



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC & AGENDA

The SacRT Board meeting will be live stream and open to the public for attendance. The practice of social distancing and wearing of face coverings is recommended for the health and safety of all persons participating in person during the meeting although it is not required.

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<http://sacrt.com/board>

Please check the Sacramento Metropolitan Cable Commission Broadcast Calendar - <https://sacmetroable.saccounty.net> for replay dates and times.

Submit written public comments relating to the attached Agenda no later than 2:00 p.m. on the day of the Board meeting to

Boardcomments@sacrt.com

Please place the Item Number in the Subject Line of your correspondence. Comments are limited to 250 words or less.

Members of the public may also address the Board via Zoom to submit public comment. To join, please call 253-215-8782 and enter Webinar ID: 837 9338 8162 or join the meeting online by logging into

<https://us02web.zoom.us/j/83793388162>

If you wish to make a comment on an item, press the “raise a hand” button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. By participating in this meeting, you acknowledge that you are being recorded.



Sacramento Regional Transit District Agenda

BOARD MEETING
5:30 P.M., MONDAY, AUGUST 28, 2023
SACRAMENTO REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com
(29th St. Light Rail Station Bus 38, 67, 68)
See notice for Teleconference information.

ROLL CALL — Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy

Alternates: Directors Chalamcherla, Sander, Schaefer, Suen

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of July 24, 2023
- 2.2 Receive and File: Quarterly Treasurer's Report (J. Johnson)
- 2.3 Resolution 2023-08-076: First Amendment to the FY24 Capital Budget (J. Johnson)
- 2.4 Resolution 2023-08-077: Approving the Contract for "Train the Trainer Program" Training with the International Transportation Learning Center (D. Topaz)
- 2.5 Resolution 2023-08-078: Approve Transfer of Project Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair Between Already Approved Projects (L. Ham)
- 2.6 Resolution 2023-08-079: Authorizing the General Manager/CEO to Submit and Execute the Federal Funding Under FTA Section 5310 (49 U.S.C. Section 5310) with California Department of Transportation (L. Ham)
- 2.7 Resolution 2023-08-080: Approving the Contract for Elevator Preventive Maintenance and Repair Services with TK Elevator Corporation (L. Ham)
- 2.8 Resolution 2023-08-081: Approving the RydeFreeRT Student Transit Pass Agreement with The County of Sacramento (J. Johnson)

- 2.9 Resolution 2023-08-082: Delegating Authority to the General Manager/CEO to Execute One or More Amendments of the Sacramento Regional Transit District Deferred Compensation Plan to Incorporate Regulatory Changes Effective January 1, 2024 (J. Johnson)
- 2.10 Resolution 2023-08-083: Approving an Assignment and Release Agreement with Siemens Mobility, Inc. for the Contract for Online and Mobile Fare Applications Services with Bytemark, Inc. (J. Johnson)
- 2.11 Resolution 2023-08-084: Delegating Authority to the General Manager/CEO to Approve and Execute a Contract for Light Rail Communication Enhancement Services in Support of Passengers with Mobility Restrictions (S. Valenton)
- 2.12 Resolution 2023-08-085: Amending and Restating the Bylaws of the Mobility Advisory Council (C. Alba)
- 2.13 Resolution 2023-08-086: Delegating Authority to the General Manager/CEO to Approve and Execute a Contract for Risk Management Information System (J. Adelman)

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA*

7. NEW BUSINESS

- 7.1 Information: Presentation on Ongoing Projects and Initiatives (S. Valenton)
 - a. FY 2023 Strategic Plan Annual KPI Results
 - b. Mystery Rider Program
 - c. Customer Service Response to Feedback and Comments

8. GENERAL MANAGER'S REPORT

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

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

- 9.1 San Joaquin Joint Powers Authority Meeting Summary – July 21, 2023 (Hume)

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

*NOTICE TO THE PUBLIC

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

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

This meeting of the Sacramento Regional Transit District will be cablecast on Metro Cable 14, the local government affairs channel on Comcast, Consolidated Communications and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at metro14live.sacounty.gov. Today's meeting replays Wednesday, August 30th at 2:00 PM and Friday, September 1st at 2:00 PM on Channel 14. This meeting can also be viewed at youtube.com/metrocable14.

Any person(s) requiring accessible formats of the agenda or assisted listening devices/sign language interpreters should contact the Clerk of the Board at 279/234-8382 or TDD 916/557-4686 at least 72 business hours in advance of the Board Meeting.

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

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF JULY 24, 2023

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
July 24, 2023**

ROLL CALL: Roll Call was taken at 5:30 p.m. PRESENT: Directors Budge, Daniels, Hume, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy. Absent: None. Director Jennings arrived at 5:32 p.m.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of June 12, 2023
- 2.2 Resolution 2023-07-071: Declaring Midtown Administrative Complex Properties Excess to Transit Operations as Surplus (J. Adelman)
- 2.3 Resolution 2023-07-072: Approving the Fifth Amendment to the Personal Services Contract with Denise Standridge (J Adelman)
- 2.4 Resolution 2023-07-073: Approving the First Amendment to the Amended and Restated Light Rail System Operations and Maintenance Agreement with the City of Sacramento (L. Ham)
- 2.5 Resolution 2023-07-074: Approving New Ground Lease for Parking Purposes with Gary Nazareno (J. Adelman)
- 2.6 Resolution 2023-07-075: Celebrating the 33rd Anniversary of the Americans with Disabilities Act (C. Alba)

Director Hume asked if there was a timeline for declaring the properties associated with item 2.1 as surplus.

Chair Kennedy responded that there is already some interest in the properties.

ACTION: APPROVED - Director Hume moved; Director Loloee seconded approval of the consent calendar as written. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy. Noes: None; Abstain: None; Absent: None.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Speakers:

Lauren Palmer expressed a safety concern on the gold line light rail around the time state and government employees are finished working.

Chair Kennedy stated that staff will be responding.

Mr. Li appreciated the comment.

Public comment was taken by phone from Nick Bryant, Lisa Cooley, and Rick Hodgkins.

Mr. Bryant is concerned about the number of broken connect card machines and the inoperable elevators at the Watt/I-80 light rail station.

Ms. Cooley thinks paratransit should have increased funding for more call takers and extended service hours and days. She would like to see a monthly multi-jurisdictional paratransit pass.

Mr. Hodgkins requested that SacRT Paratransit and UZURV use the loading dock that the UC Davis shuttle picks up and drops off at.

The clerk read into the record written comments from Jeffery Tardaguila, Ronnie Miranda, and Barbara Stanton.

Mr. Tardaguila is concerned about the low floor improvements and broken connect card machines. He would like an update regarding the re-opening of the Sac Valley ramp and the status of the repairs of the elevators at Watt/I-80.

The clerk read a response from staff that addressed his concerns. The low floor improvements and some of the issues referenced are most likely smaller punch list items and still in the process of being addressed.

