



Sacramento Regional Transit District Agenda

BOARD MEETING
5:30 P.M., MONDAY, October 7, 2019
REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com
(29th St. Light Rail Station/Bus 38, 67, 68)

ROLL CALL — Directors 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 September 23, 2019
2. Resolution: Approving the Third Amendment to the Contract for Roll Off and Front Load Waste and Recycling Containers Rental and Service with Allied Waste Services of NA, LLC dba Republic Services of Sacramento (J. Anderson/D. Cook)
3. Resolution: Approving the Fourth Amendment to the Contract for Purchase of Vehicles Through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc. (D. Cook)
4. Resolution: Approving the First Amendment to the Personal Services Contract with Mark Lonergan (C. Flores/H. Li)
5. Resolution: Approving the Tenth Amendment to the Contract for Station Design Services – SSCP2 with The HLA Group Landscape Architects & Planners, Inc. (D. Abansado/L. Ham)
6. Approving the Third Amendment to the Fiscal Year 2020 Capital Budget and Authorizing the General Manager/CEO to Modify the Operating Date for ADA Paratransit Service (B. Bernegger)
 - A. Resolution: Approving the Third Amendment to the Fiscal Year 2020 Capital Budget; and
 - B. Resolution: Repealing Resolution No. 19-09-0105, and Authorizing the General Manager/CEO to Provide “Notice of Termination for Convenience” to Paratransit,

Inc. Regarding the Current “ADA Paratransit Service Agreement”, and Operate ADA Paratransit Service In-House On or About March 29, 2020

7. Resolution: Approving the Addition of Section 8.03 to the Personnel Policy Manual Establishing Parameters for Standby Compensation for Hourly Non-Bargaining Unit Employees Who Are Required to Remain “On Call” and Available to Respond Outside of Normal Business Hours to Perform Urgent or Time Sensitive Work (S. Booth/S. Valenton)

INTRODUCTION OF SPECIAL GUESTS

8. Employee Recognition (H. Li)

UNFINISHED BUSINESS

9. Resolution: Repealing Resolution Nos. 17-06-0088 and 18-09-0101, and Approving the Programming of Up to \$29.6 Million of Proposition 1A High Speed Rail Funding for the New Low-Floor Light Rail Vehicles and Related Station Modifications (B. Bernegger)

PUBLIC HEARING

PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA*

NEW BUSINESS

10. Resolution: Delegating Authority to the General Manager/CEO to Submit a Proposal in Response to the Request for Proposals for Turnkey Operation and Maintenance of Public Fixed Route and Dial-A-Ride Services Issued by the South County Transit System and to Certify, on Behalf of the Board of Directors, that the Proposal Meets all Applicable Requirements of the Federal Transit Administration (D. Cook)

GENERAL MANAGER’S REPORT

11. General Manager’s Report
 - a. SacRT Forward and Paratransit Answers to Questions
 - b. 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

- A. Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation
 - a) Isaiah White, on behalf of himself & all others similarly situated vs. Sacramento Regional Transit District
Case No. 34-2018-00240461

RECONVENE IN OPEN SESSION

CLOSED SESSION REPORT

ADJOURN

*NOTICE TO THE PUBLIC

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

Public comment may be given on any agenda item as it is called and will be limited by the Chair to 3 minutes or less per speaker. Speakers using a translator will be provided twice the allotted time. 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 29th 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.net on Tuesday, October 8th @ 6:00 p.m. and Wednesday, October 9th @ noon.

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 29th 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
SPECIAL CLOSED SESSION AND
REGULAR BOARD MEETING SUMMARY
September 23, 2019**

ROLL CALL: Roll Call was taken at 5:00 p.m. PRESENT: Directors Budge, Hansen, Howell, Jennings, Schenirer and Chair Kennedy. Directors Harris, Hume, Miller, Nottoli and Serna arrived during the Closed Session.

ANNOUNCEMENT OF CLOSED SESSION ITEMS

PLEDGE OF ALLEGIANCE

RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 5:01 p.m.

CLOSED SESSION

1. Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9(d)(2)
Anticipated Litigation

One Case
2. Conference with Real Estate Negotiator
Pursuant to Gov. Code Section 54956.8
 - a) Property: 2220 Cemo Circle, Gold River, CA.
Description: APN 069-0101-032
Agency Negotiator: Brent Bernegger, VP, Finance/CFO
Negotiating Parties: USA Properties Fund
Under Negotiation: Price and Terms of Payment

RECONVENE IN OPEN SESSION AND ROLL CALL

The Board Reconvened in Open Session at 5:32 p.m.

ROLL CALL: PRESENT: Directors Budge, Hansen, Harris, Howell, Hume, Jennings, Miller, Nottoli, Schenirer, Serna and Chair Kennedy.

CLOSED SESSION REPORT

There was no Closed Session Report.

CONSENT CALENDAR

1. Motion: Approval of the Action Summary of August 26, 2019
2. Motion: Rescheduling the Next Regularly Scheduled Meeting on October 28, 2019 as a Regular Meeting on October 7, 2019 at 5:30 p.m. (S. Valenton)
3. Resolution: Approving Amendment No. 3 to Credit Agreement with US Bank National Association for an Extension of the \$27 Million Line of Credit Facility to September 30, 2020 (B. Bernegger)
4. Resolution: Delegating Authority to the General Manager/CEO to Approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle with American Integrated Services, Inc. up to a Total Contract Value of \$600,000 and Conditionally Delegating Authority to the General Manager/CEO to Execute Additional Contract Change Orders Based on Closed Session Direction (B. Bernegger)
5. Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance, Approving the Second Amendment to the Fiscal Year 2020 Capital Budget, and Approving the Use of District 4 Developer Fees (D. Cook)
 - A. Resolution: Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance Support Services; and
 - B. Resolution: Approving the Second Amendment to the Fiscal Year 2020 Capital Budget; and
 - C. Resolution: Approving the Use of District 4 Developer Fees for UTDC Light Rail Vehicle Maintenance Support Services

ACTION: APPROVED - Director Howell moved; Director Jennings seconded approval of the consent calendar as written. Motion was carried by voice vote. Director Budge noted that she would be absent from the October 7th Board meeting as the date conflicted with the City of Rancho Cordova's Council meeting.

INTRODUCTION OF SPECIAL GUESTS

UNFINISHED BUSINESS

PUBLIC HEARING

PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Speakers:

Mike Barnbaum – Mr. Barnbaum noted that Yolo Bus is the only public transit service provider in the 6 county region that serves the Sacramento International Airport. Mr. Barnbaum also provided an update from the Yolo County Transportation District meeting of September 9th.

Jeffery Tardaguila – Mr. Tardaguila congratulated staff for their efforts with SacRT Forward, and said “thank you”. Mr. Tardaguila still believes that SacRT needs to focus on the rider. He suggested that SacRT remove the head sign that said that SacRT is hiring operators, and focus on the Route number on the head sign. Mr. Tardaguila still believes SacRT should have had a joint Board meeting with Paratransit, Inc.

Arthur Ketterling – Mr. Ketterling noted there may be riders missing the Route 1 (Saturday) at 7:41 pm and 8:41 pm, by 4 minutes, because Route 21 does not leave Louis and Orlando until 7:27 and 8:27, respectively.

James Worsnop – Mr. Worsnop offered his help to SacRT on how SacRT conducts its real estate practices. Mr. Worsnop provided his personal background relating to real estate, and noted that he worked briefly for SacRT for 3 months. He believes that SacRT’s Real Estate Department has been mismanaged for 40 years ago. He believes that he has a “fiduciary responsibility and duty as a licensed broker to point out any deficiencies, waste, fraud, corruption and give my honest opinion to whether the real estate transactions is in the best interest of the party or the organization involved.”

