**APPROVING THE ADOPTION OF A POLICY FOR THE ACCEPTANCE OF GIFTS  
AND DONATIONS**

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

THAT, the Board of Directors hereby approves the "Policy for the Acceptance of Gifts and Donations" attached hereto as Exhibit A.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary



**EXHIBIT A**  
**SACRAMENTO REGIONAL TRANSIT DISTRICT**  
**POLICY FOR ACCEPTANCE OF GIFTS AND DONATIONS**

**I. POLICY.**

The purpose of the Sacramento Regional Transit District's (SacRT) Policy for the Acceptance of Gifts and Donations (Donation Policy) is to establish appropriate procedures for SacRT to follow when a gift or donation is offered to SacRT.

The mission of SacRT is to promote and improve access in the Sacramento region by providing safe, reliable, and fiscally responsible transit service that links people to resources and opportunities. It is SacRT's policy to accept donations of personal or real property that may be used to promote and further the mission of the District. SacRT urges all prospective donors to seek the assistance of personal legal and financial advisors in matters relating to their intended donations to SacRT. Donations will only be accepted if they do not interfere with SacRT's mission, purpose, enabling legislation and procedures.

SacRT will only accept donations that are legal and consistent with organizational policy, as well as, state and federal laws. While SacRT Staff does not provide legal or tax advice, every effort will be made to assist donors in complying with the intents and purposes of the Internal Revenue Service in allowing charitable tax benefits, but SacRT cannot assure donors that all gifts accepted by the agency are tax-deductible contributions. To the extent permitted, SacRT will provide full disclosure to the donor, ensuring that gifts are recorded, allocated and used according to the donor's intent and designation.

**II. For purposes of this Policy, these terms are used as follows:**

- A. Donation/Gift: A "donation" or "gift" is a transfer of personal or real property, made voluntarily, and without consideration.
- B. Revocability: A donation, other than a gift in view of impending death, cannot be revoked by the giver.
- C. Date of Donation:

"Date of Donation" is the legal date of donation/gift for tax filing purposes (the date the donor relinquishes control of the asset(s).) Legal date of the donation is determined by the postmark date for items received via the U.S. Postal Service. Items received through private courier (i.e. UPS, FedEx, etc.) are dated with the date of receipt by SacRT. Transactions received by telephone (i.e. credit card calls) or on-line via SacRT's website, are dated with the date the call is received or the on-line transaction is posted.

D. Deferred (Planned) Donation:

Deferred, or planned, gifts are donations from which SacRT will benefit at some future date (usually at the time of death of the donor or a beneficiary). Deferred/Planned gifts may be received in the form of: 1) Bequests, 2) Pooled Income Funds, 3) Charitable Gift Annuities, 4) Charitable Remainder Trusts.

**III. General Provisions Relevant to All Donations.**

A. Use of Financial Advisors and Counsel.

SacRT urges all prospective donors to seek the assistance of independent personal legal and financial advisors in matters relating to their gifts and the resulting tax and estate planning consequences. SacRT and its employees and agents are prohibited from advising donors about the tax consequences of their donations, or in assisting donors with preparation of wills, trusts, or other legal documents to facilitate such transfers.

B. Conflict of Interest.

Gifts are also subject to the provisions provided by law, including SacRT's adopted Conflict of Interest policies.

SacRT will make every effort to ensure that accepted donations are in the best interests of the organization and the donor. Any donor who is a supplier, contractor or service provider is precluded from making a donation to SacRT during the term of their contract. Any donor who has made a gift to SacRT is precluded from participating in any SacRT procurement as an individual or as a business enterprise to which he/she has an interest for a period of three years from the date of acceptance of their donation.

C. Restrictions on Gifts.

SacRT will accept unrestricted donations and donations for specific programs and purposes, provided that such donations are consistent with its stated mission, purposes and priorities. SacRT will not accept donations that are too restrictive in purpose. Donations for purposes that are not consistent with SacRT's mission or with its current or anticipated programs cannot be accepted. Examples of donations that are too restrictive are gifts that are too difficult to administer or donations that are for purposes outside the mission of SacRT.

All final decisions on the restrictive nature of a gift, its acceptance or refusal, will be made by the General Manager/CEO, upon consultation with the Treasury Controller and Legal Counsel for the District.

#### **IV. Donation Acceptance Committee.**

- A. The “Donation Acceptance Committee” (DAC) will be formed to review proposed Donations to SacRT. The Committee will represent SacRT’s interests in evaluating property for a use related to SacRT’s mission. The Committee will be comprised of members of the following departments: Finance, Procurement, Legal, and the functional department that would be accepting the donation. For example, a utility truck would require a Facilities representative.
- B. The DAC is charged with the responsibility of reviewing all donations proposed to be made to SacRT, properly screening all donations, making a determination of the acceptance or rejection of donations, and making a recommendation to General Manager/CEO, or the Board of Directors, on the value of the donation.

#### **V. Types of Donations.**

- A. The following types of donations are provided as examples of acceptable donations, but this list is not exhaustive, and is not intended to preclude the acceptance of other forms of donations:
  - 1. Cash
  - 2. Tangible Personal Property
  - 3. Real Estate
  - 4. Remainder Interests in Property
  - 5. Life Insurance
  - 6. Bequests
  - 7. Life Insurance Beneficiary designations
- B. The following criteria govern the acceptance of each donation form to be reviewed by the DAC:
  - 1. Cash:

Cash is acceptable in any form. Checks must be made payable to SacRT and must be delivered to Treasury Controller at 1400 29<sup>th</sup> Street Sacramento, CA 95816. A cash donation may not be accepted for the purchase of fare media to provide rides to a designated person or group of persons, such donations do not constitute a “gift” for purpose of this policy.

Any potential donations of securities must be liquidated and provided to SacRT in the form of cash.

2. Tangible Personal Property:

All gifts of tangible personal property must be examined in light of the following criteria:

- a. Does the property fulfill a mission of SacRT?
- b. Is the property marketable?
- c. Are there undue restrictions on the use, display, or sale of the property?
- d. Are there carrying costs for the property?

3. Real Estate.

- a. Gifts of real estate may include developed property, undeveloped property, or gifts subject to a prior life interest. Prior to acceptance of real estate, SacRT will require an initial environmental review of the property to ensure that the property has no environmental damage or potential liability. In the event the initial inspection reveals a potential problem, SacRT will retain a qualified inspection firm to conduct an environmental audit. The cost of environmental audits will generally be an expense of the donor.
- b. When appropriate, a title insurance binder will be obtained by SacRT prior to acceptance of the real property gift. The cost of this binder will generally be an expense of the donor. Prior to acceptance of real property, the gift must be approved by the Gift Acceptance Committee with the advice of SacRT's legal counsel. Criteria for acceptance of the property includes:
  - i. Is the property useful for the purposes of SacRT?
  - ii. Is the property marketable?
  - iii. Are there restrictions, reservations, easements, or other limitations associated with the property?
  - iv. Are there carrying costs, which may include insurance, property taxes, mortgages, or notes, etc., associated with the property?
  - v. Does the environmental audit reflect that the property is damaged, and to what extent?
- c. Acceptance is not final until the property has been formally accepted via a Resolution passed by the SacRT Board of Directors.

4. Remainder Interests in Property.

- a. SacRT will accept a remainder interest in real property subject to the provisions of paragraph 3 above. The donor or other occupants may continue to occupy the real property for the duration of their stated life or lives. Upon termination of the life interest, SacRT may use the property or reduce it to cash. Where SacRT receives a gift of a remainder interest, expenses for maintenance, real estate taxes, insurance, and any property indebtedness are to be paid by the donor or life tenant(s).
- b. Acceptance of a remainder interest in real property is not final until the property has been formally accepted by the SacRT Board of Directors as provided in paragraph 4 above.

5. Life Insurance.

- a. SacRT will generally accept life insurance but it must be named as both beneficiary and irrevocable owner of an insurance policy before a life insurance policy can be recorded as a gift. The gift is valued at its interpolated terminal reserve value, or cash surrender value, upon receipt. Whether any policy is accepted will depend on the economics of the transfer. If the donor contributes future premium payments, SacRT will include the amount of the additional premium payment as a gift in the year that it is made.
- b. If the donor does not elect to continue to make gifts to cover premium payments on the life insurance policy, SacRT may:
  - i. Continue to pay the premiums;
  - ii. Convert the policy to paid up insurance; or
  - iii. Surrender the policy for its current cash value.

6. Bequests.

Donors and supporters of SacRT are encouraged to make bequests to SacRT in their wills and trusts. Such bequests will not be recorded as gifts to SacRT until such time as the gift is irrevocable. When the gift is irrevocable, but is not due until a future date, the present value of that gift may be recorded at the time the gift becomes irrevocable. The criteria for the acceptance of the gift or bequest will be the same as otherwise provided herein.

## 7. Life Insurance Beneficiary Designations.

Donors and supporters of SacRT will be encouraged to name SacRT as a beneficiary or contingent beneficiary of their life insurance policies. Such designations must not be records as gifts to SacRT until such time as the gift is irrevocable. Where the gift is irrevocable, but is not due until a future date, the present value of the gift may be recorded at the time of the gift becomes irrevocable.

- C. As donations are made to SacRT it has the responsibility to hold such donations for safekeeping and appropriate use. To ensure safekeeping of all donations, SacRT will follow its various process specific memorandums that have been developed to instruct its staff how to handle and record cash and assets received as donations. An internal control structure will be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of control should not exceed the benefits likely to be derived, including, the valuation of costs and benefits of acceptance that requires estimates of value and the judgement of the DAC.
- D. SacRT reserves the right to decline any donation. A determination by the General Manager/CEO or the Board of Directors, regarding the acceptance or rejection of any donation, the value of a donation, or a determination that a Conflict of Interest exists, is final and may not be contested by the donor.

## VI. Process for Making Donations.

### A. Establishing the Value of Donated Property.

It is SacRT's Policy to comply fully with the valuation rules set out in the Internal Revenue Service's Publication 561 and the relevant income, gift and estate tax laws and regulations. Copies of Publication 561 may be found at the IRS's website ([www.irs.gov](http://www.irs.gov)). Property contributed to SacRT that has a value in excess of \$5,000.00 (Five thousand dollars) must be accompanied by an appraisal **unless** it consists of (1) cash, (2) a vehicle or boat, the value of which will be determined by its sale, (3) intellectual property such as copyright or patent, or (4) stock-in-trade, inventory or other property that would otherwise be held by the donor for sale to customers in the ordinary course of the donor's business.