Mr. Miranda stated he has issues with SmaRT Ride that are not being addressed.

The clerk read a response from staff that included suggestions and information on how customer service has tried to support and help Mr. Miranda who has made 56 calls to customer satisfaction during the past year, 24 of which were related to SmaRT Ride.

Ms. Stanton, Ridership for the Masses, expressed concerns about dropped trips.

The clerk read a response regarding the trips that were canceled which stated the number of monthly bus cancellations have significantly improved. This June SacRT was at 1% cancellation rate and on track to be below 1% in July.

7. NEW BUSINESS

7.1 Information: SmarT Ride Update (L. Ham)

Laura Ham provided a SmarT Ride On-Demand Transit Update. She explained that due to the expiration of SacRT's 2018 Sacramento Transportation Authority Grant for the program, SacRT has pursued additional funding and developed a plan to right size the program to match available revenues. SacRT is pleased to extend the modestly reduced pilot program until a more permanent source of funding is secured.

Ms. Ham provided details of the SmarT Ride service, a quick overview of ridership and funding information. She explained that there are some funding gaps to fill, but SacRT is hopeful for a new funding measure or other source of revenue that will provide for continuation of the program. Ms. Ham stated several factors and strategies that were used to develop the recommended changes and noted that the changes will be closely monitored for any required adjustments.

Director Serna asked if the map includes Heritage Park and South Natomas.

Ms. Ham responded Heritage Park is included and a portion of South Natomas.

Director Serna requested a more detailed map of zones and service areas.

Chair Kennedy requested a more comprehensive map for each district.

Ms. Ham closed with a SacRT SmarT Ride app update, which she stated will be available on Monday, August 28 to coincide with the service changes. The updated app will show an option to request a SmarT Ride and any SacRT Fixed-route transit options available nearby, including bus and light rail.

Director Daniels asked if there is a breakdown of average distance per ride.

Ms. Ham responded average ride is about eleven minutes and average wait time is about thirty minutes she does not have the average distance per ride.

Director Daniels asked if there was a cost per ride.

Ms. Ham stated not per passenger but, by zone Citrus Heights is \$1.9M.

Director Daniels asked about consideration of where the dollars come from and where dollars are spent.

The TDA dollars previously used for Dial-A-Ride have been redirected to SmarT Ride.

Director Valenzuela thanked Ms. Ham for the presentation and asked if the app update will include fixed ride services.

Ms. Ham stated it will provide a trip planner.

Director Valenzuela was excited to hear that and applauded the team. She asked how farebox recovery cost compares to traditional fixed route service.

Ms. Ham stated that she will provide that analysis to the Board.

Chair Kennedy ask if a similar analysis requested by Director Daniels for Citrus Heights could be given to Board members for each district.

Director Daniels requested the overall cost of SmaRT Ride and how it breaks down per ride and distance. He requested a future conversation of alternatives to SmaRT Ride.

Ms. Ham said that she will provide the requested information.

Mr. Li added that an industry average can also be provided.

Public comment was taken by phone from Rick Hodgkins and Lisa Cooley.

Mr. Hodgkins stated he will most likely not use SmaRT Ride if services are decreased.

Ms. Cooley asked if there would be back up transportation for transit dependent people that are unable to use the fixed route SmaRT Ride Service.

Chair Kennedy stated staff would be in touch with Ms. Cooley.

The clerk read into the record written comment from Glenn Mandelkern.

Mr. Mandelkern asked if keeping the Citrus Heights SmaRT Ride service to the Kaiser Roseville Riverside Hospital facility could be considered.

The clerk provided a response from Ms. Ham that the service to Kaiser Roseville was inadvertently left off the map and thanked Mr. Mandelkern for bringing it to attention.

7.2 Information: Presentation on Ongoing Projects and Initiatives (S. Valenton)

Mr. Li thanked the Board and SacRT customers for their feedback and recommendations. He stated SacRT's goal is to manage business with the highest level of transparency and accountability and communicate to the Board and the public in the most efficient and effective way. To further improve communication and provide the Board and the public with timely updates, staff will be presenting regular updates on various ongoing projects and initiatives. He introduced Shelly Valenton, Deputy GM.

Ms. Valenton thanked the Board for their insightful feedback and suggestions and stated

SacRT is committed to following through on them and creating new and exciting programs as a result. She reminded the board of the many regular updates and communications that are provided on major projects.

Ms. Valenton provided a brief overview of the topics that would be presented which includes a community advocate recognition program, Reimagine Watt/I-80 project status, low floor light rail train concerns and public outreach, and the homelessness and social equity program. She then provided some topics that would be covered at the August meeting. Ms. Valenton introduced Devra Selenis, VP of Marketing.

Ms. Selenis provided information regarding the Community Transit Advocate Recognition Program which would allow Board members and the SacRT General Manager to choose one constituent for recognition who has taken a personal role in supporting SacRT. SacRT will recognize each district Community Transit Advocate with a certificate at an upcoming Board meeting, feature them in a blog post, social media announcement, and an article in SacRT's passenger newsletter, Next Stop News. Each Advocate will also receive a complimentary Connect Card loaded with fare valid for up to one year.

Director Serna stated that elected officials should be excluded from nominations.

Ms. Selenis mentioned she could put that in writing and then introduced Laura Ham, VP of Planning and Engineering.

Ms. Ham introduced the Watt/I-80 Light Rail Station topic. She provided a brief description of the station which serves as a regional hub for intermodal connections, across multiple counties and jurisdictions and is one of SacRT's busiest locations and is prone to safety and security issues being situated in an at-risk community. SacRT has been working to address the issues for at least a decade.

Ms. Ham provided a brief history of past efforts. The SacRT master plan recommended strategies to improve pedestrian safety, create a more open design, add light, and enhance security and maintenance. She shared it is still a challenge to keep the station clean and free of issues even with a proactive maintenance and security schedule, a guard on site during operating hours, and camera monitoring and cleanings at least two times a day.

Ms. Ham announced that SacRT expects to award an approximately \$19M construction contract at the end of the year to complete the major renovation and reconstruction of the station. In June, the California Transportation Commission allocated \$8M in CA Solutions for congested corridors grant funds to support this effort as part of the Placer Gateway Project. Ms. Ham provided a list of dramatic improvements included in the project and stated in addition to public outreach, the design was reviewed with the Mobility Advisory Council (MAC) and many of their comments were incorporated.

Ms. Ham provided an update on the new Siemens S700 vehicles that will be placed in service next year. They are currently undergoing testing and in January, Siemens hosted

an outreach event with a mockup station platform for the MAC and members of the community to test the ramp and other accessible features. She shared positive feedback and stated overall, the customers indicated they feel more comfortable and safer with the new vehicles.