NEW BUSINESS

6. Whether or Not to Terminate the Americans with Disability Act (ADA) Paratransit Service Agreement with Paratransit, Inc. and Operate ADA Paratransit Service In-House (L. Ham)
 - A. Resolution: Authorizing the General Manager/CEO to Provide “Notice of Termination for Convenience” to Paratransit, Inc. Regarding the Current “ADA Paratransit Service Agreement”, and Operate ADA Paratransit Service In-House Effective April 1, 2020; and
 - B. Resolution: Authorizing the General Manager/CEO to Provide Notice to the City of Sacramento, County of Sacramento and the Sacramento Area Council of Governments (SACOG) that SacRT will Withdraw from the “Agreement Relating to the Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four Party Agreement”) effective July 1, 2020.

Speakers: Mike Barnbaum David Becker Vic Wursten
Charles Johnson Jeff Thom Jeffery Tardaguila
Barbara Stanton Helen O'Connell Pam Flohr
April Wick Glenda Marsh

Questions asked by the public:

- 1) Will riders still be able to call, and what number, at least a minimum of 2 days in advance, and during what hours?
- 2) Will riders be able to book regionally based Elk Grove trips even if trips originating and terminating within city limits still need to use e-van?
- 3) Upon first day of SacRT being the ADA service provider, will SacRT allow for all non-expired fare media to be accepted until the expiration date?
- 4) Will riders still receive a zero-denial policy such that when a ride is requested the rider is guaranteed a ride regardless if the ride is in a cut away, van or taxi cab?
- 5) As a consumer, will riders have to make reservations with two entities to integrate ADA and non-ADA service provided by two different entities?
- 6) Will service be door to door, or curb to curb?
- 7) Will there be training for those transferring from ADA to fixed route service?
- 8) Will there be service to the Sacramento Airport?
- 9) Will there be enough service available to meet the demands for all the rides?

Chair Kennedy requested that staff provide answers to the questions presented by the public and provide the answers to the Board members. Additionally, Chair Kennedy suggested that staff create a Fact Sheet addressing all the questions and providing answers.

Directors Serna, Hansen and Schenirer thanked the public for coming out to support this change. Director Hansen requested that staff continue to engage the Mobility Advisory Council with the transition plans, continue to do outreach in the community, and make the transition as seamless as possible. Director Schenirer also thanked Paratransit for all the work they have done and for making this a smooth transition.

ACTION: APPROVED - Director Serna moved; Director Schenirer seconded approval of the item as written. Motion was carried by voice vote.

7. Information: Update on the Light Rail Modernization Project and Use of Proposition 1A High Speed Rail Funding (B. Bernegger)

Brent Bernegger summarized his staff report and noted that staff plans to return to the Board for formal action on October 7, 2019. This report is time sensitive because the California Transportation Commission (CTC) will be meeting on October 8 and 9, and plans to take action to assign funding.

Director Hansen requested that staff come back at the October 7th Board meeting with a decision for the Board about how to allocate the money between the SVS Loop and the Light Rail Modernization Project, and if one or the other cannot be funded through this

Proposition 1A allocation that staff show the Board how to allocate the funds. Directors Howell and Harris agreed with Director Hansen's request.

Director Serna asked for clarification to Director Hansen's request about whether staff could provide options for the Board's consideration. Director Hansen confirmed that it would be options because of the time line the CTC have placed on SacRT to spend the money.

Speakers: Barbara Stanton Stephen Bourasa

GENERAL MANAGER'S REPORT

8. General Manager's Report
 - a. Board Member Bus Stop Sign Distribution
 - b. SacRT Forward Update
 - c. SacRT Employee Appreciation Event Update
 - d. RydeFree Student Initiative Update
 - e. SacRT Meeting Calendar

Mr. Li began by providing an update on the launch of SacRT Forward. The network was launched on Sunday, September 8. Hundreds of staff worked before, during and after the launch staffing major transit centers from 5:00 a.m. – 7:00 p.m. engaging with passengers. The feedback received has been mostly positive. All routes have 7 day per week service. The Customer Call Center has expanded hours of operation from Monday-Friday 6:30 a.m. – 7:30 p.m., and Saturday and Sunday 7:00 a.m. – 4:00 p.m.

Mr. Li provided the Board with a retired bus stop sign specific to their district boundaries.

James Boyle provided a briefing on the process of SacRT Forward and thanked everyone districtwide for making this project a success. Staff continues to track ridership and plans to provide the Board with details on ridership in the near future.

Director Schenirer asked where constituents can communicate their concerns/comments back to SacRT on the website. Devra Selenis noted that constituents can communicate on SacRT's website at SacRT Forward In Your Neighborhood, or they contact Customer Advocacy at SacRT.com

Devra Selenis provided an update on the outreach for SacRT Forward and noted that TV news media coverage provided over 100 positive feature stories that reached 1 million households.

Brent Bernegger provided an update on the launch of the October 1st implementation of the free rides for students. Students will be able to ride free from October 1, 2019 through September 30, 2020. By the end of September, staff will have distributed stickers to over 300 schools (public, private and charter), 22 public libraries and the

SacRT's Customer Service Center will have tickets and stickers for those riders who cannot go to the other locations.

Director Howell noted that City of Folsom staff has met with SacRT staff, and discussions are ongoing with the City of Folsom to accommodate the anticipated needs of the Folsom Cordova School District.

Director Miller inquired as to the process with the City of Citrus Heights and the San Juan Unified School District. Mr. Bernegger noted that the City of Citrus Heights is still reviewing the proposal, and that the item is being presented to the San Juan Board for approval on September 24th.

Speakers: Mike Barnbaum Jeffery Tardaguila

REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS

9. Paratransit, Inc. Special Board Meeting – August 30, 2019 (Hansen/Hume)

No additional comments were provided.

10. Paratransit, Inc. Board Meeting – September 16, 2019 (Hume)

No additional comments were provided.

11. Capitol Corridor Joint Powers Authority Meeting – September 18, 2019 (Howell/Miller)

Director Miller pointed that the JPA Board received a presentation from people from the Bay Area and that they are putting another 1 cent sales tax on the ballot in 2020 to maintain the State of Good Repair for transit. Director Howell indicated that it was very clear that some of those monies would be dedicated to the Capitol Corridor, but it is only for the 9 county Bay Area region, and has nothing to do with Measure A.

Speaker: Mike Barnbaum

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

As there was no further business to be conducted, the meeting was adjourned at 7:02 p.m.

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	10/07/19	Open	Action	09/30/19

Subject: Approving the Third Amendment to the Contract for Roll Off and Front Load Waste and Recycling Containers Rental and Service with Allied Waste Services of NA, LLC dba Republic Services of Sacramento

ISSUE

Whether or not to approve the Third Amendment to the Contract for Roll Off and Front Load Waste and Recycling Containers Rental and Service with Allied Waste Services of NA, LLC dba Republic Services of Sacramento.

RECOMMENDED ACTION

Adopt Resolution No. 19-10-___, Approving the Third Amendment to the Contract for Roll Off and Front Load Waste and Recycling Containers Rental and Service with Allied Waste Services of NA, LLC dba Republic Services of Sacramento.