The fee for appraisal may not be based on the value of the appraised property, and the appraiser must be "qualified" as that term is used in IRS Publication 561. A "qualified appraiser" is one who is ordinarily in the business of appraising similar property, has the appropriate education and experience, who performs appraisals for many different people and

purposes (and not primarily for the donor or SacRT) and who is not employed by the donor or SacRT, or any entity controlled by the donor or members of the donor's family. Duplicate originals of the appraisal should be prepared, one for SacRT and one for the donor.

SacRT reserves the right to alter the value of the property donated to it on the books and records of SacRT for accounting or other purposes if developments after the completion of the donation or when information comes to the attention of SacRT after the donation is completed merit such an alteration in the discretion of the Committee or SacRT's auditors.

B. Tax Compliance.

It is SacRT's Policy to comply with Internal Revenue Service reporting requirements and all other aspects of state and federal tax law.

C. Donation Handling.

All cash donations made to SacRT must be deposited into SacRT owned and maintained bank accounts. Cash donations must be put into SacRT's general checking account to be used to fund transit operations. All property donations will be recognized by SacRT and used to carry out transit operations. If the donor has restrictions, see section E. below for restrictions on cash or property.

D. Acknowledgement of Gift or Donation.

When reasonably possible SacRT will provide the donor with a donation acceptance form. If the donation was made anonymously no form will be completed or required. SacRT will note the anonymous donation at time of recording in the general ledger.

E. Restriction of Cash or Property.

Depending on the terms of the donation, the Donor may have required that the funds be used on a specific purpose. The restriction would have to be narrower than used to provide public transportation to the general public. For example, restricted for the development of a transit facility at the 29th Street Light Rail Station or restricted to provide additional bus service to students in Rancho Cordova. Where a permissible restriction is imposed, cash donations will be restricted and tracked separately to ensure use is for allowable activities. Assets that are donated for a restricted purpose will be recorded and monitored by management to ensure use is for allowable activities only.

VII. Annual Reports to the Board of Directors.

Once every year, SacRT Staff will prepare a report for the Board of Directors detailing the donations received under this Policy and the estimated value of all donations, delineated by the type of donation. The report may be included as part of SacRT's budget process or provided as a separate report as determined by the General Manager/CEO.



# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	03/25/18	Open	Action	03/18/19

Subject: Approving the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood with Electrify America

## ISSUE

Whether or not to approve the Cooperative Agreement for the Acquisition of ZEV Shuttle Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood with Electrify America and delegate authority to the General Manager/CEO to execute ancillary agreements with Electrify America related to the Cooperative Agreements.

## RECOMMENDED ACTION

Adopt Resolution 19-03-\_\_\_, Approving the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood with Electrify America and Delegating Authority to the General Manager/CEO to Execute Ancillary Agreements with Electrify America Related to the Cooperative Agreements.

## FISCAL IMPACT

Budgeted:	Yes	This FY:	\$730,393 Capital/ Est. \$150K Ops.
Budget Source:	Capital/Operating	Next FY:	Est. \$400K Ops.
Funding Source:	Electrify America (Capital) CC 34, CC 77, Various GLs (Ops)	Annualized:	Est. \$400K Ops.
Cost Cntr/GL Acct(s) or Capital Project #:	B157 – Franklin Microtransit 3 ZEB Procurement	Total Amount:	\$730,393 Capital/ \$400K/year Ops.
Total Budget:	\$730,393 Capital		

**Note:** SacRT will seek full reimbursement for the capital acquisition and installation costs from Electrify America. The operating costs are anticipated to be covered by grant opportunities and regional partners. More details are covered in the discussion section below. Operating costs are covered through June 30, 2021, therefore through December 31, 2026, SacRT will need to identify another funding source to pay for these services..

## DISCUSSION

Staff is working with Electrify America on two projects as a part of Electrify America's designation of Sacramento as a Green City. The Board has already approved or delegated authority to the General Manager/CEO to approve agreements related to the U.C. Davis to U.C. Medical Center service. However, since execution of the Cooperative Agreement for U.C. Davis to U.C. Medical Center service, Electrify America has notified SacRT that an additional agreement or agreements may be necessary to facilitate installation of the charging equipment.

Approved:

Presented:

Final 03/20/19

General Manager/CEO

VP, Maintenance

J:\Board Meeting Documents\2019\05 March 25, 2019\Electrify America - Purchase of SmarT Ride Vehicles Autosaved).doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	03/25/19	Open	Action	03/18/19

Subject: Approving the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood with Electrify America

The second project, and the primary focus of this Issue Paper, is the purchase of 3 zero emission shuttle buses for use in the Franklin Blvd. microtransit, SmaRT Ride, service. The operating costs for this project will be funded through at least June 30, 2021 by Measure A funds provided by the Sacramento Transportation Authority.

Staff has been working productively with Electrify America to complete an agreement for the Franklin Blvd. microtransit SmaRT Ride project. Under the terms of the agreement, Electrify America would (1) fund the full acquisition cost of 3 all-electric buses (procurement to be conducted by SacRT); and (2) install charging infrastructure on SacRT’s facilities.

Under the agreement, SacRT would be contractually obligated to provide microtransit service in the Franklin Blvd. area beginning 45 days after delivery and final acceptance of the buses (assuming the charging infrastructure is operational) and continuing through December 31, 2026. Since the Measure A funds (operating funds) are only committed through June 30, 2021, SacRT will need to find an alternative funding source to pay for these services, at a minimum through December 31, 2026. The service would run from Monday to Friday, between the hours of 7:00 a.m. and 7:00 p.m.

Once the service is commenced, service could be changed only in consultation with Electrify America. If the service proves to be unsustainable, SacRT can request that the buses be redeployed in an “equally impactful” way. Discontinuing the service entirely would constitute a breach of the agreement; however, even in the event of a termination for breach, SacRT would retain ownership of the buses so long as they continue to be used in some capacity.

Electrify America will own the charging equipment for the first three years of the Agreement, in order to facilitate maintenance of the charging equipment by Electrify America. After three years, ownership of the equipment will be transferred to SacRT, along with all maintenance responsibility for the equipment. If the Agreement is terminated, SacRT would retain ownership of the equipment and the right to use it.

During the term of the agreement, SacRT would be fully responsible for all costs associated with operating the service, maintaining the buses, and maintaining the charging equipment after the first three years.

This agreement represents a unique opportunity for SacRT to obtain electric buses and charging infrastructure at no upfront cost to SacRT and provide regional ZEV microtransit service. It is also consistent with our larger goal of converting SacRT’s entire bus fleet to zero emission vehicles as soon as practicable.

Staff is requesting that the Board approve the Cooperative Agreement on the stated terms and delegate authority to the General Manager/CEO to execute any ancillary agreements with Electrify

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	03/25/19	Open	Action	03/18/19

Subject: Approving the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood with Electrify America

America that may be needed to move forward with the previously-approved Cooperative Agreement and the new Cooperative Agreement.

RESOLUTION NO. 19-03\_\_\_\_\_

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

March 25, 2019

**APPROVING THE COOPERATIVE AGREEMENT FOR THE ACQUISITION OF ZEV BUSES AND PROVISION OF ZEV SHUTTLE BUS SERVICE SERVING THE FRANKLIN NEIGHBORHOOD WITH ELECTRIFY AMERICA AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ANCILLARY AGREEMENTS WITH ELECTRIFY AMERICA RELATED TO THE COOPERATIVE AGREEMENTS**

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

THAT, Cooperative Agreement for the Acquisition of ZEV Shuttle Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood by and between the Sacramento Regional Transit District (therein "RT") and Electrify America, LLC (therein "Electrify"), whereby Electrify America agrees to fund the acquisition of 3 electric shuttle buses and to install charging infrastructure for RT and, in consideration for such funding and installation, RT commits to providing microtransit service in the Franklin Blvd. area beginning 45 days after delivery and acceptance of these vehicles until December 31, 2026, unless an alternative service is approved by Electrify America.

THAT, the General Manager/CEO is hereby directed to execute the foregoing Agreement.

THAT, the General Manager/CEO is hereby authorized to approve and execute any and all additional agreements with Electrify America, LLC to effectuate the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Shuttle Bus Service Serving the Franklin Neighborhood and the Cooperative Agreement for the Acquisition of ZEV Buses and Provision of ZEV Bus Service Between UC Davis Medical Center and UC Davis.

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PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	03/25/19	Open	Action	03/18/19

Subject: Approving a Non-Developmental Lease Agreement with the State of California for Use of State Property located and bordered by P, Q, 29<sup>th</sup> and 30<sup>th</sup> Streets, Sacramento, CA

## ISSUE

Whether to approve a new Non-Developmental Lease Agreement with the State of California for parking located under the Capital City Freeway and Bordered by P, Q, 29<sup>th</sup> and 30<sup>th</sup> Streets, Sacramento, CA.

## RECOMMENDED ACTION

Adopt Resolution No. 19-03-\_\_\_\_, Approving a Non-Developmental Lease Agreement with the State of California Department of Transportation (Caltrans) for the Use of State Property for Parking Located Under the Capital City Freeway and Bordered by P, Q, 29<sup>th</sup> and 30<sup>th</sup> Streets, Sacramento, CA.

## FISCAL IMPACT

Budgeted:	Increase in lease cost is not budgeted but will be absorbed through YTD surplus	This FY:	\$	17,650*
Budget Source:	Operating	Next FY:	\$	159,960
Funding Source:	Operating	Annualized:	\$	159,960*
Cost Cntr/GL Acct(s) or Capital Project #:	CC 84/GL 680002			
Total Budget:	\$ 159,960			

To be included in future year budgets.

\*Amount reflects increase in rent above previously-budgeted amount. Rent amount will be increased in future years based on CPI increase. In addition, in 2024 Caltrans can request new appraisal to increase rent.

## DISCUSSION

On December 11, 2001, Sacramento Regional Transit (SacRT) and Caltrans entered into a lease for the use of Caltrans property for parking and open storage. The usage for the lot is primarily for parking for employees who operate and maintain SacRT transit vehicles and storage of SacRT transit vehicles and facilities equipment. The majority of employees using this parking lot are related to transit operations and transit vehicle maintenance personnel that provide public transit service from early morning to late night hours. This property is needed because of its proximity to SacRT's Administration, Bus Maintenance and Operations Dispatch facilities located at 2811 and 2815 O Street and 1400 29<sup>th</sup> Street.