Ms. Ham stated outreach to similar transit systems that operate the same vehicles has been conducted and she shared some information regarding those peers using the same or similar boarding configuration. She announced on June 5th, FTA Administrator Nuria Fernandez notified SacRT in writing that FTA approved the accessibility and usability of the ramp design as recommended by the FTA Office of Civil Rights.

Ms. Ham concluded her presentation with a short video showing the outreach to MAC members and their feedback after testing the mock up station platform.

Director Daniels asked if once the rider is deployed if the ramp automatically retracts.

Ms. Ham replied yes it does.

Director Budge asked for confirmation that the high platforms will remain until construction is completed.

Ms. Ham responded that the mini platforms would remain in place until the Legacy fleet is retired. She then introduced Lisa Hinz, VP, Security, Safety & Customer Satisfaction.

Ms. Hinz provided a recap on SacRT's Social Equity Program which is dedicated to overcoming the extraordinary challenges of Sacramento's most vulnerable populations, including low income, unhoused individuals, adults experiencing mental health disorders, youth, and elderly. Over the last seven plus years, SacRT has assisted the region providing free transit passes to local non-profit organizations and public agencies for distribution to individuals needing transport to work sites, food banks, and other vital community service centers. SacRT has also worked closely with the City and County of Sacramento to provide free rides to warming and cooling centers throughout the region.

Ms. Hinz provided a recap on SacRT's Social Equity Program, which is focused on a bold set of strategies and actions related to fare and service equity. The program is dedicated to overcoming the extraordinary challenges of Sacramento's most vulnerable populations, including low income, unhoused individuals, adults experiencing mental health disorders, youth, and elderly. She provided information regarding the Transit Ambassador position often referred to as "wandering customer-service-reps-slash-friendly-fare-enforcers,"

Ms. Hinz stated that SacRT has been a model of success for other innovative programming such as the hiring of a full time Social Service Practitioner, Rose Arteaga. The idea was to create a full-time position to assist Regional Transit Police Services Officers with a compassionate response to the unhoused riding the system and living around SacRT's right of way while maintaining a clean and safe transit system for all

riders. So far in 2023, the Social Equity Program maintains an active caseload of over 136 unhoused individuals and has connected approximately 775 persons experiencing homelessness with much needed resources. Ms. Hinz provided a snapshot of the many of the agencies who work with SacRT through Ms. Arteaga.

Ms. Hinz shared that SacRT's Social Equity Program serves as a model for other agencies and how much can be done with limited staffing and resources when an equity-focused program has intentionality and deep connection to an agency's mission. She concluded her presentation with some of the awards SacRT has received.

Director Singh-Allen complimented the Social Equity Program stating it is very impressive and commendable work which should be shared far and wide.

Director Daniels asked if SacRT has an app that will let you know if there are bus cancellations or when the next bus is coming.

Ms. Valenton said there is an app but, SacRT is working on further improving how it is promoted.

Director Daniels asked if there is signage.

Ms. Valenton believes there is signage but, more signage and promotion would be helpful.

Mr. Li stated SacRT received a \$17M grant for real-time information boards at major stations.

Ms. Valenton shared another exciting project, the Bus App consolidation, which will be previewed at the next board meeting.

Director Budge asked if the app is Alert SacRT.

Ms. Valenton responded it is the Tracker App which will consolidate all the apps.

Director Valenzuela asked if the items that will be presented could be included on the Agenda.

Ms. Valenton replied they could be added to the agenda and the power point of the presentation is also posted.

Ms. Maple likes the addition of this item to the agenda and complimented the work being done. She acknowledged the free rides to warming and cooling centers and appreciates that partnership.

Public comment was taken by phone from Rick Hodgkins and Nick Bryant.

Mr. Hodgkins recommended security cameras in the elevators and suggested a ramp

instead of stairs. He stated if elevators are not working it should be reported systemwide and when trains are approaching it should be auditorily announced.

Mr. Bryant would like to see additional security and recommended locking the elevators at night. He also asked for the garbage near the train tracks to be cleaned up.

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. SacRT Meeting Calendar

Mr. Li recognized July is Disability Pride Month. The Americans with Disabilities Act was passed on July 26, 1990, to prohibit discrimination against people with disabilities, and SacRT is offering systemwide free rides on July 26th as part of National Disability Independence Day.

Mr. Li stated July marks the end of Fiscal Year 2023, and he is proud that SacRT is sound financially and seeing steady ridership growth. SacRT continues to play a vital role helping the region address climate change, social justice, equity, and economic mobility.

Mr. Li highlighted the tremendous work of SacRT's HR team who has been working effectively to fill vacant positions and streamline the hiring process. In FY23, SacRT hired 259 employees, which is a significant amount in the tight job market.

Mr. Li thanked staff for working diligently navigating the recent heatwaves. He is proud of the coordination with the Cities and County to provide free rides to cooling centers.

Mr. Li provided a brief budget update stating the state budget restores \$2 billion in funding for the Transit and Intercity Rail Capital Program, returning the investment into the program to \$4 billion over the next 2 fiscal years and the money will be allocated to regional MPO's on a formula basis.

Mr. Li announced Senate President Pro Tem, Toni Atkins made history when she became the first openly LGBTQ person to sign a bill into law in California. The first bill signed was Assemblymember Stephanie Nguyen's AB 354 which will add a new seat to the SacRT board, bringing the total members to 12.

Mr. Li thanked Director Daniels for attending the APTA Transit Board Members annual conference in Birmingham, Alabama.

Mr. Li stated SacRT has begun taking applications for our upcoming Transit Academy this fall. SacRT's Transit Academy is a free five-class course designed to educate and engage residents, business, and community leaders about the planning process and how public transit shapes communities.

Mr. Li introduced Lisa Hinz to provide information regarding public comment and questions.

Ms. Hinz shared that SacRT is working on security issues at the Watt/I-80 Light Rail Station. Timers will be installed on the elevators by the end of the month and a service attendant and cameras for the elevators are also being looked at.

Ms. Hinz stated there are 165 connect card machines and approximately 21% are down. The random breaking of the machines is way too frequent, and staff is doing their best looking for innovative solutions.

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

9.1 Capitol Corridor Joint Powers Authority Meeting Summary – June 21, 2023 (Daniels, Maple)

Director Maple stated that the CCJPA is improving their wi-fi capabilities. There was an update on their new marketing plan and ways they can reach more people and find more ways to get them ride. There was also an update on the tap to ride system.

Director Daniels provided a brief update from the APTA Conference he attended. He said there are several variations on fare recovery, and it was amazing to see the difference in the various boards. Some agencies partner with Uber on their SmarT Ride operations and he thinks this should be looked at.

Public comment was taken by phone from Rick Hodgkins.

Mr. Hodgkins commented on the 33rd anniversary of the Americans with Disabilities Act. He mentioned it is hard for disabled individuals who do not have a smart phone to access the apps which is another reason for auditory announcements. He recommends having bathrooms at the stations that disabled passengers can use.