FISCAL IMPACT

Budgeted: No This FY: \$50,000
Budget Source: Operating
Funding Source: Operating
Cost Cntr/GL Acct(s) or Capital Project #: 37/650004

Original Contract: \$334,807.48
Amendment 2: \$12,701.04
Amendment 3: \$50,000.00
Total Amended Contract: \$397,508.52

DISCUSSION

On May 19, 2015, the Board awarded a Contract for Roll Off and Front Load Waste and Recycling Containers Rental and Service to Allied Waste Services of NA, LLC dba Republic Services of Sacramento, for an amount not to exceed \$198,269.50 for a 3-year term with an option to renew for up to 2 additional 1-year periods. In April 2018, the Board exercised the option for years 4 and 5, increasing the Contract Total Consideration to \$334,807.48 and revising the expiration date to May 18, 2020. Also in April 2018, the Contract was amended, under the General Manager's authority, to add \$12,701.04 to cover additional costs related to vacating the Evergreen building.

The unforeseen increase of homeless encampments on SacRT property has increased the amount of trash that SacRT has to remove and dispose of, which has accelerated spending on this Contract. Due to the additional charges for this waste, the Total Consideration under the

Approved:

Presented:

Final 10/02/19
General Manager/CEO

Director, Facilities
J:\Board Meeting Documents\2019\15 October 7, 2019\Republic Services Dumpster Issue Paper JMS REV.docx

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
2	10/07/19	Open	Action	09/30/19

Subject: Approving the Third Amendment to the Contract for Roll Off and Front Load Waste and Recycling Containers Rental and Service with Allied Waste Services of NA, LLC dba Republic Services of Sacramento

contract will be exhausted prior to May 18, 2020 and SacRT will have insufficient funds for both regular garbage services and additional clean up expenditures.

Staff recommends that the Board approve the Third Amendment to the Contract between SacRT and Allied Waste Services of NA, LLC, dba Republic Services of Sacramento to add an additional \$50,000, for a Total Consideration of \$397,508.52 for the remainder of the Contract term.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

APPROVING THE THIRD AMENDMENT TO THE CONTRACT FOR ROLL OFF AND FRONT LOAD WASTE AND RECYCLING CONTAINERS RENTAL AND SERVICE WITH ALLIED WASTE SERVICES OF NA, LLC DBA REPUBLIC SERVICES OF SACRAMENTO

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

THAT, the Third Amendment to the Contract between the Sacramento Regional Transit District, therein referred to as "SacRT," and Allied Waste Services of NA, LLC dba Republic Services of Sacramento, therein referred to as "Contractor," whereby the total consideration is increased by \$50,000 to account for greater than anticipated waste disposal requirements, from \$347,508.52 to \$397,508.52, is hereby approved.

THAT, the Chair and General Manager are hereby authorized and directed to execute said Third 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
3	10/7/19	Open	Action	9/30/19

Subject: Approving the Fourth Amendment to the Contract for Purchase of Vehicles Through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc.

ISSUE

Whether or not to approve the Fourth Amendment to the Contract for Purchase of Vehicles through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc.

RECOMMENDED ACTION

Adopt Resolution 19-10-____, Approving the Fourth Amendment to the Contract for Purchase of Vehicles Through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc.

FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	3,440,812.80
Budget Source:	Capital	Next FY:	\$	0
Funding Source:	PTMISEA	Annualized:	\$	N/A
Cost Cntr/GL Acct(s) or Capital Project #:	910700 (vehicles) 910800 (admin) P009	Total Amount:	\$	3,440,812.80
Total Budget:	\$ 3,440,812.80, includes applicable sales tax, fees and admin costs*			

DISCUSSION

SacRT has received funding under the California Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) for the purchase of replacement paratransit buses. In accordance with Federal Transit Administration (FTA) guidelines and SacRT Standard Operating Procedures, the 102 existing buses currently used for complementary paratransit service are nearing the end of their service life of 5 years or 150,000 miles.

In May 2018, the Board approved the acquisition of 40 paratransit replacement buses from Creative Bus Sales using the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule, a joint procurement effort in which MBTA served as the lead agency for multiple transit agencies. In 2015, CalACT/MBTA released Request for Proposals (RFP) Number 15-03 for Accessible Transit/Paratransit Vehicles. This was a competitive, multiple-award procurement based on bidders meeting the bid specifications and falling within a predetermined competitive price range established by the cooperative. The RFP included both Federal and State provisions. This cooperative purchasing schedule enables SacRT to select from a menu of choices from different vendors and manufacturers that best suited SacRT's needs, rather than the limitations of an

Approved:

Presented:

Final 10/02/19

General Manager/CEO

VP, Operations

J:\Board Meeting Documents\2019\15 October 7, 2019\201827 Fourth Amend_ADA Paratransit Bus Replacement.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	10/07/19	Open	Action	09/30/19

Subject: Approving an Amendment to the Contract for the Purchase of Vehicles Through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc.

award based solely on the price of the vehicles. In addition to the prior acquisition of paratransit buses, the Contract with Creative Bus has also been used for acquisition of other small buses.

Staff is seeking to amend the current contract with Creative Bus Sales for the purchase of 40 additional paratransit replacement buses. For the current procurement, the class C Ford E450 Starcraft gasoline bus best suits SacRT’s needs. SacRT is opting to go forward with a gasoline engine at this time for several reasons. In January 1, 2018, the California Air Resource Board (CARB) decertified the Ford F550, 6.7 liter engine and Ford opted not to pursue California Air Resources Board (CARB) certification renewal. This precludes SacRT from purchasing a vehicle like the 11 CNG vehicles procured in 2016 for ADA paratransit service and the 4 purchased for Community Bus Service (CBS) in 2017. Further, due to concerns with the reduced/limited range of a smaller CNG vehicle in ADA demand response paratransit service, combined with significant maintenance issues that SacRT has encountered with CNG vehicles operated in the CBS fleet, purchase of gasoline vehicles is the best option at this time.

Staff recommends moving forward at this time with the purchase of 40 more gasoline buses to ensure ADA fleet needs are met and in an attempt to balance current critical time-sensitive need to start SacRT-operated paratransit service on April 1, 2020.

SacRT staff continues to monitor the state of the industry related to alternative fuels for light and medium duty buses and remains committed to preparing the region for the next alternative fuel platform for a vehicle of this size. SacRT looks forward to transitioning to zero emission buses for its small bus fleet, including both ADA paratransit and CBS. Staff will keep the Board updated on its progress and will report back with the next steps in working toward a zero emission fleet of ADA paratransit vehicles.

Staff requests that the Board approve the Fourth Amendment to the Contract for Purchase of Vehicles through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc. to purchase an additional 40 Class C gasoline-powered buses to support ADA paratransit service.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

APPROVING THE FOURTH AMENDMENT TO THE CONTRACT FOR PURCHASE OF VEHICLES THROUGH THE CALACT/MBTA JOINT PROCUREMENT WITH CREATIVE BUS SALES, INC.

WHEREAS, the Sacramento Regional Transit District (SacRT) received Public Transportation Modernization, Improvement and Service Enhancement Account Program (PTMISEA) funds for the replacement of paratransit vehicles; and

WHEREAS, the Morongo Basin Transit Authority (MBTA) served as the lead agency for the California Association for Coordinated Transportation (CalACT) Cooperative Purchasing Schedule (Cooperative) and, under Request for Proposal Number 15-03, conducted a negotiated procurement for paratransit/accessible buses, accepting proposers offering vehicles that met its specifications and whose prices fell within a competitive price range established by the Cooperative; and

WHEREAS, pursuant to RFP Number 15-03, MBTA entered into a Contract with Creative Bus Sales, Inc. for the purchase of paratransit buses; and

WHEREAS, on March 20, 2018, SacRT and Creative Bus Sales, Inc. entered into an Agreement for the purchase of 8 El Dorado KS Class E Ford F550 vehicles and subsequently amended that agreement to include the purchase of additional 12 El Dorado KS Class E Ford F550 vehicles and 40 Starcraft Class C vehicles ("Principal Agreement"); and

WHEREAS, MBTA has assigned to SacRT the right to acquire an additional 40 Starcraft Class C vehicles through the CalACT/MBTA Joint Procurement from Creative Bus Sales, Inc. under the terms and conditions of the MBTA Contract; and

WHEREAS, the parties desire to amend the Principal Agreement to include the 40 additional buses.