Approved:

Presented:

Final 03/19/19

General Manager/CEO

VP, Finance/CFO

J:\Board Meeting Documents\2019\05 March 25, 2019\Approving Airspace Lease for Parking with State of CA.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	03/25/19	Open	Action	03/18/19

Subject: Approving a Non-Developmental Lease Agreement with the State of California for Use of State Property located and bordered by P, Q, 29th and 30th Streets, Sacramento, CA

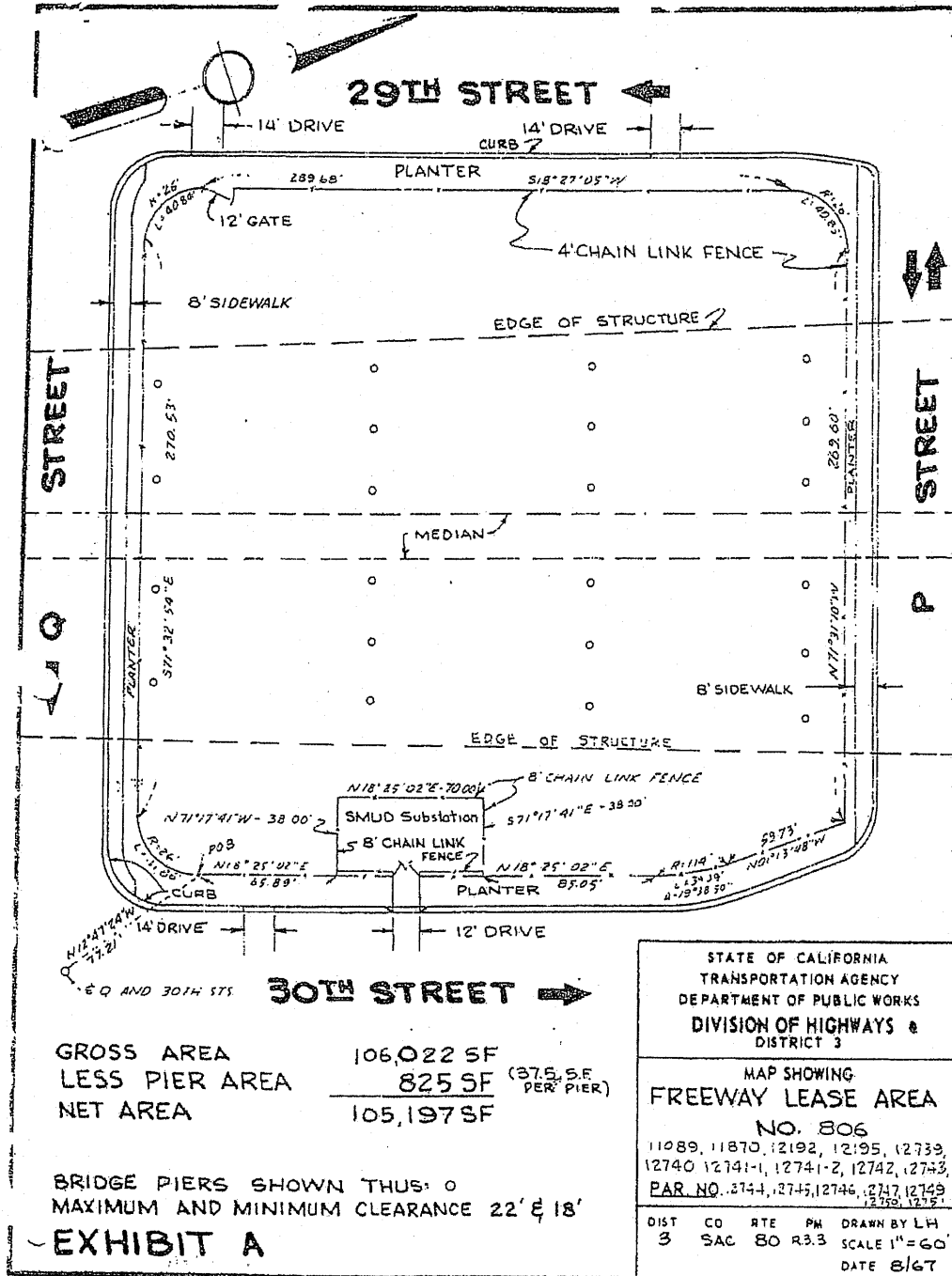
The property is a 119,037 square foot lot, and is bounded by 29<sup>th</sup> and 30<sup>th</sup> Streets on the west and east respectively, and P and Q Streets on the north and south respectively in Sacramento, CA (see Attachment A).

On July 1, 2005, SacRT and Caltrans entered into a 5-year lease that included a one-year option to extend with the lease expiring on June 30, 2011. Caltrans amended the lease beginning June 1, 2011 with an expiration date of June 30, 2016. SacRT has continued occupying the property in a holdover status since June 30, 2016.

SacRT Staff and Caltrans have agreed on a new 10-year lease, commencing April 1, 2019 and expiring on March 31, 2029. Caltrans obtained an appraisal of the property and the new rental rate of \$159,960 for the first year (an increase of \$42,360 per year over the prior rate) is the appraised fair market rent value. The rent will be adjusted after the first year in accordance with the CPI index and, on March 1, 2024, Caltrans can request an appraisal and increase the rent based on the new fair market value.

Staff recommends approval of the Non-Developmental Lease Agreement.

ATTACHMENT A



RESOLUTION NO. 19-03-\_\_\_\_\_

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

March 25, 2019

**APPROVING A NON-DEVELOPMENTAL LEASE AGREEMENT WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR THE USE OF STATE PROPERTY FOR PARKING LOCATED UNDER THE CAPITAL CITY FREEWAY AND BORDERED BY P, Q, 29<sup>TH</sup> AND 30<sup>TH</sup> STREETS, SACRAMENTO, CA**

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

THAT, the Non-Developmental Lease Agreement between the State of California Department of Transportation (Landlord) and Sacramento Regional Transit District (Tenant), whereby Tenant agrees to lease State Property located in the City of Sacramento, California, located under the Capital City Freeway and bordered by P, Q, 29<sup>th</sup> and 30<sup>th</sup> Streets for a term of ten (10) years commencing on February 1, 2019 and expiring on January 31, 2029.

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

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary



# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	03/25/19	Open	Action	03/20/19

Subject: Building Ridership through Fare Reductions

## ISSUE

Whether or not to: (1) approve a Title VI analysis and (2) permanently adopt the fare reductions, cash transfers, and Folsom only fares.

## RECOMMENDED ACTION

- A. Adopt Resolution No. 19-03-\_\_\_, Approving a Title VI Fare Equity Analysis for Fare Reductions, Transfer Fares, Los Rios Pass Program Changes, and Folsom-Only Fares; and
- B. Adopt Resolution No. 19-03-\_\_\_, Modifying the Fare Structure (Resolutions No. 09-10-0174 and 18-06-0061 As Amended) to (1) Reduce Fares, (2) Include Transfers as Valid Prepaid Fare Media, and (3) Add Fares for Folsom Dial-A-Ride and Fixed-Route Service; and
- C. Adopt Resolution No. 19-03-\_\_\_, Repealing Resolution No. 16-03-0025, and Modifying Fares for Complementary Paratransit Service

## FISCAL IMPACT

Below is the estimated annual impact of the proposed fare changes. Estimates were based on Fiscal Year (FY) 18 fare revenues collected.

Fare Type	Before	After	Difference
Reduced Fares & Transfers*	\$19,393,346	\$17,656,054	(\$1,737,292)
Los Rios	\$2,306,659	\$2,446,659	\$140,000
Folsom Fares (Fixed Route)	\$0	\$3,181	\$3,181
Folsom Fares (Dial-A-Ride)**	\$0	\$41,436	\$41,436
Total	\$21,700,005	\$20,105,894	(\$1,552,675)

\*Fare revenue impacts of transfers were rolled into the applicable individual fare category. Further details of the fiscal impact shown above can be found in Figure 6 of Attachment 3.

\*\*Folsom Fares (Dial-A-Ride) are not subject to a Title VI analysis and therefore are not included in Figure 6 of Attachment 3.

## INTRODUCTION

Over the past several months, the SacRT Board temporarily adopted a number of measures geared towards increasing ridership at SacRT. These included fare reductions and bringing back cash transfers, among other measures. The fare-related offerings were temporary promotions

Approved:

Presented:

Final 03/20/19

General Manager/CEO

VP, Finance/Chief Financial Officer

J:\Board Meeting Documents\2019\05 March 25, 2019\03-25-19 Approving Fare Reductions and Title VI Analysis (Final).docx.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	03/25/19	Open	Action	03/20/19

Subject: Building Ridership through Fare Reductions

pending a Title VI analysis. The following discussion highlights the parameters of the fare offerings and outlines the results of the Title VI analysis. Table 1 outlines the anticipated SacRT ridership impacts of the fare offerings proposed:

**Table 1**

Fare Type	Ridership Before*	Ridership After	Ridership Difference
Reduced Fares & Transfers**	11,836,329	12,394,329	558,000
Los Rios	1,433,005	2,273,005	840,000
Folsom Fares (Fixed Route)***	0	4,284	4,284
Folsom Fares (Dial-A-Ride)***	0	13,299	13,299
Total	13,269,334	14,684,917	1,415,583

\*Estimated ridership impacts are based on FY18 ridership statistics.

\*\*Ridership estimates based on FY18 ridership impacts of transfers were rolled into the applicable individual fare category. Further details of the ridership impact shown above can found in Figure 7 of Attachment 3.

\*\*\* As discussed in the Issue Paper accompanying Resolution 19-01-0009, these are continuations of fares offered by the City of Folsom prior to SacRT assuming operations of Folsom transit service. The “before” zero ridership number reflects SacRT ridership, rather than ridership on the Folsom service overall. SacRT does not anticipate a net overall increase in Folsom ridership as compared to when the service was operated by Folsom.