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 7:05 p.m.

PRESENT: Directors Budge, Daniels, Hume, Jennings, Loloee, Maple, Serna, Singh-Allen, Valenzuela and Chair Kennedy. Absent: Director Kozlowski.

13. CLOSED SESSION

13.1 Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation

a. Lackey v. SacRT
Case Number 34-2023-00334262

13.2 Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation

a. Carrillo v. SacRT
Case Number 34-2018-00225496

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

There was no Closed Session Report.

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 7:28 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: QUARTERLY TREASURER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

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

FISCAL IMPACT

None as a result of this report.

DISCUSSION

The Quarterly Treasurer's Report (Attachment 1) for the quarter ended June 30, 2023, provides the depository, maturity date, par value, current market value, and estimated annualized interest earnings for SacRT's investments. California Government Code 53646 allows but does not require submission of a quarterly Treasurer's Report; in the adopted Investment Policy (Resolution 12-10-0162), the Board made the Treasurer's Report a mandatory requirement (Section VI). This informational report fulfills that requirement.

Attachment 1

**SACRAMENTO REGIONAL TRANSIT DISTRICT
TREASURER'S REPORT OF INVESTMENTS & CASH
JUNE 30, 2023**

DEPOSITORY	RATE %	MARKET VALUE	PAR VALUE	ANNUALIZED INT. RETURN	SPECIAL NOTES
INVESTMENTS					
LOCAL AGENCY INVESTMENT FUND (LAIF)	2.33%	\$ 61,569,245	\$ 61,569,245	\$ 1,433,024	Type: State Pooled Investment Account Considered 1 day funds
CALTRUST	3.29%	\$ 60,612,433	\$ 60,612,433	\$ 1,994,149	Type: Joint Powers Authority Pooled Investment Account Considered 2 day funds
CHANDLER ASSET MANAGEMENT PORTFOLIO	0.31%	\$ 3,300,452	\$ 3,491,153	\$ 10,231	Type: District Investment Account Considered 2 day funds
TOTAL INVESTMENTS		<u>\$ 125,672,831</u>		<u>\$ 3,437,405</u>	
AVERAGE PERCENTAGE ON INVESTMENTS	2.74%	WEIGHTED AVERAGE MATURITY		1.51 days	
OPERATING ACCOUNTS					
US BANK	N/A	\$ 5,921,997	\$ 5,921,997	-	Type: District and Worker's Compensation Checking Accounts Immediate Access
US BANK	N/A	\$ 212,623	\$ 212,623	-	Type: District Investor Accounts Restricted for 50-FIG by Third Party Agreement Immediate Access Upon Release of Restrictions
US BANK	N/A	\$ 51,224	\$ 51,224	-	Type: District Checking Account Restricted by Grantor Agencies for Capital Projects Immediate Access Upon Release of Restrictions
TOTAL OPERATING ACCOUNTS		<u>6,185,844</u>		<u>-</u>	

I hereby certify that the above amounts and locations of accounts represent the total investments of Sacramento Regional Transit District as of the date of this report and that the investments are in conformity with the Investment Policy as updated in Resolution 12-10-0162 on October 22, 2012. I hereby certify that Sacramento Regional Transit District has sufficient funds available to meet its expenditure requirements for the next six months.


 JASON JOHNSON
 VP of FINANCE/CFO

8/2/2023
 DATE


 HENRY LI
 GENERAL MANAGER/CEO

8/16/2023
 DATE

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: FIRST AMENDMENT TO THE FY24 CAPITAL BUDGET

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the First Amendment increasing the FY24 Capital Budget by \$86,939,144 for new capital project requests approved by the Capital Program Committee.

FISCAL IMPACT

The original FY24 Capital Budget is \$1,901,817,520. This First Amendment would increase the Capital Budget by \$86,939,144, bringing the total of the amended FY24 Capital Budget to \$1,988,756,664.

DISCUSSION

Sacramento Regional Transit District's (SacRT) annual budgeting process includes Board adoption of a budget that reflects SacRT's expected funding at the time of preparation. Periodically, changes to funding sources, funding amounts, or SacRT's priorities require revisions to the budget. Staff has identified necessary revisions to the Capital Budget as described below. Inclusion of the new projects in the Capital Budget allows Staff to apply for grant funding in support of the identified projects. The specified amounts for overall project costs will not necessarily be obtained or expended in FY24.

- **Watt I-80 Transit Center Improvements- Add \$11,164,144 to Existing Budget.** Project constructs improvements to the Watt/I80 Transit Center including improvements to Watt Avenue and bus stop plazas to enhance pedestrian, bicycle, and drop-off access at the transit center. Improvements also include redesigned stairwell structures to be more open and accessible, and additional lighting for better station visibility and elimination of hiding places. As design progressed, the cost of existing project improvements has escalated. In addition, design changes have been made to include upgrades to the existing operator restroom and breakroom, a new east stairwell, removal of old stairwells, additional tail track lighting, bus signage, and increased Watt Avenue roadway resurfacing depth.

Based on the updated Engineer's Estimate, with contingency, these changes add \$11,164,144 to the existing project budget.

- Following opening of Bids, any potential funding shortfall will be programmed from reserved "Cost overrun/contingency funds" from FY23 State Transit Assistance.
- **Stockton Blvd. Bus Rapid Transit Project- \$72,000,000.** Project is a collaboration between the City of Sacramento, County of Sacramento, the Sacramento Area Council of Governments (SACOG), Sacramento Transportation Authority (STA), and SacRT to construct Bus Rapid Transit (BRT) along the bus Route 51 alignment, SacRT's highest-performing bus route, which runs through disadvantaged communities along Stockton Blvd, Broadway, and segments of 7th, 8th, and 9th Streets. The project budget includes environmental (\$6 million), design (\$6 million), and construction (\$60 million) phases. The project was recently awarded \$5.2 million in funding from SACOG, which includes funding for alternatives analysis/environmental phase for the BRT Project. SacRT will seek additional grant funding for design and construction once the environmental phase is complete.
 - Subsequent funding for design and construction will be applied for through competitive grants. Identified grants are Transit & Intercity Rail Capital, Areas of Persistent Poverty, RAISE Grant, SB1 Programs, and SACOG regional funding round.
- **Mobility Hub Implementation Plan- \$500,000.** This project will develop a plan that strategizes how transportation services, amenities, and supporting technologies can work together to make it easier and more attractive for communities to access transit and other shared mobility choices. The project will address the implementation of mobility hub sites at existing SacRT park-and-ride (PNR) lots. Facilitating mobility hubs will include the installation of charging infrastructure at PNR lots, installation of LED lighting, safety improvements, as well as other features to improve sustainability, encourage less use of private vehicles, and promote efficient land use. Mobility hub features will provide greater customer convenience and will attract new riders to transit by providing a safe, comfortable, accessible space to transfer from one type of transportation to another. The mobility hub plan is necessary to seek funding for implementation of mobility hubs.
 - SacRT will seek funding for this effort by partnering with the Sacramento Air Quality Management District and applying for Sustainable Transportation Equity Program (STEP), Transit and Intercity Rail Capital Program, and Carbon Reduction Program.
- **Safe Routes to Transit Plan- \$500,000.** Planning project to improve access to SacRT bus stops and light rail stations by enhancing existing infrastructure conditions. The project will develop recommendations for addressing existing mobility and connectivity barriers to accessing bus and light rail service. The project will cover a broad range of access issues to enhance connectivity and grow ridership and prioritize pedestrian safety and accessibility improvements for wayfinding to and from transit stops and stations.