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

THAT, Fourth Amendment to the Contract for Purchase of Buses through the CalACT/MBTA Joint Procurement, between SacRT and Creative Bus Sales, Inc. therein referred to as "Contractor," whereby Contractor agrees to sell and SacRT agrees to purchase forty Class C Ford E450 Starcraft buses and the total consideration is increased by \$3,168,082.40, plus applicable sales taxes and fees, from \$5,422,325 to \$8,590,407.40, plus applicable sales taxes and fees, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute said Fourth Amendment to the Contract for Purchase of Vehicles through the CalACT/MBTA Joint Procurement with Creative Bus Sales, Inc.

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	10/07/19	Open	Action	10/01/19

Subject: Approving the First Amendment to the Personal Services Contract with Mark Lonergan

ISSUE

Whether to approve the First Amendment to the Personal Services Contract for retired annuitant Mark Lonergan to complete and/or oversee critical projects.

RECOMMENDED ACTION

Adopt Resolution No. 19-10-_____, Approving the First Amendment to the Personal Services Contract with Mark Lonergan.

FISCAL IMPACT

Budgeted: No FY2019: \$ 50,000
Budget Source: Operating FY2020: \$ 50,000
Funding Source: Operating
Cost Cntr/GL Acct(s) or CC 11; 510025
Capital Project #:
Total Budget: \$ 100,000

DISCUSSION

At the December 10, 2018 Board Meeting, the Board of Directors approved a Contract with Mark Lonergan ("Mr. Lonergan") as a retired annuitant to complete and assist with critical projects for SacRT. Mr. Lonergan served as the Deputy General Manager/Chief Operating Officer prior to his retirement from SacRT on January 1, 2019. As a retired annuitant, Mr. Lonergan has provided executive level assistance to the General Manager/CEO in planning, developing, and organizing the activities for SacRT. His expertise is critical as the District moves forward with the Light Rail Modernization Project to transition to a low floor fleet and light rail system. The addition of low floor vehicles will significantly improve the reliability of the region's light rail system. The age and high mileage of the existing light rail vehicle fleet has resulted in reliability issues which will be an increasing problem as these vehicles continue to age. The acquisition of these vehicles is a major capital project for SacRT requiring a very complex funding plan, drawing funding from a number of federal, state and local sources. Mr. Lonergan will continue to provide support to SacRT as this project moves forward.

Under the California Public Employees Pension Reform Act (PEPRA), Mr. Lonergan is only permitted to work 960 hours per year because he is a retired annuitant.

Staff recommends that the Board approve the First Amendment to the Contract with Mark Lonergan to complete and/or oversee critical projects, wherein the total consideration is increased by \$50,000 from \$50,000 to \$100,000 and the Contract term is extended to December 31, 2020.

Approved:

Presented:

Final 10/02/19

General Manager/CEO

Special Assistant, Office of the General Manager

J:\Board Meeting Documents\2019\15 October 7, 2019\IP Mark Lonergan Contract Extension revised.doc

RESOLUTION NO. 19-10-_____

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

October 7, 2019

**APPROVING THE FIRST AMENDMENT TO THE PERSONAL SERVICES
CONTRACT WITH MARK LONERGAN**

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 Mark Lonergan, therein referred to as "Contractor," whereby the total consideration is increased by \$50,000 from \$50,000 to \$100,000 and the term is extended to December 31, 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	10/07/19	Open	Action	10/01/19

Subject: Approving the Tenth Amendment to the Contract with The HLA Group Landscape Architects and & Planners, Inc. for the South Sacramento Corridor Phase II Station Design Service

ISSUE

Whether or not to approve the Tenth Amendment to the Contract for Station Design Services – SSCP2 with The HLA Group Landscape Architects & Planners, Inc.

RECOMMENDED ACTION

Adopt Resolution No. 19-10-____, Approving the Tenth Amendment to the Contract for Station Design Services – SSCP2 with The HLA Group Landscape Architects & Planners, Inc.

FISCAL IMPACT

Budgeted:	Yes	This FY:	\$	230,561.72
Budget Source:	Capital	Next FY:	\$	0
Funding Source:	NewStarts/Prop 1B	Annualized:	\$	
Cost Cntr/GL Acct(s) or Capital Project #:		Total Amount:	\$	230,561.72
Total Budget:	\$ 230,561.72			

Station Design Contract	\$1,272,021.76
Amendment 10	\$ 230,561.72
Total Contract Amount	\$1,502,583.48

DISCUSSION

The Blue Line to Cosumnes River College project (Project), also known as the South Sacramento Corridor Phase 2 (SSCP2) project extended Sacramento Regional Transit District's (SacRT's) light rail service from its existing terminus at Meadowview Road south and east 4.3 miles to Cosumnes River College (CRC). This extension opened for revenue service in August 2015. The extension included four new stations and 4.3 miles of track. However, full construction of one of the new stations, Morrison Creek, was deferred due to the lack of development around the immediate station area and concerns related to safety, access, loitering and graffiti.

During construction of the extension, SacRT constructed the underground infrastructure and most of the above-ground improvements for the station and park-and-ride lot. This includes the detention basin at Morrison Creek Station, all permanent fencing, parking lot curbs and asphalt pavement, underground electrical conduit and pull boxes, water and sewer pipes, and storm drainage pipes and inlets, sleeves for irrigation lines, concrete platform and planter curbs, mini-

Approved:

Presented:

Final 10/02/19

General Manager/CEO

Director, Civil and Track Design

J:\Board Meeting Documents\2019\15 October 7, 2019\HLA 10th Amendment.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	10/07/19	Open	Action	10/01/19

Subject: Approving the Tenth Amendment to the Contract with The HLA Group Landscape Architects and & Planners, Inc. for the South Sacramento Corridor Phase II Station Design Service

high ramps and platforms, and structure foundations. Conduits and pipes were stubbed up and capped off for future use.

Additionally, SacRT purchased Morrison Creek Station items that could have been susceptible to vandalism and has stored them off site for future installation at the station. Items include shelter structures, railings, site furniture, light fixtures, electrical cabinets, station signage, fare vending equipment, dynamic message signs, and security cameras. These items are ready for installation when remaining station construction begins.

Since 2015, Staff has been working with the Federal Transit Administration (FTA) to determine the appropriate time to finish constructing the Morrison Creek Station. FTA has recently determined that the station must be constructed and opened to the public by August 2021. Staff needs to finalize the design of the station in order to initiate construction as soon as possible.

SacRT entered into a contract with The HLA Group Landscape Architects & Planners, Inc. (HLA) for design of the Morrison Creek, Franklin, and Center Parkway Stations, the construction of which was included in the SSCP2 Civil, Track, Structures, Systems and Stations (CTSSS) construction contract. The HLA contract has been amended multiple times to increase the scope of work through Final Design and construction support for the CTSS construction contract. The last amendment, Amendment 9, was approved by the Board in 2014. Amendment 10 will provide up to 100% design plans for the Morrison Creek Station and bid and construction support.