## DISCUSSION ON FARES

In FY16, Staff recommended and the Board approved sweeping fare increases of approximately 10%. This marked the first time in approximately 7 years that SacRT had raised its fares. Since that time, SacRT has been able to control costs through organizational changes and operational efficiencies. These efficiencies have helped to build reserves and working capital of approximately \$10M and \$4M respectively, and promote a more stable long term financial outlook. Given the success SacRT has had controlling costs, Staff feels the Board now has more flexibility to address the ridership loss through fare reductions and other measures.

Initially, SacRT saw an improvement in both fare revenues and the system wide average fare relative to the fare increase. However, the positive revenue return from the fare increase is beginning to erode due to declining ridership. In addition, SacRT consistently receives feedback from riders that are discouraged from riding on the basis of high fares and lack of transfer options (addressed below). The fare reductions proposed for adoption would lower single ride and monthly pass fares to levels originally set forth in 2009.

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The fare reduction is possible because SacRT has been able to control spending in recent years. Additionally with the passage of Senate Bill (SB) 1, SacRT has greater operating funds available to compensate for lost fare revenue in order to pursue its goal of improving ridership. Although the Transportation Development Act (TDA) requires a 23% fare recovery ratio, California Public Utilities Code Section 99268.19 allows SacRT to supplement fares with other sources and remain in compliance. As of June 30, 2018, SacRT utilized approximately \$8.3 million of Measure A funds to maintain this ratio. SacRT has the ability to use up to \$41 million of Measure A funds if necessary.

### Fare Reductions

A full listing of the proposed fares can be found in Exhibit B-5 to the proposed Resolution (Please note that Exhibit B-5 also displays the transfer fee discussed later). If approved, the Basic Fare for a Single Ride will drop from \$2.75 to \$2.50 and Discount Fare for a Single Ride will be reduced from \$1.35 to \$1.25. The cost for a Basic Monthly Pass will go down from \$110 to \$100, Discount Monthly Pass prices will be cut from \$55 to \$50, and Super Senior Monthly Pass price will be reduced from \$42 to \$40.

Staff also recommends returning to FY16 fare policies that allowed for Semi-Monthly Passes to be purchased at 50% of the price of the equivalent Monthly Pass.

It is important to note that Paratransit single ride fares will also need to be reduced as federal regulations require that the Paratransit single ride fare be no more than two times the base fare for fixed route service.

### Transfers

In September 2009, transfers were eliminated from the fare structure due to financial conditions and fraudulent use of tear off transfer slips. Prior to that, riders were allowed to purchase a paper transfer slip from bus operators for \$0.25 allowing them to make a single transfer onto another bus or light rail. Riders on light rail who purchased or validated a single ride ticket and who wanted to make a transfer onto a bus route could also present and surrender the single ride ticket to board that bus for a \$0.25 cash payment.

Part of the rationale for eliminating transfers in 2009 was that customers could use a daily pass as an alternative. At the time, single ride fares were \$2.50 and transfers were \$0.25, but they were poised to increase to \$0.50. Compared to a daily pass (priced at \$6.00 at the time) for someone making a round trip with multiple legs in each trip, the daily pass would have had the same out-of-pocket cost as two single rides plus two transfers. Since that time, however, elimination of transfers has persisted as one of the top customer complaints. The design of the SacRT transit network, with light rail as the backbone of the system, makes SacRT a very transfer-dependent system with the effect that the elimination of transfers imposed a significant barrier to new riders and likely contributed to ridership loss.

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Subject: Building Ridership through Fare Reductions

The Resolution would restore transfers for customers with paper tickets or cash fare at a set price of \$0.25 (no additional discounts). For a person initially boarding a bus and desiring to later transfer to another bus or light rail, transfer tickets can now be printed and encoded (to reduce fraud) onto poly-coated tickets from the farebox upon payment of the single ride fare plus the transfer fee. For a person transferring from light rail to bus, the procedure would be the same as before -- a customer boarding a bus, presenting a valid paper single ride ticket from light rail, would be allowed to board a bus for a cash payment of the \$0.25 transfer fee. The \$0.25 covers the cost to offer the Transfer and to reduce the volume of transfer tickets that will be printed from the fare box, as well as to incentivize riders to transition to electronic fare media. By offering this new product, SacRT will incur additional costs including paper stock, wear and tear on fare boxes, and additional labor for Service Workers to repair and maintain the fare boxes.

Single ride tickets purchased on electronic fare media already include the right to transfer between vehicles and modes for a period of 90 minutes; therefore, no transfers are needed for those forms of fare media. The 90 minute ticket on these platforms will also be reduced from \$2.75 to \$2.50 as shown in Exhibit B-5.

### Community Colleges

In December 2018, SacRT Staff renegotiated the terms of the Student Transit Pass Agreement with Los Rios Community College District to temporarily remove the minimum unit requirement necessary to obtain a semester pass (effective for the Spring 2019 semester), action approved by the Board by Resolution No. 19-01-0003. To maintain this change for the remainder of the agreement term through December 31, 2023, the Board must evaluate the Title VI impact of the change. This will be an important step in building ridership among college students and promoting lifetime riders. Staff believes that not only will SacRT see an increase in ridership, estimated to be 840,000 passengers annually, but the agreement change will also produce a positive fare revenue return of approximately \$140,000 annually.

### City of Folsom Fares

The final fare changes that Staff is seeking approval of are new fares related SacRT operations within the City of Folsom. As part of the annexation agreement with the City of Folsom, SacRT committed to continue the fare structure previously in place for intracity bus service. The first change needed to the SacRT fare structure in order to accommodate this is to create new categories of "Senior" fare media valid only in the City of Folsom and available to those 55 and over (in contrast to SacRT's requirement that Seniors be 62 and up), specifically: the Folsom Senior Discount Single Ride, Folsom Senior Discount Daily Pass and the Folsom Senior Monthly Pass. Staff plans to implement the Folsom Senior Monthly Pass only on Connect Card (not in paper media) as this was the strategy used by the City of Folsom prior to annexation. Staff anticipates negligible impacts to fare revenue and ridership as a result of this offering. Additionally, as part of the annexation agreement, SacRT Staff is seeking approval to modify the fare structure to include Folsom Dial-A-Ride fares. The proposed fare categories for Folsom Dial-A-Ride service can be found in Exhibit B-5. Staff anticipates receiving \$41,436 of fare revenue annually from

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Subject: Building Ridership through Fare Reductions

Folsom Dial-A-Ride services. Please note that Dial-A-Ride fares are not subject to a Title VI analysis and therefore will not be included in the attached documentation.

## DISCUSSION ON TITLE VI ANALYSIS

Pursuant to SacRT’s fare change policy (Attachment 1) and in accordance with Federal Title VI civil rights requirements, SacRT is required to conduct a Title VI fare equity analysis prior to implementing any fare change (with some exceptions, including promotional fare programs lasting up to six months). The purpose of a Title VI fare equity analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to SacRT’s fare structure.

Prior to a fare change proposal being implemented beyond the six-month pilot period, a draft Title VI fare equity analysis of the proposed changes must be made available for a 30-day public review period, members of the public must be invited to comment, Staff and the Board of Directors are required to take public comments into consideration, and the Board must approve the findings.

On October 1, 2018, SacRT implemented changes to the fare structure, on a temporary six-month basis, including reductions of the Single Ride Fare from \$2.75 to \$2.50; Discount Single Ride Fare from \$1.35 to \$1.25; Monthly Pass from \$110.00 to \$100.00; Semi-Monthly Pass from \$60.00 to \$50.00; Senior/Disabled Monthly Sticker from \$55.00 to \$50.00; Senior/Disabled Semi-Monthly Sticker from \$30.00 to \$25.00; and Super Senior Monthly Sticker from \$42.00 to \$40.00. Additionally, SacRT also implemented a cash transfer fare priced at \$0.25 with a 90-minute, single-ride transfer privilege.

On January 1, 2019, changes to the Los Rios Pass program were implemented, which changed the eligibility requirements to obtain an unlimited ride pass for each semester of enrollment. Previously, the program required a student to be enrolled in more than 3 units to be eligible for the unlimited ride pass; however, changes to the program eliminated the minimum number of units required.

On February 4, 2019, SacRT began operation of transit service within the City of Folsom, as well as implementing Folsom-only fares for Folsom Seniors (55+) on fixed-route service, including the Folsom Senior Monthly Pass (on Connect Card only) for \$50.00; Folsom Senior Discount Single Ride Fare for \$1.25; and Folsom Senior Discount Daily Pass for \$3.50. In addition to operating fixed-route transit service within the City of Folsom, SacRT also operates Folsom Dial-A-Ride service, which is a demand-response (DR) mode of transit service. According to Federal Transit Administration (FTA) Circular 4702.1B, a DR mode is exempt from Title VI reporting requirements; therefore, the Folsom Dial-A-Ride fare type is not included in the equity analysis.

In accordance with Title VI requirements, a draft Title VI fare equity analysis was published on SacRT’s website on February 22, 2019 for a 30-day public review addressing the fare reduction and other fare changes. The analysis found that there would be neither potential disparate impacts nor any potential disproportionate burdens from implementing the fare changes.

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
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Subject: Building Ridership through Fare Reductions

Notice was published on the SacRT website, by e-mail, and on SacRT vehicles in English and six other languages as shown in Attachment 2; however, no public comments have been received as of March 19, 2019.

The draft equity analysis is included as Attachment 3.

## Conclusion

In conclusion, Staff recommends that the Board approve the Title VI analysis and permanently adopt the specified fare changes in an effort to continue to build ridership at SacRT.

## APPENDIX A

### FARE EQUITY ANALYSIS

#### Requirements

Under Title VI and Executive Order 12898 RT is required to conduct an equity analysis prior to the adoption of fare changes (including fare reductions), with the exception of Spare the Air days, temporary fare reductions that are mitigating measures for other actions, and promotional fare reductions lasting no more than six months. Paratransit and dial-a-ride fares are also outside the scope of FTA's Title VI fare equity analysis program. Title VI and the Executive Order require RT to establish a locally-developed definition for determining disparate impacts/disproportionate burdens (DI/DB) on minority/low-income populations, including a threshold for statistical significance.

#### Disparate Impacts

If a statistically significant adverse effect on minority populations is found to be likely, under Title VI RT must provide a substantial legitimate justification, including a finding that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals, before adopting the changes.

FTA defines a minority person as anyone who is an American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

#### Disproportionate Burdens

Executive Order 12898 on Environmental Justice requires RT to analyze proposed changes to the fare structure to determine if they are likely to result in a disproportionate burden on low-income populations. A finding of disproportionate burden requires RT to take steps to avoid, minimize, or mitigate impacts where practicable and to describe alternatives available to low-income passengers affected by the changes.