- This effort will be funded by applying for competitive grant funds through the Carbon Reduction Program, Active Transportation Program, and SACOG regional funding round.
- **Non-Revenue Vehicle Replacement and Expansion- \$2,175,000.** The project replaces 33 older high mileage non-revenue vehicles that are beyond their useful service life and adds 7 expansion vehicles. Replacement vehicles include 2 sedans, 26 pickup trucks, and 5 SUVs. The current price estimates range from \$27,000-\$30,000 for hybrid sedans, \$45,000-\$60,000 for one-half ton to one-ton pickup trucks, and \$37,000-\$44,000 for SUVs. Expansion vehicles include 1 revenue center van, 3 facilities trucks, 1 safety dept. SUV, 1 customer service SUV, and 1 carpool vehicle for SacRT's 1102 Q Street office. Expansion vehicles are required to address increased staffing and coverage due to the annexation of three cities into the SacRT service area. Cost of replacement and expansion vehicles is estimated to be \$2,125,000, including installed equipment and graphics. Internal labor costs are estimated to be \$50,000 for a total project cost of \$2,175,000.
 - Funding for this effort will be a mix of FY24 State Transit Assistance funds and up to a 30% reimbursement from the Sacramento Metropolitan Air Quality Management District (SMAQMD).
- **Non-Revenue Electric Vehicle (EV) Charging Infrastructure- \$600,000.** Project designs (\$50,000) and constructs (\$550,000) EV charging facilities for non-revenue service vehicles. There are approximately 160 non-revenue vehicles in use at SacRT, with plans for expansion vehicles. Assuming a 2 vehicles to 1 charger protocol, this equates to a total need for 80+ chargers. Project scope includes trenching, purchase, and installation of charging equipment, and upgrading transformers or electrical panels. Project locations are throughout SacRT's service area, including BMF2, light rail operations, SacRT's administration building, bus dispatch, etc. SacRT will work with SMAQMD to identify incentives, which are estimated to offset cost by 30%. State of California mandates conversion of all passenger vehicles and even medium-duty vehicles to zero-emission by 2035. SacRT does not currently have any zero emission non-revenue vehicles, as it lacks on-site infrastructure to charge them and charging non-revenue vehicles at public charging facilities is infeasible due to the time involved. The conversion of the non-revenue fleet to ZEV will take several years. SacRT must invest in the infrastructure before it can transition the non-revenue fleet to ZEV.
 - Funding for this effort will be a mix of FY24 State Transit Assistance funds and 30% up to a reimbursement from SMAQMD.

RESOLUTION NO. 2023-08-076

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

August 28, 2023

FIRST AMENDMENT TO THE FY24 CAPITAL BUDGET

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

THAT, the Board hereby approves the First Amendment to the Fiscal Year 2024 Capital Budget as set out in Exhibit A, increasing the total Capital Budget to \$1,988,756,664.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Exhibit A

1st Amendment to FY24 Capital Budget

Project Name	FY 24 Capital Budget Amendment 1 Amount	Amendment Justification
Watt I-80 Transit Center Improvements	\$11,164,144	\$11,164,144 not included in FY24 Capital Budget
Stockton Blvd. Rapid Transit Project	\$72,000,000	Project not included in FY24 Capital Budget
Mobility Hub Implementation Plan	\$500,000	Project not included in FY24 Capital Budget
Safe Routes to Transit Plan	\$500,000	Project not included in FY24 Capital Budget
Non-Revenue Vehicle Replacement and Expansion	\$2,175,000	Project not included in FY24 Capital Budget
Non-Revenue Electric Vehicle Charging Infrastructure	\$600,000	Project not included in FY24 Capital Budget
FY 24 Capital Budget Amendment 1	\$86,939,144	

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: David Topaz, VP, Employee Development and Engagement
SUBJ: APPROVING THE CONTRACT FOR “TRAIN THE TRAINER PROGRAM” TRAINING WITH THE INTERNATIONAL TRANSPORTATION LEARNING CENTER

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Contract will allow SacRT to obtain training from industry leaders to develop its workforce and improve learner outcomes.

FISCAL IMPACT

The cost of the International Transportation Learning Center (ITLC) on-site “Train-the-Trainer Level 1: Adult Learning Theory and Teaching Techniques” and “Train-the-Trainer Level 2: Creating Courseware that Works” is \$27,000. Funding for this purchase is included in the FY 2024 Operating Budget.

DISCUSSION

In June 2023, the Training and Workforce Development Department developed a Scope of Work for a vendor to provide training for SacRT Light Rail and Bus Operations trainers on how to effectively develop and deliver trainings for adult learners. SacRT received and reviewed 2 proposals from transit industry training service providers: the ITLC and Department of Transportation (DOT) Transportation Safety Institute (TSI). After review by the Training and Workforce Development staff, the proposal from ITLC was determined to meet SacRT’s needs, in particular SacRT’s desire to complete training in Fiscal Year 2024.

The ITLC’s highly engaging train-the-trainer courses take subject matter experts and give them the skills to convey their vast knowledge to others in a classroom setting. The courses give experienced trainers the skills to define, design, and develop an effective and engaging training course and accompanying courseware and assessments, incorporating established adult learning principles. Topics include adult learning theory, teaching techniques, and presentation skills.

Approval of a contract involving an expenditure of only \$27,000 would typically be vested in the General Manager/CEO under the terms of the Procurement Ordinance. However, during the process of preparing the contract, it was determined that execution of the Contract by the General Manager/CEO might constitute a violation of Government Code section 1090, which prohibits an officer or employee from having a financial “interest” in any contract “made” by them in their official capacity. The General Manager/CEO holds the uncompensated positions of Treasurer, Chief Financial Officer, and member of the ITLC Board of Directors.

The making of a contract has been broadly construed under case law to include any actions affording an opportunity to influence the selection of a contractor, negotiation, and award, not merely the signing of the contract. As a result, simply shifting the final approval of the contract from the General Manager/CEO to the Board would not necessarily resolve the potential conflict.