Staff recommends that the Board approve the Tenth Amendment, in the amount of \$230,561.72, to the Contract for the South Sacramento Corridor Phase II Station Design Services with The HLA Group Landscape Architects & Planners, Inc.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

APPROVING THE TENTH AMENDMENT TO THE CONTRACT FOR STATION DESIGN SERVICES – SSCP2 WITH THE HLA GROUP LANDSCAPE ARCHITECTS & PLANNERS, INC.

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

THAT, the Tenth Amendment to the Contract for Station Design Services – SSCP2 between the Sacramento Regional Transit District, therein referred to as “SacRT,” and The HLA Group Landscape Architects & Planners, Inc., therein referred to as “Consultant,” whereby Consultant agrees to provide final design and construction support services for Morrison Creek Station construction, which was deferred from the initial construction activities, and the total consideration is increased by \$230,561.72, from \$1,272,021.76 to \$1,502,583.48, is hereby approved.

THAT, the Chair and General Manager/CEO are hereby authorized and directed to execute said Tenth 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	10/07/19	Open	Action	09/30/19

Subject: Third Amendment to the Fiscal Year (FY) 2020 Capital Budget, Repealing Resolution No. 19-09-0105, and authorizing and directing the General Manager/CEO to provide “Notice of Termination for Convenience” to Paratransit, Inc. regarding the current “ADA Paratransit Service Agreement,” and to operate ADA paratransit service in-house effective on or about March 29, 2020.

ISSUE

Whether or not to approve the Third Amendment to the Fiscal Year (FY) 2020 Capital Budget and provide notice of termination for convenience to Paratransit, Inc. and operate the ADA paratransit service in-house effective on or about March 29, 2020.

RECOMMENDED ACTIONS

- A. Adopt Resolution 19-10-____, Approving the Third Amendment to the Fiscal Year 2020 Capital Budget; and
- B. Adopt Resolution No. 19-10-____, Repealing Resolution No. 19-09-0105, and Authorizing the General Manager/CEO to Provide “Notice of Termination for Convenience” to Paratransit, Inc. Regarding the Current “ADA Paratransit Service Agreement”, and Operate ADA Paratransit Service In House effective on or about March 29, 2020.

FISCAL IMPACT

Approval of this would increase the FY20 Capital Budget by \$2,074,986 for various capital projects as outlined in Exhibit A. This action simply approves the capital project budget. Funding for project T060 is secured by a Federal Transit Security Grant and project P011 is temporarily funded with FY20 anticipated operating surplus. See notes below.

DISCUSSION

SacRT’s annual budgeting process includes Board adoption of a budget that reflects SacRT’s expected funding and projects at the time of preparation. Periodically, changes to funding sources, funding amounts or District priorities require revisions to the budget. Staff has identified necessary revisions as described below:

- **Anti-Terrorism Directed Surge Patrols (T060)** – Add \$74,986 for a new grant-funded project in the capital budget. SacRT was awarded \$74,986 from the Federal 2019 Transit Security Grant Program for Anti-Terrorism Directed Surge Patrols (Overtime Patrols). There is no local match requirement, so the available grant funding will fully fund the project.
- **Paratransit Service Start-Up Costs (P011)** – Add \$2,000,000 in budget authority. The amount is an estimate based on an operational needs assessment. If after implementation,

Approved:

Presented:

Final 10/02/19

General Manager/CEO

VP, Finance/CFO

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	10/07/19	Open	Action	09/30/19

Subject: Third Amendment to the Fiscal Year (FY) 2020 Capital Budget, Repealing Resolution No. 19-09-0105, and authorizing and directing the General Manager/CEO to provide “Notice of Termination for Convenience” to Paratransit, Inc. regarding the current “ADA Paratransit Service Agreement,” and to operate ADA paratransit service in-house effective on or about March 29, 2020.

the costs come in less, the budget will be reduced. On September 23, 2019, the SacRT Board of Directors approved the termination of the contract with Paratransit Inc. (PI) to provide SacRT’s mandatory paratransit/ADA service. SacRT has made the decision to bring that service in house, which means that SacRT will incur start up costs, estimated at \$2 million, to perform the following tasks (list is not exhaustive): Procure dispatching software system, IT systems configuration and integration, fencing, facility procurement, lot repairs, communications systems, bus modifications, and other tasks as deemed necessary by Staff.

ADA Paratransit Service Transition Date – The Board authorized the General Manager/CEO to terminate the ADA paratransit service Agreement with Paratransit, Inc. and operate ADA paratransit service in-house, effective April 1, 2020 at the September 23, 2019 meeting. In subsequent discussions between SacRT and Paratransit, Inc. the parties agreed that it would be in our customer’s best interest to transition service on a weekend, rather than in the middle of the week. Transitioning ADA paratransit service on or about March 29th, instead of April 1st, allows more flexibility in not starting out on what is historically the highest ridership/administrative call day of the month, along with allowing both agencies more use of the hours Friday evening and Saturday to work on the transition of assets making the transition smooth and being less impactful on our ADA paratransit clients.

FY 2020 Capital Budget Summary

Action	Total FY20 Budget Request	Amendment Amount	Detail
Adopted FY 2020 Capital Budget – June 10	\$231,386,630		
Amendment 1 – August 26	\$233,437,085	\$2,050,455	Added \$1.4 million for critical maintenance and state of good repair projects (\$0.5 million of which may be reimbursed by insurance proceeds), \$0.4 million in budget authority for bus stop enhancements that may be eligible for new revenue streams, and \$0.2 million in budget authority for potential real estate development projects.
Amendment 2 – September 23	\$236,806,661	\$3,369,576	Increase budget for Maintenance Services for the UTDC Light Rail Vehicle Fleet (one six-month contract plus five six-month options).
Amendment 3 – October 7	\$238,881,647	\$2,074,986	See above and Exhibit A for details.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	10/07/19	Open	Action	09/30/19

Subject: Third Amendment to the Fiscal Year (FY) 2020 Capital Budget, Repealing Resolution No. 19-09-0105, and authorizing and directing the General Manager/CEO to provide "Notice of Termination for Convenience" to Paratransit, Inc. regarding the current "ADA Paratransit Service Agreement," and to operate ADA paratransit service in-house effective on or about March 29, 2020.

Staff hereby recommends that the Board approve the Third Amendment to the FY20 Capital Budget, making the changes described above and in Exhibit A, repealing Resolution No. 19-09-0105, and authorizing and directing the General Manager/CEO to provide "Notice of Termination for Convenience" to Paratransit, Inc. regarding the current "ADA Paratransit Service Agreement," and to operate ADA paratransit service in-house effective on or about March 29, 2020.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

**APPROVING THE THIRD AMENDMENT TO THE FISCAL YEAR 2020 CAPITAL
BUDGET**

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

THAT, the Board approves the Third Amendment to the Fiscal Year 2020 Capital Budget, as set out in Exhibit A.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit A: Summary of Amendment 3 changes to FY20 Capital Budget

ID	Project Name	FY20 Budget Through Amend 2	FY20 Budget - with Amend 3	FY20 Capital Budget Change				Fund Source
				FY20 Capital Budget Change	Federal	State	Local	
Increased FY20 Budget Request								
T060	Anti-Terrorism Directed Surge Patrols	0	74,986	74,986	74,986			FY19 Homeland Security Federal Emergency Management Agency (FEMA) Transit Security Grant Program (TSGP)
P011	Paratransit Service Start-Up Costs	0	2,000,000	2,000,000			2,000,000	SacRT will utilize current year operating surplus to fund the project with the expectation that the 4.5% TDA allocation currently going to PI will be redirected to SacRT.
		\$ -	\$ 2,074,986	\$ 2,074,986	\$ 74,986	\$ -	\$ -	\$ 2,000,000