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For 2012, poverty guidelines ranged from \$11,170 for a single-person household to \$38,890 for a household of eight. The poverty guidelines for a household of four were \$23,050.

FTA encourages transit agencies to use a locally-developed threshold for low-income status, provided that the threshold is at least as inclusive as the HHS poverty guidelines. Since survey data does not always include household size or exact household income, RT shall, when necessary, define low-income status according to the poverty guideline for a household of four, rounded up to the nearest bracket

boundary. For example, if household income data is available in \$15,000 brackets, RT will consider household income less than \$30,000 to be low-income.

## **Definitions and Methodology**

RT uses two different surveys to capture information on fare payment. First, an annual fare survey provides an estimate of ridership by mode and fare type, both in absolute and percent terms. Second, at least once every five years, RT conducts an on-board passenger survey that includes fare type, ethnicity, and household income.

When a fare change is proposed, RT uses data from the annual fare survey to determine ridership by fare type, media type, and mode (bus or light rail). Using data from the on-board survey, this data is further split into subsets for minority and low-income riders. RT then prepares a table comparing all fare categories to one another, including percent use by minority and low-income populations, and the proposed percent increase in fare.

Disparate impacts from fare changes are determined by comparing the average fare for all minority riders (aggregated over all fare types) to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase. In the case of a net fare decrease, the goal is for the percentage decrease in average fare for minority populations to be equal to or greater than that for non-minority populations. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

As an example, assume an increase is proposed to RT's single, daily, and monthly fares. RT's analysis finds that the rate of increase to the overall average fare for non-minority populations is likely to be 10 percent. Differences exceeding 2 percent (20 percent of 10 percent) are considered statistically significant. Therefore, if the rate of increase in overall average fare for minority populations exceeds 12 percent, there may be a potential disparate impact.

If a potential disparate impact on minority populations exists, then the fare change may be implemented only if (1) a legitimate justification has been prepared in written form, and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.


Disproportionate burdens on low-income populations are determined in like fashion. If a potential disproportionate burden on low-income riders exists then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives to low-income passengers affected by the fare change.



## **Review and Approval**

The Title VI fare equity analysis must be approved by the RT Board prior to adoption of any fare change, except as exempted above. Upon adoption of the equity analysis and the fare change, RT will retain records documenting the RT Board's consideration, awareness, and approval of the Title VI equity analysis.

## Web Page

**Sacramento**  **Regional Transit** [HOME](#) [SCHEDULE & SERVICES](#) [FARES](#) [TRIP PLANNER](#) [RIDER INFO](#) [ABOUT RT](#)

**SACRAMENTO REGIONAL TRANSIT DISTRICT** [Home](#) / [Sacramento Regional Transit District](#) / [Title VI Fare Equity Analysis Available for Review and Comment](#)

### Title VI Fare Equity Analysis Available for Review and Comment

February 22, 2019 · General, SacRT in Community

[Click here to read the report](#)

SacRT is currently seeking comments on a fare equity analysis, prepared in accordance with Title VI of the Civil Rights Act of 1964. The report is available by clicking the above link.

The Title VI fare equity analysis examines the impacts on minority and low-income populations from the following fare changes:

- Fare Reduction & Transfer Fares, implemented in October 2018;
- Los Rios Pass Program Changes, implemented in January 2019;
- And, Folsom-only fares, implemented in February 2019.








Interested parties are welcome to comment on any, or all of the fare changes included in the analysis. Comments are due by 5 p.m. on Sunday, March 24.

Please address comments to:

SacRT Planning Department  
Attn: Sarah Poe  
P.O. Box 2110, Sacramento, CA 95812-2110

Phone:  
SacRT Customer Advocacy Department  
(916) 557-4545  
TDD: (916) 483-HEAR (4327)

#### Quick Links

-  Routes & Schedules
-  Online Store
-  RT Trip Planner
-  Google Trip Planner
-  RT Tracker
-  Service Alerts
-  About RT

## E-mail Blast

Sacramento



**Regional  
Transit**

### **Title VI Fare Equity Analysis**

**SacRT Seeking Comments on Title VI Fare Equity Analysis**

[Read the Report](#)

SacRT is currently seeking comments on a fare equity analysis, prepared in accordance with Title VI of the Civil Rights Act of 1964. The report is available by clicking the above link.

The Title VI fare equity analysis examines the impacts on minority and low-income populations from the following fare changes:

- Fare Reduction & Transfer Fares, implemented in October 2018;
- Los Rios Pass Program Changes, implemented in January 2019;
- And, Folsom-only fares, implemented in February 2019.

Interested parties are welcome to comment on any, or all of the fare changes included in the analysis. Comments are due by 5 p.m. on Sunday, March 24.

**Please address comments to:**

SacRT Planning Department  
Attn: Sarah Poe  
P.O. Box 2110, Sacramento, CA 95812-2110

**Phone:**

SacRT Customer Advocacy Department  
(916) 557-4545  
TDD: (916) 483-HEAR (4327)

**Email:**

[customeradvocacy@sacrt.com](mailto:customeradvocacy@sacrt.com)

# Example: Chinese-Translated Title VI Web Page

Sacramento  Regional Transit

家 計劃與服務 票價 旅行計劃 騎士信息 關於RT

薩克拉門托輕軌 首頁 / 薩克拉門托輕軌 / 第六章票價股票分析供審查和評論

## 第六章票價股票分析供審查和評論

2019年2月22日 · 通用 · · · SacRT社區

### 點擊這裡閱讀報告

SacRT現正就票價股權的分析意見，按照編制與1964年的報告可通過點擊上面的鏈接民權法案的標題VI。

標題VI票價股權分析檢查從以下票價的變化少數族裔和低收入人群的影響：

減價及接送車費，在2018年十月起實行；

洛斯里奧斯通行證課程的變化，在2019年1月開始實施；

而且，福爾瑟姆，只有票價，在2019年2月實施。

歡迎有興趣的任何評論，或所有納入分析的票價變化。評論上週日，3月24日下午5點到期。

請將您的意見來：

SacRT企劃部  
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Title VI Equity Analysis  
for Fare Changes

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DRAFT

February 22, 2019

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## 1. Purpose of Analysis

Pursuant to SacRT's fare change policy and in accordance with Federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to SacRT's fare structure.

## 2. Project Description

This analysis covers the following fare changes to the current fare structure.

1. Fare Reduction – On August 27, 2018, SacRT authorized changes to the fare structure, on a temporary six-month basis beginning October 1, 2018, including:
  - a. Reduction of the Single Ride Fare, from \$2.75 to \$2.50
  - b. Reduction of the Discount Single Ride Fare, from \$1.35 to \$1.25
  - c. Reduction of the Monthly Pass, from \$110.00 to \$100
  - d. Reduction of the Semi-Monthly Pass, from \$60.00 to \$50
  - e. Reduction of the Senior/Disabled Monthly Sticker, from \$55.00 to \$50.00
  - f. Reduction of the Senior/Disabled Semi-Monthly Sticker, from \$30.00 to \$25.00
  - g. Reduction of the Super Senior Monthly Sticker, from \$42.00 to \$40.00

As part of this fare change, SacRT's single ride fare for complementary ADA paratransit was also reduced from \$5.50 to \$5.00; however, Federal guidance does not require an analysis of paratransit service or fare changes as part of Title VI civil rights compliance.

2. Transfer Fare – In addition to the fare structure changes listed above, SacRT also authorized the creation of a cash transfer fare priced at \$0.25 with a 90-minute, single-ride transfer privilege
3. Los Rios Pass Program Changes – On October 22, 2018, SacRT authorized changes to the Los Rios college pass program, to take effect on January 1, 2019, pending approval of a final version of this Title VI fare equity analysis. Under the current program, students enrolled in three units or fewer are ineligible for the full semester unlimited ride pass, but may purchase individual month passes at a discounted price. The proposed changes would eliminate the monthly pass option under the Los Rios program, and instead, students enrolled in three units or fewer would be eligible for the full semester unlimited ride pass that the remainder of the student body is eligible for.
4. Folsom-Only Fares – On January 28, 2019, SacRT authorized changes to the fare structure, adding Folsom-only fares for Seniors (55+) on fixed-route service, as well as Folsom Dial-A-Ride fares on a temporary six-month basis, beginning

on February 4, 2019. Dial-a-ride fares are excluded from this fare equity analysis as they apply only to demand-response service, which is exempt from a fare equity analysis. Folsom-only fares discussed in this analysis include:

- a. Folsom Senior Monthly Pass, \$50.00 (Connect Card only)
- b. Folsom Senior Discount Single Ride, \$1.25
- c. Folsom Senior Discount Daily Pass, \$3.50

### **3. Title VI Requirements**

SacRT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions, including promotional free-ride days and promotional fare reductions lasting up to six months.<sup>1</sup>

Prior to any fare changes being approved permanently, the Board of Directors must approve the findings of a final Title VI fare equity analysis. Prior to approving a final Title VI fare equity analysis, SacRT policy requires that a draft analysis of the proposed changes be made available for a 30-day public review period, that members of the public be invited to comment, and that staff and the Board of Directors take public comments into consideration. In accordance with these requirements, this document will be published on SacRT's web site and SacRT will provide notice to customers of the opportunity to provide comments.

The fare structure changes which took effect on October 1, 2018 on a temporary basis will automatically be rescinded on March 31, 2019, unless the SacRT Board approves a final version of this Title VI fare equity analysis in accordance with its Title VI policy, and approves a resolution making the fare changes permanent.

The proposed changes to the Los Rios pass program require both the approval of the SacRT Board and amendments to the contract between SacRT and the Los Rios Community College District. On October 22, 2018, a contract amendment between the two parties was presented to the SacRT Board and authorized for approval, pending approval of a final version of this Title VI fare equity analysis.

The fare structure changes which took effect on February 4, 2019 on a temporary basis will automatically be rescinded on August 3, 2019, unless the SacRT Board approves a final version of this Title VI fare equity analysis in accordance with its Title VI policy, and approves a resolution making the fare changes permanent.

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<sup>1</sup> See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).