However, pursuant to Government Code section 1091.5(a)(7), an officer or employee shall not be deemed to be interested in a contract if his or her interest is “that of a nonsalaried member of a nonprofit corporation, provided that this interest is disclosed to the body or board at the time of the first consideration of the contract, and provided further that this interest is noted in its official records.”

Henry Li receives no compensation for his positions at ITLC, which is a non-profit 501(c)(3) organization.

To comply with the requirements of Section 1091.5(a)(7) and Title II of SacRT’s Administrative Code governing conflicts of interest, Staff requests that the Board note the General Manager/CEO’s interest in ITLC and that it award the contract to ITLC and authorize the Board Chair to execute the contract

RESOLUTION NO. 2023-08-077

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

August 28, 2023

APPROVING THE CONTRACT FOR “TRAIN THE TRAINER PROGRAM” TRAINING WITH THE INTERNATIONAL TRANSPORTATION LEARNING CENTER

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

THAT, the Board hereby acknowledges and makes note that the General Manager/CEO of Sacramento Regional Transit District serves as the Treasurer, Chief Financial Officer, and a Board Member of the International Transportation Learning Center, which is a non-profit entity devoted to providing training to transit workers.

THAT, the Contract for “Train The Trainer Program” Training, between Sacramento Regional Transit District, therein referred to as “SacRT,” and the International Transportation Learning Center, therein referred to as “Contractor,” wherein Contractor agrees to provide two on-site training sessions for an amount not to exceed \$27,000, is hereby approved.

THAT, the Board Chair is hereby authorized and directed to execute the foregoing contract.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVE TRANSFER OF PROJECT FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR BETWEEN ALREADY APPROVED PROJECTS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

This action will correct the State of Good Repair (SGR) allocation amounts incorrectly stated on SacRT's Resolution No. 2022-08-096 Exhibit A.

This action will also approve the transfer of funding between FY20, FY21, FY22, and FY23 SGR projects as described in FY24 Exhibit A.

FISCAL IMPACT

This correction will reduce the BMF1 CNG Fueling Facility Upgrades project by \$24,953 to match the approved SGR allocation. This correction changes the approved SGR allocation for the BMF1 CNG Fueling Facility Upgrades project from \$839,721 to \$814,768.

This correction will increase the Watt Ave./I-80 Elevator Replacement project by \$10,000 to match the approved SGR allocation. This correction changes approved SGR allocation for the Watt Ave./I-80 Elevator Replacement project from \$880,000 to \$890,000.

Funding in the amount of \$719,687 will be transferred from six projects that have been completed and had project savings to the new Blue Line Station Conversion project.

DISCUSSION

The Roadway Repair and Accountability Act of 2017 (SB1) was signed by Governor Brown on April 28, 2017. This bill included an estimated \$5.2 Billion per year for State-wide transportation improvements raised via a variety of transportation related taxes and fees. One of the revenue sources is named the Transportation Improvement Fee (TIF), which is assessed when vehicles are renewed as of January 1, 2018. At the time SB1 was passed, the TIF was anticipated to raise an average of \$1.6 Billion per year. Of this

amount, approximately \$105 Million per year was earmarked to bolster State Transit Assistance (STA) funding, to be used specifically for SGR projects.

The FY20 SGR allocation was reduced by \$14,953 in November 2019. SacRT's Resolution No. 2022-08-096 Exhibit A did not account for the reduction and overstated the actual available SGR funds, which caused the BMF1 CNG Fueling Facility Upgrades project to be overstated by \$14,953. In addition, \$10,000 was incorrectly added to the BMF1 CNG Fueling Facility Upgrades project, which caused the Watt Ave./I-80 Elevator Replacement project to be understated by \$10,000.

The Bidwell Instrument House, 1225 R St. Roof Replacement and Watt/I-80 Elevator projects have been completed and have remaining budget in the amounts of \$46,134, \$17,417, and \$8,765 respectively. The Light Rail Crossing Enhancement and the CNG Tank Replacement projects will not expend all of the SGR funds allocated to these projects; therefore, savings of \$274,863 and \$222,713 respectively, will be transferred to the Blue Line Station Conversion project. The Operations Control Center project has \$149,795 in unspent funds. The aggregate project surplus amounts of \$719,687 will be transferred to the Blue Line Station Conversion project. The Blue Line Station Conversion project is an eligible SB1 SGR project.

The Sacramento Area Council of Governments (SACOG) requires SacRT to provide a Board Resolution authorizing the transfer of project funding. Staff recommends that the Board approve the attached resolution, correcting the SGR approved allocations for the BMF1 CNG Fueling Facility Upgrade project and the Watt Ave./I-80 Elevator Replacement project, and transferring SB1 SGR project savings to the Blue Line Light Rail Station Conversion project.

RESOLUTION NO. 2023-08-078

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

August 28, 2023

APPROVE TRANSFER OF PROJECT FUNDING UNDER THE ROADWAY REPAIR AND ACCOUNTABILITY ACT (SB1) STATE OF GOOD REPAIR BETWEEN ALREADY APPROVED PROJECTS

WHEREAS, the statutes related to state-funded projects require a local or regional implementing agency to abide by various regulations.

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the State of Good Repair (SGR).

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies).

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

THAT, the Board authorizes the correction of SGR approved allocations and transfer of SGR project savings as described in Exhibit A.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

FY24 Exhibit A
 August 2023
 SacRT State of Good Repair
 Project Allocation Corrections

Project Number	Project Name	SGR Fiscal Yr	SacRT Resolution 2022-08-096			Corrected SGR Allocation Amount		
			99313	99314	Total	99313	99314	Total
B144	BMF1 CNG Fueling Facility Upgrades	19-20	\$ 839,721		\$ 839,721	\$ 814,768		\$ 814,768
R347	Watt Ave./I-80 Elevator Replacement	19-20	\$ 33,839	\$ 846,161	\$ 880,000	\$ 83,131	\$ 806,869	\$ 890,000

FY24 Exhibit A
 August 2023
 SacRT State of Good Repair
 Project Savings Transfers