RESOLUTION NO. 19-10-_____

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

October 7, 2019

REPEALING RESOLUTION NO. 19-09-0105, AND AUTHORIZING THE GENERAL MANAGER/CEO TO PROVIDE “NOTICE OF TERMINATION FOR CONVENIENCE” TO PARATRANSIT, INC. REGARDING THE CURRENT “ADA PARATRANSIT SERVICE AGREEMENT”, AND OPERATE ADA PARATRANSIT SERVICE IN HOUSE EFFECTIVE ON OR ABOUT MARCH 29, 2020

WHEREAS, the Board authorized the General Manager to terminate the contract for ADA Paratransit Services with Paratransit Inc. (PI), at its September 23, 2019 Board meeting, with a date certain effective date of April 1, 2020; and

WHEREAS, after preliminary transition discussions, SacRT and PI staff determined that transitioning service on a weekday could negatively impact SacRT’s ADA eligible customers; and

WHEREAS, SacRT and PI staff determined that transitioning ADA paratransit service the weekend before April 1, 2020 would be most beneficial to SacRT’s ADA eligible customers.

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

THAT, Resolution No. 19-09-0105 is hereby repealed.

THAT, The Board hereby authorizes and directs the General Manager/CEO to provide “Notice of Termination for Convenience” to Paratransit, Inc. regarding the current “ADA Paratransit Service Agreement,” and to operate ADA paratransit service in-house effective on or about March 29, 2020.

THAT, the General Manager/CEO is hereby authorized to execute any agreements, forms, applications or other required documents necessary to effectuate the termination contemplated herein.

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
7	10/07/19	Open	Action	10/01/19

Subject: Standby Compensation for Hourly Employees in MCEG designated classifications

ISSUE

Whether to modify the Personnel Policy Manual to establish Standby Compensation for hourly employees who are required to remain “on call” and available to respond outside of normal business hours to perform urgent or time sensitive work.

RECOMMENDED ACTION

Adopt Resolution No. 19-10-____, Approving the Addition of Section 8.03 to the Personnel Policy Manual Establishing Parameters for Standby Compensation for Hourly Non-Bargaining Unit Employees Who Are Required to Remain “On Call” and Available to Respond Outside of Normal Business Hours to Perform Urgent or Time Sensitive Work.

FISCAL IMPACT

The fiscal impact for this action is minor and estimated to be approximately \$30,000 annually. This cost was not budgeted in FY20.

DISCUSSION

In an effort to ensure that the Risk Department receives timely information regarding major bus and light rail vehicle accidents including identifying potential claimants and witnesses, descriptions and photographs of personal injuries, vehicle damage, property damage, etc. which may be useful in responding to and assessing the values of claims filed against SacRT, a need to have staff from the Risk Department respond to major incidents has been identified. In order to ensure timely response, the Risk Department needs to create a Standby Schedule and assign department employees to remain available or “on call” to respond to such major incidents at virtually any time of the day and day of the week, including days and hours outside of normal business hours. In order to provide complete coverage and to fairly distribute the “on call” obligation, it is necessary to assign both salaried and hourly employees to the Standby Schedule.

The Risk Manager and Senior Risk Analyst are salaried employees exempt from state and federal overtime requirements and subject to work in excess of 40 hours in a workweek without additional compensation. The Risk Analysts I and II, however, are hourly employees, and are entitled to compensation for all time they are required to work. In the absence of a Standby Pay Provision, the hourly employees would be entitled to their full wages, likely at the overtime rate of one and one-half of their normal rate of pay, for all hours assigned to be “on call”. Applicable state and federal law permits an alternative method for compensating “on call” employees without incurring the expense of full wages.

Approved:

Presented:

Final 10/02/19

General Manager/CEO

AVP, Human Resources & Labor Relations

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	10/07/19	Open	Action	10/01/19

Subject: Standby Compensation for Hourly Employees in MCEG designated classifications

In order to provide fair compensation to the hourly employees when they are assigned to be “on call,” staff proposes to implement an On Call – Standby Pay Program for hourly non-bargaining unit employees whereby such employees will be compensated 2 hours at the time and one-half rate for each day they are assigned to be “on call.” Program parameters and requirements are provided in the proposed Section 8.03 to the Personnel Policy Manual (Attachment 1).

Although the immediate need for the Standby Pay provisions relates to the non-bargaining unit Management and Confidential Employee Group (MCEG) designated positions, the provisions of the Personnel Policy Manual would be applied to hourly employees in designated bargaining units if collectively bargained with an exclusively recognized employee organization.

Staff recommends the Board approve the modification to the Personnel Policy Manual and the Standby Pay provisions specified in the proposed Section 8.03 as detailed in Attachment 1.

§8.03 On Call – Standby Pay

- A. An employee may be assigned to On Call – Standby status for a period of 7 consecutive days, including holidays.
- B. An employee assigned to On Call – Standby status is to remain available to respond to trouble calls and emergency situations in a timely manner.
- C. An hourly employee assigned to On Call – Standby status will be compensated 2 hours at the time and one-half rate for each day, Sunday through Saturday including SacRT paid holidays.
- D. In the event it is necessary for an employee to leave home in order to respond to a trouble call or emergency, from the time of leaving home until returning home is considered paid time and will be compensated at the time and one-half rate. Such compensation for time worked is in addition to the On Call – Standby status pay described in paragraph c, above.
- E. Employees will not be compensated for On Call – Standby status on any day on which they are on approved vacation, floating holiday or other leave status.
- F. These provisions will apply to non-bargaining unit employees only unless collectively bargained with an exclusively recognized employee organization.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

APPROVING THE ADDITION OF SECTION 8.03 TO THE PERSONNEL POLICY MANUAL ESTABLISHING PARAMETERS FOR STANDBY COMPENSATION FOR HOURLY NON-BARGAINING UNIT EMPLOYEES WHO ARE REQUIRED TO REMAIN "ON CALL" AND AVAILABLE TO RESPOND OUTSIDE OF NORMAL BUSINESS HOURS TO PERFORM URGENT OR TIME SENSITIVE WORK

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

THAT, Section 8.03 is added to the Personnel Policy Manual establishing parameters for standby/on call assignments and Standby compensation for hourly non-bargaining unit employees who are required to remain "on call" and available to respond outside of normal business hours to perform urgent or time sensitive work.

THAT, Section 8.03 may be applied to designated bargaining unit employees if collectively bargained with an exclusively recognized employee organization.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Agenda Item #8

INTRODUCTION OF SPECIAL GUESTS

EMPLOYEE RECOGNITION

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	10/07/19	Open	Action	10/02/19

Subject: Programming Proposition 1A High Speed Rail Funding to the Light Rail Modernization Project and Seeking Future Funding for SVS Loop

ISSUE

Options for programming SacRT's unused Proposition 1A (Prop. 1A) High Speed Rail funding.

RECOMMENDED ACTION

Adopt Resolution No. 19-10-_____, Repealing Resolution Nos. 17-06-0088 and 18-09-0101, and Approving the Programming of Up to \$29.6 Million of Proposition 1A High Speed Rail Funding for the New Low-Floor Light Rail Vehicles (LRVs) and Related Station Modifications

FISCAL IMPACT

The Light Rail Modernization project is in need of at least \$29.6 million to fund light rail vehicles and station modifications needed to operate a low floor fleet. Without this programming of funding, the project will be significantly delayed resulting in cost increases, and jeopardizing future funds.