#### **4. Data and Methodology**

On-Board Survey – In April 2013, an on-board passenger survey was conducted on SacRT buses and light rail trains. Passengers on randomly selected trips on all SacRT routes completed a self-administered questionnaire. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

Fare Survey – On an annual basis, SacRT conducts a passenger fare survey. This survey provides ridership figures for each fare type, including multi-ride passes, and is used to compute an average fare per boarding for each fare type.

Special Surveys – In the case of new fare types, SacRT may use special surveys or research to estimate minority and/or low-income utilization rates.

Analysis - Using the demographic data from the 2013 on-board survey, SacRT can estimate the percentage that minority and low-income populations utilize each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. SacRT can then estimate overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

Findings - Potential disparate impacts to minority populations, and disproportionate burdens to low-income populations, from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders and the rate of change of the average fare for all low-income riders to that for non-low-income rides, respectively. SacRT's Title VI goal is for the percent increase in average fare for minority or low-income populations to be less than or equal to that for non-minority or non-low-income populations in the case of a net fare increase and equal or greater to that for non-minority or non-low-income populations in the case of a net fare decrease. A disparate impact or disproportionate burden may exist if there is a statistically significant deficiency from this goal. SacRT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

Minority Definition - FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

Low-Income Definition - FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, SacRT used HHS poverty guidelines from 2013.<sup>2</sup> Survey

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<sup>2</sup> Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2017.

participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.<sup>3</sup>

## 5. Baseline Data

Based on Fiscal Year 2018 budget, SacRT will average \$1.45 in fare revenue per passenger boarding. These figures include 184,194 boardings made by children under age five, and 272,391 boardings made by riders in other minor categories for which SacRT has no demographic data. Excluding these categories, and excluding the \$2.3 million deduction for transfer agreement reimbursements to other agencies, (and other adjustments), SacRT collected \$27,276,233 in fares, and 20,004,417 passenger boardings for an average fare of \$1.36 for riders with known demographic data. These figures are used as a baseline for the remainder of this analysis.

**Figure 1  
Baseline Minority  
Ridership Statistics – FY 2018**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$20,049,580	67.7%	13,793,474	69.0%	\$1.45
Non-Minority	<u>\$9,554,720</u>	<u>32.3%</u>	<u>6,210,943</u>	<u>31.0%</u>	\$1.54
Subtotal	\$29,604,300	100.0%	20,004,417	100.0%	\$1.48
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$27,276,233		20,004,417		\$1.36

Non-classified boardings are already excluded from the Minority splits

Minority riders make up an estimated 69 percent of SacRT ridership and pay an estimated 67.7 percent of fares. They pay an average of \$1.45 per boarding, compared to \$1.54 for non-minority riders.

<sup>3</sup> For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

**Figure 2**  
**Baseline Low-Income**  
**Ridership Statistics – FY 2018**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$14,026,852	47.4%	9,865,321	49.3%	\$1.42
Non-Low-Income	<u>\$15,577,448</u>	<u>52.6%</u>	<u>10,139,096</u>	<u>50.7%</u>	\$1.54
Subtotal	\$29,604,300	100.0%	20,004,417	100.0%	\$1.48
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$27,276,233		20,004,417		\$1.36

Non-classified boardings are already excluded from the Low-income splits

Low-income riders make up an estimated 49.3 percent of SacRT fixed-route ridership and pay an estimated 47.4 percent of fares. They pay an average of \$1.42 per boarding compared to \$1.54 for non-low-income riders.

Baseline fare revenue, passenger boardings, and average fares for Fiscal Year 2018 are provided for each major fare type in Figure 3.

**Figure 3  
Ridership and Fare Revenue  
By Fare Type – FY 2018**

Fare Type	Face Value	Fare Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.75	\$1,518,222	552,081	\$2.75
Single Ticket - Bus	\$2.75	\$525,094	190,943	\$2.75
Single Cash - Rail	\$2.75	\$1,150,006	886,802	\$1.30
Single Ticket - Rail	\$2.75	\$970,822	579,740	\$1.67
Disc Single Cash - Bus	\$1.35	\$590,553	437,447	\$1.35
Disc Single Tkt - Bus	\$1.35	\$39,083	28,950	\$1.35
Disc Single Cash - Rail	\$1.35	\$500,965	362,097	\$1.38
Disc Single Tkt - Rail	\$1.35	\$49,900	50,519	\$0.99
Daily Pass	\$7.00	\$4,352,702	3,484,916	\$1.25
Disc Daily Pass	\$3.50	\$2,292,374	1,347,126	\$1.70
Monthly Pass	\$110.00	\$6,075,025	2,659,595	\$2.28
Semi-Monthly Pass	\$60.00	\$167,340	66,822	\$2.50
Student Semi-Monthly	\$27.50	\$421,523	752,027	\$0.56
Senr/Disb Monthly/Semi	\$55.00	\$1,161,260	1,189,291	\$0.98
Los Rios		\$2,306,659	1,433,005	\$1.61
CSUS		\$822,386	770,931	\$1.07
DHA		\$2,035,200	1,002,671	\$2.03
Fare Evader		\$0	433,827	\$0.00
Child		\$0	184,194	\$0.00
Lifetime		\$0	88,385	\$0.00
Mobile Single	\$2.75	\$533,588	402,032	\$1.33
Mobile Daily	\$7.00	\$145,810	206,767	\$0.71
Mobile Disc Single	\$1.35	\$61,704	81,130	\$0.76
Mobile Disc Daily	\$3.50	\$39,106	29,995	\$1.30
Connect Card		\$3,844,978	2,967,318	\$1.30
Other Boardings		\$0	272,391	\$0.00
<b>Subtotal</b>		<b>\$29,604,300</b>	<b>20,461,002</b>	<b>\$1.45</b>
Child/Other Boardings		\$0	456,585	\$0.00
Transfer Agreements		(\$869,977)	n/a	n/a
Difference Between Model/Actuals		(\$1,458,090)	n/a	n/a
<b>Total</b>		<b>\$27,276,233</b>	<b>20,004,417</b>	<b>\$1.36</b>

## 6. Demographics of Existing Fares and New Fares

Users of the reduced fare types are drawn entirely from existing Basic and Discount single ride and monthly pass users. Transfer ticket users are drawn entirely from existing Basic and Discount single ride and daily pass users; therefore, demographics for transfer ticket users are being represented in this analysis by Basic and Discount single ride and daily pass users.

Demographics for Folsom fare users are unknown; however, the Folsom-only fare types apply only to senior riders, which have been defined as 55 years of age and over. Therefore, Folsom-only fares are being represented in this analysis by SacRT's senior rider demographics. The Folsom Senior Monthly Pass fare type will be reflected by SacRT's Senior/Disabled Monthly/Semi-Monthly Pass users. The Folsom Senior Discount Single Ride fare type will be reflected by a combination of SacRT's discounted single ride fares on bus. The Folsom Senior Discount Daily Pass fare type will be reflected by a combination of SacRT's discounted daily pass fares.

**Figure 4  
Minority and Low-Income Use**

	% Minority	% Low- Income	Minority/ Low- Income Fare Type
<b>Reduced Fares &amp; Transfers:</b>			
Single Cash - Bus	66.0%	46.8%	No
Single Ticket - Bus	57.0%	7.2%	No
Single Cash - Rail	64.0%	43.3%	No
Single Ticket - Rail	48.7%	5.5%	No
Disc Single Cash - Bus	72.3%	52.8%	Yes
Disc Single Tkt - Bus	74.5%	40.0%	Yes
Disc Single Cash - Rail	71.4%	44.3%	Yes
Disc Single Tkt - Rail	45.5%	30.0%	No
Daily Pass	75.5%	59.6%	Yes
Disc Daily Pass	75.2%	60.7%	Yes
Monthly Pass	58.5%	26.4%	No
Semi-Monthly Pass	72.7%	44.6%	Yes
Senior/Disabled Monthly/Semi	46.0%	41.9%	No
<b>Los Rios:</b>	77.0%	57.8%	Yes
<b>Folsom-Only Fares:</b>	46.0%	41.9%	No
Folsom Senior Monthly Pass (55+)	46.0%	41.9%	No
Folsom Senior Discount Single Ride (55+)	71.3%	45.5%	Yes
Folsom Senior Discount Daily Pass (55+)	71.2%	52.2%	Yes
<b>RT System (Baseline)</b>	<b>67.4%</b>	<b>48.2%</b>	

Based on this analysis, the Discount Single cash fares on bus and rail, the Discount Single ticket on bus, the Daily and Discount Daily Pass, and the Semi-Monthly Pass

fares are expected to have greater minority utilization than the overall SacRT system, which has 67.4 percent minority utilization. The new Folsom-only single and daily fares for seniors are also expected to have greater minority utilization.

Based on this analysis, the Discount Single cash fare on bus, the Daily and Discount Daily Pass, and the new Folsom-only Daily Pass for seniors are expected to have greater low-income utilization than the overall SacRT system, which has 48.2 percent low-income utilization.

Additionally, the Los Rios changes are expected to have greater minority and low-income utilization than the overall SacRT system.

## **7. Results and Impacts**

The changes to the fare structure that are included in this analysis have been proposed as ridership building initiatives. The proposed fare reductions temporarily lower the single ride and monthly pass fares to levels prior to the fare increase that was imposed in July 2016. Staff anticipates a 6-month net cost of approximately \$594,676 in fare revenue from lowering fares, and annual boardings are expected to increase approximately 342,000. The reintroduction of a \$0.25 transfer allows riders to make a single transfer as they were able to do so before the elimination of them in 2009. Staff anticipates a 6-month net cost of approximately \$273,970 in fare revenue from reintroducing transfers, and annual boardings are expected to increase approximately 216,000.

Renegotiating the Los Rios contract allows Los Rios students a free transit pass for every semester they are enrolled, with no minimum number of units. Staff anticipates an increase of \$140,000 in fare revenue, and approximately 840,000 annual boardings.

The addition of Folsom-only fares are expected to have a small impact to fare revenue and boardings, with an expected \$3,181 increase in fare revenue, and an additional 4,284 boardings from seniors on Folsom's fixed-route bus service.

## **8. Net Sales and Ridership Impacts**

Based on this fare equity analysis, most of the fare categories will decrease in fare revenue, and increase in boardings, which was the goal of SacRT's ridership initiatives. The Los Rios pass changes will actually increase both fare revenue and boardings, as well as the new Folsom-only fares. Fare revenue and boardings for each impacted fare type, and average fares are shown in Figure 5.