Project Number	Project Name	SGR Fiscal Yr	Approved SGR Allocation Amount			REVISED SGR Allocation Amount			Re-Allocate to Blue Line Conversion
			99313	99314	Total	99313	99314	Total	
R347	Watt Ave./I-80 Elevator Replacement	19-20	\$ 83,131	\$ 806,869	\$ 890,000	\$ 83,131	\$ 798,104	\$ 881,235	\$ 8,765
R364	Bidwell Instrument House	19-20	\$ 271,234		\$ 271,234	\$ 225,100		\$ 225,100	\$ 46,134
F029	1225 R St Roof Replacement	19-20	\$ 369,981		\$ 369,981	\$ 352,564		\$ 352,564	\$ 17,417
F031	Operations Control Center	20-21	\$ 133,410	\$ 62,292	\$ 195,702	\$ 30,530	\$ 15,377	\$ 45,907	\$ 149,795
R010	Light Rail Crossing Enhancement	21-22		\$ 500,000	\$ 500,000		\$ 225,137	\$ 225,137	\$ 274,863
B173	Re-Tank and Replacement CNG Buses	22-23	\$ 2,353,931	\$ 940,489	\$ 3,294,420	\$ 2,353,931	\$ 717,776	\$ 3,071,707	\$ 222,713
Total Project SGR Savings									\$ 719,687
R381	Blue Line Station Conversions	19-20	\$ -	\$ -	\$ -		\$ 8,765	\$ 8,765	
R381	Blue Line Station Conversions	19-20	\$ -	\$ -	\$ -	\$ 46,134		\$ 46,134	
R381	Blue Line Station Conversions	20-21	\$ -	\$ -	\$ -	\$ 17,417		\$ 17,417	
R381	Blue Line Station Conversions	20-21	\$ -	\$ -	\$ -	\$ 102,880	\$ 46,915	\$ 149,795	
R381	Blue Line Station Conversions	21-22	\$ -	\$ -	\$ -		\$ 274,863	\$ 274,863	
R381	Blue Line Station Conversions	22-23	\$ -	\$ -	\$ -	\$ -	\$ 222,713	\$ 222,713	
Total SGR Savings Transferred									\$ 719,687



STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: AUTHORIZING THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE THE FEDERAL FUNDING UNDER FTA SECTION 5310 (49 U.S.C. SECTION 5310) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will allow the General Manager/CEO to apply for grants and execute grant agreements of federal funding under Federal Transit Administration (FTA) Section 5310 (49.U.S.C Section 5310) with California Department of Transportation (Caltrans).

FISCAL IMPACT

Authorizes the General Manager/CEO to apply for and execute FTA Section 5310 funding through Caltrans for approved capital projects and/or operation of paratransit service in Sacramento Urbanized Area. This approval will allow SacRT to apply for up to \$4,606,551 of federal fiscal years (FFYs) 2022- 2023 FTA Section 5310 funding to support SacRT GO Paratransit Vehicle Replacement and Operating Assistance.

DISCUSSION

The FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program is authorized by 49 United States Code (U.S.C.) 5310. The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

Caltrans, as a designated recipient for State of California, has the authority and responsibility for administering the FTA Section 5310 program. Caltrans implements a competitive selection process for FTA Section 5310 projects. All projects selected for 5310 funding must be included in a locally-developed, coordinated human services transportation plan. The Caltrans FTA Section 5310 Program 2023 Call for Projects was released on June 14, 2023. The application deadline is August 30, 2023. In the Sacramento Urbanized Area (UZA) there is \$4,606,551 available in FTA Section 5310 funding for FFYs 2022-2023. A minimum of \$2,533,603 (55%) will go to traditional capital projects, up to \$1,842,620 (40%) will go to expanded projects for operations, etc., and the remaining 5% of funds (\$230,328) will go to Caltrans for administration of the FTA Section 5310 program in California.

SacRT, as a designated Consolidated Transportation Services Agency (CTSA) for Sacramento County, is eligible to apply for FTA Section 5310 funding. Projects selected for application must be listed in Sacramento Area Council of Governments (SACOG) Public Transit and Human Services Transportation Coordinated Plan (Coordinated Plan) approved on March 17, 2022.

After discussions with various departments within SacRT, the need to replace 12 paratransit shuttles was identified. As the primary provider of paratransit rides in the Sacramento UZA, with over 80% of all paratransit rides coming from SacRT, SacRT is also recommending \$1,600,000 in operating assistance (80% of the available funding).

SacRT staff recommends that the Board authorize the General Manager/CEO to apply for and execute FTA Section 5310 grant funding to purchase 12 paratransit replacement vehicles and a \$1.6M operation subsidy for paratransit service in the Sacramento Urbanized Area.

RESOLUTION NO. 2023-08-079

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

August 28, 2023

AUTHORIZING THE GENERAL MANAGER/CEO TO SUBMIT AND EXECUTE THE FEDERAL FUNDING UNDER FTA SECTION 5310 (49 U.S.C. SECTION 5310) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital projects for non-urbanized public transportation systems under Section 5310 of the Federal Transit Act (FTA C 9070.1G); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5310 grants for transportation projects for seniors and individuals with disabilities; and

WHEREAS, Sacramento Regional Transit District (SacRT) desires to apply for said financial assistance to permit operation of paratransit service in the Sacramento Urbanized Area; and

WHEREAS, SacRT has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

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

THAT, the General Manager/CEO is authorized to file and execute applications on behalf of SacRT with the Department to aid in the financing of capital projects pursuant to Section 5310 of the Federal Transit Act (FTA C 9070.1G), as amended.

THAT, the General Manager/CEO is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

THAT, the General Manager/CEO is authorized to provide additional information as the Department may require in connection with the application for the Section 5310 projects.

THAT, the General Manager/CEO is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5310 project/s.

PASSED AND ADOPTED BY the Sacramento Regional Transit District of Sacramento County, State of California, at a regular Board Meeting held on the 28th of August, 2023 by the following vote:

AYES/YES:

NOES:

ABSTENTIONS:

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING THE CONTRACT FOR ELEVATOR PREVENTIVE MAINTENANCE AND REPAIR SERVICES WITH TK ELEVATOR CORPORATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the contract will allow SacRT to keep six elevators at its office and maintenance buildings, as well as the wheelchair lift at the 8th and Capitol Station, in good repair, in compliance with the state’s permit requirements, and allow for emergency on-call repair services to be performed.

FISCAL IMPACT

The proposed contract includes a not-to-exceed amount of \$271,452.50 for a five-year period. The estimated costs for FY 2024 are \$27,480 for preventive maintenance and \$21,875 for repair services; in addition, SacRT will be required to pay for material costs for any needed repairs based on the actual cost of the material plus a markup of no more than 10% of the material cost. These costs are included in the FY 2024 Operating Budget. The Annual costs for years 2 through 5 of the agreement will be included in the Operating Budgets for the corresponding fiscal years.

	Preventive Maintenance	Repair Services
No. of Year	Amount / Year	Amount / Year
Year 1	\$27,480	\$21,875
Year 2	\$27,480	\$21,875
Year 3	\$27,480	\$21,875
Year 4	\$27,480	\$21,875
Year 5	\$27,480	\$21,875
TOTAL \$	\$137,400	\$109,375
GRAND TOTAL \$246,775 + 10% material contingency = \$271,452.50		

DISCUSSION

In June 2018, SacRT released an Invitation to Bid (IFB) for Elevator Maintenance and Repair for 9 elevators. SacRT reserved the right to award to the lowest bidder for each elevator. Elevator Industries was the lowest bidder as to seven of the elevators and was awarded a Contract that was effective August 27, 2018; EnPro was separately awarded a Contract for only the Watt/I-80 elevators.