DISCUSSION

At the September 23rd meeting, Board members asked staff to return on October 7th with options for spending the remaining \$29 million in Prop. 1A High Speed Rail funds, including options for spending the funds on either the Light Rail Modernization project and/or on the Sacramento Valley Station (SVS) Loop project because the Prop 1A funds originally were allocated to the SVS Loop project. The Board further requested that, if one or the other cannot be funded through the \$29 million of Prop. 1A, staff present alternative funding options for the unfunded activities.

Based on the criteria set out in the Prop. 1A guidelines, this project is a perfect match, as this will be used to meet SacRT's most imminent need, which is light rail replacement vehicles. Additionally, the requirement to spend the Prop. 1A in a timely manner is critical as there is potential language to sunset the Prop. 1A program. Assigning the Prop. 1A to the Light Rail Modernization Project would be beneficial to SacRT's operations as it will allow SacRT to continue its mission of providing reliable, safe, and clean vehicles for the public to benefit from. These new vehicles would also reduce the increasing maintenance and operational costs associated with having an old, unreliable fleet.

However, the SVS Loop is also very important to the agency's system wide goals and the congestion in the downtown area. Therefore, staff has identified three different future funding opportunities for which the SVS Loop project would be very competitive. These three options are as follows:

Approved:

Presented:

Final 10/02/19

General Manager/CEO

VP, Finance/CFO

J:\Board Meeting Documents\2019\15 October 7, 2019\IP Prop 1A High Speed Rail Funding Board Action 10-2-19 HL edits.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	10/07/19	Open	Action	10/02/19

Subject: Programming Proposition 1A High Speed Rail Funding to the Light Rail Modernization Project and Seeking Future Funding for SVS Loop

1. Apply for State funds for the Transit and Intercity Rail Capital Program (TIRCP)
2. Apply for U.S. Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Program
3. Work with Sacramento Area Council of Governments (SACOG) to pursue future Regional Funding Program

Recommended Action

SacRT staff recommends that the Board repeal Resolutions No. 17-06-0088 and 18-09-0101, and approve the programming of up to \$29.6 million of Prop. 1A funding for new low-floor LRVs and station conversions.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

**REPEALING RESOLUTION NOS. 17-06-0088 AND 18-09-0101, AND APPROVING
THE PROGRAMMING OF UP TO \$29.6 MILLION OF PROPOSITION 1A HIGH
SPEED RAIL FUNDING FOR NEW LOW-FLOOR LIGHT RAIL VEHICLES (LRVS)
AND STATION CONVERSIONS**

WHEREAS, on June 12, 2017, the Board approved Resolution No. 17-06-0088, approving the programming of \$25 Million of Proposition 1A High Speed Rail Funding for the Downtown/Riverfront Streetcar Project with the understanding that the City of Sacramento would work with SacRT to: 1) fund the project costs for the Sacramento Valley Station (SVS) Loop; 2) work with SacRT to find a location for future storage track; and, 3) work with SacRT to obtain dedicated transit funding for SacRT's strategic initiatives; and

WHEREAS, Resolution No. 17-06-0088 specified that Staff may not request an allocation of the Proposition 1A High Speed Rail Funding for the Downtown/Riverfront Streetcar Project until a Small Starts Grant Agreement for the Project has been executed with the Federal Transit Administration (FTA) and \$30 million in funding has been allocated by the California Transportation Commission (CTC) from the Transit and Intercity Rail Capital Program (TIRCP); and

WHEREAS, on September 24, 2018, the Board amended Resolution No. 18-09-0101 to permit Staff to request an allocation of \$3.5 million in Proposition 1A funds from the CTC for the Downtown Riverfront Streetcar Project in advance of receipt of a Small Starts Grant Agreement and allocation of TIRCP funding; and

WHEREAS, Resolution No. 18-09-0101 restricted SacRT Staff from authorizing the commitment or expenditure of any portion of the Proposition 1A funds without a subsequent action by the Board; and

WHEREAS, Resolution No. 18-09-0101 conditioned any further Board action to authorize commitment or expenditure of the Proposition 1A funding on the following actions:

1. That the City of Sacramento, City of West Sacramento, and The Riverfront Joint Powers Authority (JPA) enter into an agreement to reimburse SacRT if the use of any or all of the \$3.5 million of Proposition 1A funding is deemed ineligible by Caltrans or the CTC, requiring SacRT to repay the State for the ineligible portion and indemnify SacRT for any other actions the CTC or Caltrans might take related to use of the funds, including actions that might be taken if the Project is ultimately abandoned.
2. That the JPA Board consider/approve the request of the SacRT Board to add direct SacRT representation to the JPA Board.

3. That construction bids for the Project are received and either: (a) the bids will allow the Project to be completed within the budgeted amount; or (b) the Cities and the JPA enter into amendments to the governance documents that will fully fund the Project with a revised budget; and

WHEREAS, the Downtown/Riverfront Streetcar Project is on hold at this time while alternative projects are being considered; and

WHEREAS, CTC staff has suggested that SacRT should request an allocation of Prop. 1A funds and deliver its Prop. 1A project expeditiously.

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

THAT, Resolution Nos. 17-06-0088 and 18-09-0101 are hereby repealed; and

THAT, the Board approves the programming of up to \$29.6 million of Proposition 1A High Speed Rail funding for new low-floor light rail vehicles and station conversions.

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
10	10/07/19	Open	Action	09/30/19

Subject: Delegating Authority to the General Manger/CEO to Submit a Proposal and To Certify, on Behalf of the Board of Directors, that the Proposal Meets All FTA Requirements

ISSUE

Whether or not to delegate authority to the General Manager/CEO to submit a proposal to the South County Transit System for turnkey operation and maintenance of public fixed route and dial-a-ride services; and to certify, on behalf of the SacRT Board of Directors, that SacRT's proposal meets all applicable requirements of the Federal Transportation Administration (FTA).

RECOMMENDED ACTION

Adopt Resolution No. 19-10-_____, Delegating Authority to the General Manager/CEO to Submit a Proposal in Response to the Request for Proposals for Turnkey Operation and Maintenance of Public Fixed Route and Dial-A-Ride Services Issued by the South County Transit System and to Certify, on Behalf of the SacRT Board of Directors, that SacRT's Proposal Meets all Applicable Requirements of the Federal Transit Administration.

FISCAL IMPACT

The fiscal impact associated with submitting the proposal is based on the cost of internal labor to compile information and support for the proposal document.

Staff is still working on the cost estimate to operate the service.

DISCUSSION

On September 13, 2019 Sacramento County Transit System (SCT) released a Request for Proposal (RFP) for turnkey operation and maintenance of its fixed route and dial-a-ride services for a period of four years plus annual options for up to an additional two year period.

The costs proposed by SacRT would be fixed for the initial four year term of the contract, while the two option years, if they are exercised, will be adjusted by the Consumer Price Index – All Urban U.S. City Average All Items issued by the U.S. Department of Labor, Bureau of Labor Statistics for the immediate preceding February through February twelve-month period, provided that the adjustment will not be less than 2 percent nor greater than 4 percent.

While the SCT RFP states proposers may not make deviations to any requirement within the RFP, alternatives and/or exceptions can be proposed and will be evaluated by SCT. SCT, represented by the County of Sacramento (County), reserves the right to consider such alternatives or exceptions and to award a contract based thereon if determined to be in the

Approved:

Presented:

Final 10/02/19

General Manager/CEO

VP, Operations

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	10/07/19	Open	Action	09/30/19

Subject: Delegating Authority to the General Manger/CEO to Submit a Proposal and To Certify, on Behalf of the Board of Directors, that the Proposal Meets All FTA Requirements
--

County's best interest. No proposal will be considered unless it satisfies all minimum qualifications of the Scope of Services and sample agreement and addenda.