**Figure 5  
Sales and Ridership Impacts for Affected/New Fare Types**

Fare Type	Minority/Low-Income Fare Type	Fare Revenue	Boardings	Average Fare
<b>Reduced Fares &amp; Transfers</b>				
Single Cash - Bus	No	\$1,307,195	594,093	\$2.20
Single Ticket - Bus	No	\$452,108	205,473	\$2.20
Single Cash - Rail	No	\$990,160	954,286	\$1.04
Single Ticket - Rail	No	\$835,882	623,857	\$1.34
Disc Single Cash - Bus	Yes	\$508,469	470,736	\$1.08
Disc Single Tkt - Bus	Yes	\$33,651	31,153	\$1.08
Disc Single Cash - Rail	Yes	\$431,333	389,652	\$1.11
Disc Single Tkt - Rail	No	\$42,964	54,363	\$0.79
Daily Pass	Yes	\$4,153,780	3,579,952	\$1.16
Discount Daily Pass	Yes	\$2,187,611	1,383,863	\$1.58
Monthly Pass	No	\$5,508,255	2,789,456	\$1.97
Semi-Monthly Pass	Yes	\$151,728	70,085	\$2.16
Senior/Disabled Monthly/Semi	No	\$1,052,920	1,247,361	\$0.84
<b>Los Rios</b>	Yes	\$2,446,659	2,273,005	\$1.08
<b>Folsom</b>	No	\$3,181	4,284	\$0.74
<b>Subtotal - New fares</b>		<b>\$20,105,894</b>	<b>14,671,618</b>	<b>\$1.37</b>
<b>Baseline - SacRT System</b>		<b>\$27,276,233</b>	<b>20,004,417</b>	<b>\$1.36</b>

**Figure 6  
Expected Change in Fare Revenue**

Fare Type	Before	After	Change
<b>Reduced Fares &amp; Transfers:</b>			
Single Cash - Bus	\$1,518,222	\$1,307,195	(\$211,027)
Single Ticket - Bus	\$525,094	\$452,108	(\$72,986)
Single Cash - Rail	\$1,150,006	\$990,160	(\$159,846)
Single Ticket - Rail	\$970,822	\$835,882	(\$134,940)
Disc Single Cash - Bus	\$590,553	\$508,469	(\$82,084)
Disc Single Tkt - Bus	\$39,083	\$33,651	(\$5,432)
Disc Single Cash - Rail	\$500,965	\$431,333	(\$69,632)
Disc Single Tkt - Rail	\$49,900	\$42,964	(\$6,936)
Daily Pass	\$4,352,702	\$4,153,780	(\$198,922)
Disc Daily Pass	\$2,292,374	\$2,187,611	(\$104,763)
Monthly Pass	\$6,075,025	\$5,508,255	(\$566,770)
Semi-Monthly Pass	\$167,340	\$151,728	(\$15,612)
Sen/Disabled Monthly/Semi	\$1,161,260	\$1,052,920	(\$108,340)
<b>Los Rios:</b>	\$2,306,659	\$2,446,659	\$140,000
<b>Folsom:</b>	\$0	\$3,181	\$3,181
<b>Total</b>	<b>\$21,700,005</b>	<b>\$20,105,894</b>	<b>(\$1,594,111)</b>

The cumulative impact of the fare reduction, transfers, changes to the Los Rios pass and new Folsom-only fares result in a fare revenue cost of approximately \$1.6 million annually.

**Figure 7  
Expected Change in Boardings**

Fare Type	Before	After	Change
<b>Reduced Fares &amp; Transfers:</b>			
Single Cash - Bus	552,081	594,093	42,012
Single Ticket - Bus	190,943	205,473	14,530
Single Cash - Rail	886,802	954,286	67,484
Single Ticket - Rail	579,740	623,857	44,117
Disc Single Cash - Bus	437,447	470,736	33,289
Disc Single Tkt - Bus	28,950	31,153	2,203
Disc Single Cash - Rail	362,097	389,652	27,555
Disc Single Tkt - Rail	50,519	54,363	3,844
Daily Pass	3,484,916	3,579,952	95,036
Disc Daily Pass	1,347,126	1,383,863	36,737
Monthly Pass	2,659,595	2,789,456	129,861
Semi-Monthly Pass	66,822	70,085	3,263
Sen/Disabled Monthly/Semi	1,189,291	1,247,361	58,070
<b>Los Rios:</b>	1,433,005	2,273,005	840,000
<b>Folsom:</b>	0	4,284	4,284
<b>Total</b>	<b>13,269,334</b>	<b>14,671,618</b>	<b>1,402,284</b>

The cumulative impact of the fare reduction, transfers, changes to the Los Rios pass and new Folsom-only fares result in an increase of approximately 1.4 million boardings annually.

### 9. Impact on Average Fares

All of the impacted fare categories will see a reduction in the average fare. The average fare for single ride fares will decrease by approximately 20%, and the daily pass fares will decrease by approximately 7%. The monthly pass fares will decrease by approximately 14%, and the average fare for the Los Rios pass will decrease by approximately 33%.

**Figure 8  
Change in Average Fare**

New Fare Type	Old Average Fare	New Average Fare	Change	% Change	Minority/Low-Income Type?
Single Cash - Bus	\$2.75	\$2.20	(\$0.55)	-20%	No
Single Ticket - Bus	\$2.75	\$2.20	(\$0.55)	-20%	No
Single Cash - Rail	\$1.30	\$1.04	(\$0.26)	-20%	No
Single Ticket - Rail	\$1.67	\$1.34	(\$0.33)	-20%	No
Disc Single Cash - Bus	\$1.35	\$1.08	(\$0.27)	-20%	Yes
Disc Single Tkt - Bus	\$1.35	\$1.08	(\$0.27)	-20%	Yes
Disc Single Cash - Rail	\$1.38	\$1.11	(\$0.28)	-20%	Yes
Disc Single Tkt - Rail	\$0.99	\$0.79	(\$0.20)	-20%	No
Daily Pass	\$1.25	\$1.16	(\$0.09)	-7%	Yes
Disc Daily Pass	\$1.70	\$1.58	(\$0.12)	-7%	Yes
Monthly Pass	\$2.28	\$1.97	(\$0.31)	-14%	No
Semi-Monthly Pass	\$2.50	\$2.16	(\$0.34)	-14%	Yes
Sen/Disabled Monthly/Semi	\$0.98	\$0.84	(\$0.13)	-14%	No
<b>Los Rios:</b>	\$1.61	\$1.08	(\$0.53)	-33%	Yes
<b>Folsom:</b>	\$0.00	\$0.74	\$0.74	N/A	No

## 10. System wide Average Fare Impacts

**Figure 9  
Impact of Fare Changes  
On Systemwide Minority Average Fare**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$19,089,900	68.2%	14,808,643	69.2%	\$1.29
Non-Minority	<u>\$8,920,289</u>	<u>31.8%</u>	<u>6,598,058</u>	<u>30.8%</u>	\$1.35
Subtotal	\$28,010,189	100.0%	21,406,701	100.0%	\$1.31
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$25,682,122		21,406,701		\$1.20

Non-classified boardings are already excluded from the Minority splits

The new minority average fare is \$1.29, and is lower than the baseline minority average fare, which was \$1.45. Non-minority average fare also decreased, from \$1.54 to \$1.35. Under the fare changes included in this analysis, minority riders would continue to pay less per boarding (\$1.29) than non-minority riders (\$1.35).

**Figure 10  
Impact of Fare Changes  
On Systemwide Low-Income Average Fare**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$13,485,341	48.1%	10,591,296	49.5%	\$1.27
Non-Low-Income	<u>\$14,524,848</u>	<u>51.9%</u>	<u>10,815,405</u>	<u>50.5%</u>	\$1.34
Subtotal	\$28,010,189	100.0%	21,406,701	100.0%	\$1.31
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$25,682,122		21,406,701		\$1.20

Non-classified boardings are already excluded from the LI splits

The low-income average fare is \$1.27, and is lower than the baseline low-income average fare, which was \$1.42. Non-low-income average fare also decreased, from

\$1.54 to \$1.34. Under the fare changes included in this analysis, low-income riders would continue to pay less per boarding (\$1.27) than non-low-income riders (\$1.34).

## 11. Comparison of Impacts

Compared to baseline expectations, minority, non-minority, low-income, and non-low-income riders would all see a reduction in average fare.

**Figure 11**  
**Change in Average Fare**  
**Minority/Low-Income Splits**

Rider Type	Existing	Proposed	Change	% Change
All	\$1.48	\$1.31	-\$0.17	-11.58%
Minority	\$1.45	\$1.29	-\$0.16	-11.31%
Non-Minority	\$1.54	\$1.35	-\$0.19	-12.12%
Low-Income	\$1.42	\$1.27	-\$0.15	-10.45%
Non-Low-Income	\$1.54	\$1.34	-\$0.19	-12.59%

## 12. Findings

Potential disparate impacts to minority populations are determined by comparing the *rate of change* of the average fare for all minority riders to that for non-minority riders. An adverse difference exceeding 20 percent is considered significant. The same analysis is conducted for low-income populations to determine potential disproportionate burdens.

### Figure 12 Determination of Potential Disparate Impacts and/or Disproportionate Burdens

a. Percent decrease in non-minority avg fare	-12.12%
b. Threshold of statistical significance ( 80% * a )	-9.69%
c. Percent decrease in minority avg fare	-11.31%
d. Do fares decrease more for non-minority populations? ( a < c )	Yes
e. Is there evidence of a potential disparate impact ( c > b )	No
f. Percent decrease in non-low-income avg fare	-12.59%
g. Threshold of statistical significance ( 80% * f )	-10.07%
h. Percent decrease in low-income avg fare	-10.45%
i. Do fares decrease more for non-low-income populations? ( f < h )	Yes
j. Is there evidence of a potential disproportionate burden? ( h > g )	No

Based on these results, this analysis finds that the fare changes do not cause any disparate impacts on minority populations, nor do they cause any disproportionate burdens on low-income populations.