At the same time, while SCT included a sample contract in its RFP; it also reserved the right to modify that contract in its sole discretion, so the final contract terms and risks are not known at this point in time.

SacRT believes that it would be in the agency's best interest to submit a proposal in response to the SCT RFP because SacRT's mission is to promote and improve access in the Sacramento region by providing, safe, reliable, and fiscally responsible transit services that links people to resources and opportunities throughout the Sacramento region. SCT's inter-city bus service carries approximately 105,000 passengers a year on their 4 bus services. SCT's bus routes connect the cities of Galt, Lodi, Elk Grove, Isleton, South Sacramento and Sacramento's downtown core. By operating SCT's inter-city and dial-a-ride services, SacRT can ensure high quality service for all riders and improved mobility in the region. The final contract will be brought to the Board for approval if SacRT is selected as the most-qualified proposer.

The RFP contains the following requirement:

"A proposal submitted by a public agency which is receiving or has received federal subsidies shall be in compliance will all requirements of the FTA, as amended. Such a proposer shall obtain from its governing board and legal counsel certification that the proposal submitted is in compliance with federal requirements. For the proposal to be considered responsive, an executed copy of the resolution or ordinance memorializing the action of the public agency's governing board, as certified by the board's secretary or clerk and legal counsel, must be attached to the proposal."

Given the November 5, 2019, proposal deadline and the SacRT Board of Directors calendar, staff must seek Board certification immediately prior to the proposal being completed. Staff is working diligently to complete the proposal and ensure success in the RFP process. Therefore, staff requests that the Board delegate the authority to make FTA compliance certification to the General Manager/CEO.

SacRT's operations are currently in compliance with FTA regulations and, of course, the proposal in response to the SCT RFP will be carefully prepared and reviewed to ensure that it too complies with federal requirements.

RESOLUTION NO. 19-10-_____

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

October 7, 2019

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO SUBMIT A PROPOSAL IN RESPONSE TO THE REQUEST FOR PROPOSALS FOR TURNKEY OPERATION AND MAINTENANCE OF PUBLIC FIXED ROUTE AND DIAL-A-RIDE SERVICES ISSUED BY THE SOUTH COUNTY TRANSIT SYSTEM AND TO CERTIFY, ON BEHALF OF THE BOARD OF DIRECTORS, THAT THE PROPOSAL MEETS ALL APPLICABLE REQUIREMENTS OF THE FEDERAL TRANSPORTATION ADMINISTRATION

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

THAT, the General Manager/CEO is authorized to submit a proposal to operate and maintain transit service to the South County Transit System in response to the Request for Proposals (RFP) issued by the South County Transit System on September 13, 2019.

THAT, the General Manager/CEO is directed to ensure that the proposal meets all applicable requirements of the Federal Transportation Administration.

THAT, that the General Manager/CEO is authorized to certify, on behalf of the Board of Directors, that the proposal submitted by SacRT complies with all applicable requirements of the Federal Transportation Administration.

THAT, execution of any contract resulting from the foregoing RFP requires separate approval by the Board of Directors.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

General Manager's Report October 7, 2019

SacRT Forward

During the September 23rd Board Meeting, the SacRT Board asked staff the best way customers can send feedback to SacRT regarding the new bus network. SacRT has developed a dedicated webpage for the new network: <https://www.sacrt.com/forward/>

The website includes an interactive Online Discussion Forum: [SacRT Forward In Your Neighborhood](#). In the forum, riders can submit questions and SacRT staff can respond. The questions and answers are published on the site so that anyone can review them.

Riders can always submit questions and comments through traditional modes such as calling our customer service department, [916-321-2877](tel:916-321-2877) (BUSS) or via email: customeradvocacy@sacrt.com.

Additionally, new customer service phone hours have been expanded to include weekends and they are now open:

- Monday through Friday from 6:30 a.m. to 7:30 p.m.
- Saturday and Sunday from 7 a.m. to 4 p.m.

Answers to Questions from Public regarding Paratransit

During the September 23rd Board Meeting, Chair Kennedy requested that staff follow-up with responses to questions posed from the public regarding Americans with Disabilities Act (ADA) paratransit service. Attached are the Frequently asked Questions.

SacRT Meeting Calendar

Regional Transit Board Meeting

November 18, 2019
SacRT Auditorium
5:30 P.M

Quarterly Retirement Board Meeting

December 11, 2019
SacRT Auditorium
9:00 A.M.

Mobility Advisory Council Meeting

October 15, 2019
SacRT Auditorium
2:30 P.M

ADA Paratransit FAQs

1. **Question:** What is paratransit service?

Answer: *Paratransit* is complementary transportation service required by the federal Americans with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. Most individuals with disabilities are able to utilize SacRT's fully accessible fixed route services. ADA paratransit service is designed as a safety net for individuals with disabilities who are functionally unable to use the fixed route for some or all of their trips. In other words, the ADA ensures that these individuals with disabilities have transportation available to them on the same basis as individuals using fixed route systems. ADA complementary paratransit service must be provided within 3/4 of one mile of a bus route or rail station, at the same hours and days.

2. **Question:** Will riders still be able to call at least a minimum of 2 days in advance and during the same hours?

Answer: All current policies related to ADA paratransit service will still be applicable. These policies are set by the SacRT Board of Directors with the input of the SacRT Mobility Advisory Council (MAC) and the community. Riders will still be able to call in advance to book a ride within the same hours of current operations. SacRT will also implement other options for booking rides such as email and mobile app requests.

3. **Question:** Beginning on day one of SacRT providing ADA service, will SacRT accept all non-expired fare media until the expiration date?

Answer: Yes, SacRT will accept non-expired fare media through its expiration date. SacRT will begin selling paratransit fare media to riders prior to the transition of the service.

4. **Question:** Will SacRT have any trip denials on its paratransit service?

Answer: All current policies related to ADA paratransit service will still be applicable. SacRT is federally mandated to provide all requested trips within the FTA guidelines and no eligible passenger will be denied a ride.

5. **Question:** As a customer, will I have to make reservations with SacRT and Paratransit, Inc. (PI) to integrate ADA and Non-ADA trips?

Answer: This is a work in progress; both agencies will be working on a way to ensure a seamless process for the passenger, such as a direct transfer to PI, and communication between both agencies.

Agenda Item 11

Question: Will service be door to door, or curb to curb?

Answer: All current policies related to ADA paratransit service will still be applicable. Thus, the service will continue to be door to door service.

6. **Question:** Will there still be mobility training for riders who are able to use SacRT bus and light rail service for some of their trips?

Answer: SacRT will continue to provide information to customers about using SacRT bus and light rail service at the time they apply for ADA paratransit service. As we get closer to the transition date, SacRT will provide more information about mobility training. ADA paratransit will remain available to eligible individuals functionally unable to use the SacRT bus and light rail system.

7. **Question:** Will there be service to the Sacramento Airport?

Answer: Yes. SacRT anticipates operating a new fixed route bus service from downtown to the Sacramento International Airport in early 2020. ADA paratransit service will be complementary to this service.

8. **Question:** Will there be enough service available to meet the demands for all the rides?

Answer: Yes, SacRT is legally obligated by the federal government to provide this service; the main difference will be that SacRT will be operating its own ADA paratransit service instead of contracting it out.