RESOLUTION NO. 19-03-\_\_\_\_\_

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

**March 25, 2019**

**APPROVING A TITLE VI EQUITY ANALYSIS FOR FARE REDUCTIONS, TRANSFER  
FARES, LOS RIOS PASS PROGRAM CHANGES, AND FOLSOM-ONLY FARES**

WHEREAS, Federal Title VI civil rights regulations and SacRT policy require a fare equity analysis be prepared, reviewed, and approved by the SacRT Board prior to implementation of any permanent fare changes; and

WHEREAS, on February 22, 2019, a draft Title VI fare change equity analysis was published on SacRT's website for a 30-day public comment period; and

WHEREAS, the Board of Directors has received and taken into consideration all public comments; and

WHEREAS, the draft Title VI civil rights analysis found that there would be no potential disparate impacts on minority populations and that there would be no potential disproportionate burdens on low-income populations from implementing the fare changes that were analyzed.

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

THAT, the Board has reviewed, is aware of, and approves the Title VI fare change equity analysis on the fare reductions, transfer fares, Los Rios pass program changes, and Folsom-only fares; and

THAT, the Board finds that there would be no potential disparate impacts on minority populations from implementing the fare changes; and

THAT, the Board finds that there would be no potential disproportionate burdens on low-income populations from implementing the fare changes.

---

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-03-\_\_\_\_\_

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

**March 25, 2019**

**MODIFYING THE FARE STRUCTURE (RESOLUTIONS 09-10-0174 AND 16-03-0024, AS AMENDED) TO (1) REDUCE FARES, (2) INCLUDE TRANSFERS AS VALID PREPAID FARE MEDIA, AND (3) ADD FARES FOR FOLSOM DIAL-A-RIDE AND FIXED-ROUTE SERVICE**

WHEREAS, by Resolution Nos. 09-10-0174 and 18-06-0061, as amended, the Board of Directors amended and restated the Fare Structure for fixed-route service; and

WHEREAS, SacRT desires to reduce fares; and

WHEREAS, SacRT desires to include transfers as valid prepaid fare media; and

WHEREAS, SacRT desires to add fares for Folsom dial-a-ride service and Folsom fixed route service.

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

THAT, the following definition is hereby added to Section II, "Fare Structure Definitions" set out in Resolution No. 09-10-0174, as previously amended:

"Transfer (n.) means the Prepaid Fare that is issued to a passenger by a Bus Operator."

THAT, in addition to the other Fares and Prepaid Fare types identified in Section IV and Section V of the Fare Structure, as amended, a Transfer is valid as a Prepaid Fare as follows:

"Transfer – A Transfer that is purchased on a Bus is valid for 90 minutes beginning on the date and at the local time that the Transfer is purchased. A paper Validated Fare Ticket constitutes a Transfer that is valid on the date and at the local time it is purchased until 90 minutes thereafter, if the person surrenders that ticket to the Bus operator upon Boarding a Bus and Pays the Transfer price. Only a person that pays the Basic Fare or Discount Fare (as applicable) with either U.S. currency, a Fare Equivalent, or a Fare Ticket that has not been validated will be issued a Transfer upon payment of the price therefor. Individuals presenting a Prepaid Fare on electronic fare media are not eligible to purchase a Transfer"

THAT, effective as of April 1, 2019, Article VI. Fares and Pass Pricing of Resolution No. 09-10-0074 is hereby replaced in its entirety with the attached Exhibit B-5, which as of that date will supersede, in their entirety, prior exhibits adopted in Resolution Nos. 16-03-0024 (Exhibit B), 18-06-0061 (Exhibit B-2), 18-08-0092 (Exhibit B-3), and 19-01-0009 (Exhibit B-4); and



THAT, the Board hereby authorizes and directs the General Manager/CEO or his designee to implement the proposed fare changes as described in Exhibit B-5 effective as of April 1, 2019.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

**Exhibit B-5  
Effective 04/01/2019**

**Regional Transit Fares**

<b>Fare Category</b>	<b>Fare</b>
Single Ride	\$2.50
Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)	\$2.50
Discount Single Ride*	\$1.25
Discount Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)	\$1.25
Transfer (valid for one transfer on either the bus or light rail)	\$0.25
Daily Pass	\$7.00
Discount Daily Pass*	\$3.50
Monthly Pass	\$100.00
Semi-Monthly Pass	\$50.00
Student Semi-Monthly Sticker**	\$10.00
Student Monthly Pass** (on electronic fare media only)	\$20.00
Senior/Disabled Monthly Sticker	\$50.00
Senior/Disabled Semi-Monthly Sticker	\$25.00
Super Senior Monthly Sticker	\$40.00
<b>Folsom Only Fares</b>	
<b>Dial-A-Ride (DAR) Service***</b>	
Folsom DAR Basic Fare (Single Ride)	\$4.00
Folsom DAR Monthly Pass	\$95.00
Folsom DAR Companion (Single Ride)	\$4.00
Folsom DAR Personal Attendant	Free
<b>Fixed Route Fares</b>	
Folsom Senior Monthly Pass ****	\$50.00
Folsom Senior Single Ride	\$1.25
Folsom Senior Daily Pass	\$3.50

Single ride tickets and daily passes may be sold in booklets.

\* Discount single rides and daily pass fares are available to qualifying students age 5-18, seniors age 62 and over, and eligible disabled persons.

\*\* Price applies to all Students including those who qualify for Free/Reduced Meal Programs

\*\*\*DAR service is available only for persons with disabilities as defined in SacRT's fare structure, their companions and attendants, and seniors age 55+. The fares specified are for eligible riders.

\*\*\*\*The Folsom Senior Monthly Pass will be sold only on Connect Card and valid only on fixed route bus service operated 100% within the city limits of Folsom

RESOLUTION NO. 19-03-\_\_\_\_\_

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

**March 25, 2019**

**REPEALING RESOLUTION NO. 16-03-0025 AND MODIFYING FARES FOR  
COMPLEMENTARY PARATRANSIT SERVICE**

WHEREAS, Sacramento Regional Transit District's (SacRT) Enabling Act is set out in Part 14 (Section 102100 and following) of Division 10 of the California Public Utilities Code; and

WHEREAS, pursuant to Section 102001 of SacRT's Enabling Act, the Legislature found that it was necessary to establish the SacRT transit district to operate a single unified public transportation system in the Sacramento Region in order to meet the present and future public transportation, and mass and rapid transit needs, of the region; and

WHEREAS, SacRT has been providing public transportation services along fixed routes in the Sacramento region since 1973; and

WHEREAS, under the Americans with Disabilities Act of 1990 (ADA), each public entity operating public transit along a fixed route system is required to provide demand responsive complementary paratransit services for disabled individuals; and

WHEREAS, under Section 102282 of SacRT's Enabling Act, SacRT is authorized to contract with any public agency or person to provide transit facilities and services; and

WHEREAS, since May 1, 1992, SacRT has contracted with Paratransit, Inc. to provide complementary paratransit services in the Sacramento Region; and

WHEREAS, under Section 102285 of SacRT's Enabling Act, the SacRT Board is authorized to establish fares and charges, if any, for transit service provided under the authority of SacRT's Enabling Act; and

WHEREAS, the fare for a trip charged to an ADA paratransit eligible user of complementary paratransit service may not exceed twice the base fare, including applicable transfer and premium charges, paid by a person paying the full fare for a trip of similar length, at a similar time of day, on SacRT's fixed route system; and

WHEREAS, in March 2016, the Board adopted Resolution No 16-03-0025, setting forth the fares for complementary paratransit service, and

WHEREAS, the Board desires to modify the fares for Complementary Paratransit Service as a result of changes made to SacRT's base fare.

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

Section 1: “Complementary Paratransit Service” means origin-to-destination transportation services arranged on a call-in basis in accordance with Sacramento Regional Transit’s obligation to provide ADA service to destinations within three-quarters of a mile of Sacramento Regional Transit’s fixed-route service as required by 49 C.F.R. Section 37.131.

Section 2: Exhibit A sets out the fare structure for Complementary Paratransit Service.

Section 3: The basic fare for one ride (a single trip between one origin and destination) on Complementary Paratransit Service is the price set forth under item A. of Exhibit A. A person certified by SacRT as an ADA-eligible rider who pays the basic complementary paratransit fare upon boarding a bus providing Complementary Paratransit Service is entitled to one ride thereon.

Section 4: The price charged for a monthly pass for Complementary Paratransit Service is the price set forth under Item B. of Exhibit A. A person certified by SacRT as an ADA-eligible rider who displays a valid monthly pass for Complementary Paratransit Service is entitled to ride such service for up to 44 one-way trips per month, without further charge during the month of the year printed on the pass. Additional trips beyond 44 must be paid for at the per-trip basic fare set out in Item A. of Exhibit A.

Section 5: A person accompanying an ADA-eligible rider on Complementary Paratransit Service who is not a personal care attendant must pay the basic fare set out in Item A. of Exhibit A, if the person accompanying the ADA-eligible rider is entitled to ride in accordance with the provisions of 49 C.F.R. §37.123(f).

Section 6: Notwithstanding anything to the contrary in Section 2, a personal care attendant accompanying a person certified by SacRT as an ADA-eligible rider is eligible to ride without charge if the ADA-eligible rider is authorized by SacRT as eligible to travel with a personal care attendant and if the ADA-eligible rider is provided a ride in accordance with any limitations or conditions set forth in their eligibility determination.

Section 7: Notwithstanding anything to the contrary in Section 2, a person certified by SacRT as an ADA-eligible rider is not required to pay the basic fare upon boarding a bus for Complementary Paratransit Service if the basic fare for that ride is paid directly to SacRT or the operator providing such service under the terms of an agreement approved or authorized by SacRT.

Section 8: Exhibit A, entitled “Complementary Paratransit Fares and Pass Pricing” is attached hereto and incorporated herein by this reference.

Section 9: This Resolution takes effect March 26, 2019.

Section 10: Effective as of March 26, 2019, Resolution No. 16-03-0025 is hereby repealed.

\_\_\_\_\_  
PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

Revised (3/20/19) This Page Only  
Exhibit A

Complementary Paratransit Fares and Pass Pricing

	Price Effective 3/26/19
A. Basic Fare	\$5.00
B. Monthly Pass	<del>\$150.00</del> \$137.50

**General Manager's Report  
March 25, 2019**

**SacRT MEETING CALENDAR**

**Regional Transit Board Meeting**

April 8, 2019  
SacRT Auditorium  
5:30 P.M

**Quarterly Retirement Board Meeting**

June 12, 2019  
SacRT Auditorium  
9:00 A.M

**Mobility Advisory Council Meeting**

April 4, 2019  
SacRT Auditorium  
2:30 P.M.