The EnPro contract was subsequently terminated because maintenance and repair services for the two Watt/I-80 elevators were included in the Contract for Watt/I-80 Elevator Modernization Project with Capitol Elevator, which will continue through April 30, 2028.

SacRT's current contract with Elevator Industries will expire on August 26, 2023. SacRT continues to need services for the following elevator equipment:

Elev. No.	Address and Mfg.	Type
1	1400 29 th Street/Cal West	Hydroelectric
2	1325 28 th Street/Capitol	Hydroelectric
3	2750 Academy Way/Dover	Hydroelectric
4	2760 Academy Way/Thyssen	Hydroelectric
5	2700 Academy Way/Dover	Hydroelectric
6	1400 29 th Street (Basement)	Electric Pit Drum
7	8 th & Capitol St. LR Station	Wheelchair Lift

As the elevators continue to age, SacRT must perform preventive maintenance and repairs to keep the elevators in good working condition, as well as provide emergency services.

The proposed contract includes on-call repairs, which will be available after hours, on weekends, and holidays as needed, as well as routine maintenance. SacRT's Facilities Maintenance team also performs troubleshooting and minor repairs .

On July 6, 2023, SacRT received 5 responsive bids for the Request for Quote (RFQ) for Elevator Preventive Maintenance and Repair Services from: Elevator Industries, EnPro Elevator, Metro Elevator, Otis Elevator, and TK Elevator Corporation. After a thorough review of the bids, Staff determined that TK Elevator Corporation is the lowest responsive bidder. Staff recommends the adoption of the contract for elevator preventive maintenance and repair services be awarded to TK Elevator Corporation.

A RFQ was issued because the previous contract with Elevator Industries was for \$75,000. Facilities estimated a total contract amount of \$150,000, assuming that the cost of services was unlikely to have doubled in the last five years. The RFQ was advertised on PlanetBids for an adequate amount of time for bidders to submit their bids. The use of an RFQ, rather than a formal Invitation for Bid did not affect the competition. Procurement put in extra efforts by informing potential bidders to view the solicitation document and submit their competitive bid. As a result, SacRT received the same number of bids under this RFQ as it did under the 2018 IFB. TK Elevator Corporation offered the lowest price, allowing SacRT to determine that the bid price is fair and reasonable despite the significant increase in service cost compared to 2018.

RESOLUTION NO. 2023-08-080

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

August 28, 2023

APPROVING THE CONTRACT FOR ELEVATOR PREVENTIVE MAINTENANCE AND REPAIR SERVICES WITH TK ELEVATOR CORPORATION

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

THAT, the Contract for Elevator Preventive Maintenance and Repair Services by and between the Sacramento Regional Transit District (therein "SacRT") and TK Elevator Corporation (therein "Contractor") whereby Contractor agrees to provide preventive maintenance and on-call repair services for a 5-year term, for an amount not to exceed \$271,452.50 is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: APPROVING THE RYDEFREERT STUDENT TRANSIT PASS AGREEMENT WITH THE COUNTY OF SACRAMENTO

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this action will continue the County of Sacramento's financial support for the RydeFreeRT program.

FISCAL IMPACT

The proposed Student Transit Pass Agreement with the County of Sacramento includes \$350,000 to fund the RydeFreeRT program for the current fiscal/school year. This revenue is included in the FY2024 Operating Budget.

DISCUSSION

SacRT launched the RydeFreeRT program in October 2019, allowing students in grades TK-12th to board SacRT buses and light rail vehicles using an Annual Student (TK-12) Pass at no cost. The program has been a major success, with student ridership more than doubling in the first five months following the launch. Ridership declined temporarily due to COVID; however, once students returned to the classroom, student ridership rebounded strongly. In FY2023, student ridership at SacRT was nearly 3.4 million, doubling pre-RydeFreeRT (and pre-pandemic) totals.

Funding partnerships are an important piece of securing the future of the RydeFreeRT program. In 2022, the Board approved a multi-year agreement with the City of Sacramento that will streamline the annual renewal of the program with the City in future fiscal years. In FY2023, the County of Sacramento contributed \$350,000 towards the RydeFreeRT program. The recently-approved FY2024 budget for the County includes the same contribution for this fiscal year.

The continued success of the RydeFreeRT program has been a bright spot for SacRT, garnering interest from transit agencies across the country. The program is appreciated by students and parents alike, making transportation more affordable and easier to access, and removing a barrier to student success.

RESOLUTION NO. 2023-08-081

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

August 28, 2023

APPROVING THE RYDEFREERT STUDENT TRANSIT PASS AGREEMENT WITH THE COUNTY OF SACRAMENTO

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

THAT, RydeFreeRT Student Transit Pass Agreement by and between Sacramento Regional Transit District (therein "SacRT") and the County of Sacramento (therein "County") wherein the County agrees to pay \$350,000 in quarterly installments of \$87,500 as consideration for SacRT to permit students who live in or attend school within the boundaries of the County or who are unhoused or in foster care within the County to ride SacRT services at no cost for the period from July 1, 2023 until June 30, 2024, using an Annual Student (TK-12th) Pass, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE AMENDMENTS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT DEFERRED COMPENSATION PLAN TO INCORPORATE REGULATORY CHANGES EFFECTIVE JANUARY 1, 2024

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Authorization of SacRT Compliance with Code changes

FISCAL IMPACT

None as a result of this action.

DISCUSSION

On January 1, 2002, Internal Revenue Code section 414(v) allowed participants in the Sacramento Regional Transit District (SacRT) Deferred Compensation Plan to increase contributions above the IRS cap on contributions in the year they reach age 50 and for all subsequent years. Since that time, “age 50 catch-ups” have become a prominent feature of 457(b) deferred compensation plans and other voluntary savings plans – like the 401(k) plans offered to employees who work in the private sector and the 403(b) plans offered to employees who work for schools, universities, and teaching hospitals. After multiple adjustments for cost-of-living increases, the maximum allowable contribution for participants who are under the age of 50 is currently \$22,500 per year and the maximum contribution for participants who are at or over the age of 50 is \$30,000 per year.

With the signing of the SECURE 2.0 Act on December 29, 2022, federal tax rules regarding age 50 catch-up contributions will be changing. Beginning January 1, 2024, participants who have earned \$145,000 or more from SacRT during the preceding calendar year will be prohibited from making age 50 catch-up contributions to the Deferred Compensation Plan on a pre-tax basis. Absent a change to the plan document,

this means that many participants will see their maximum annual contribution decrease by 25 percent (based on a comparison of the \$30,000 limit currently in place for participants who are at or over the age of 50 to the \$22,500 limit in place for all other participants).

Even though there will be no opportunity for participants who earn \$145,000 or more during the preceding calendar year to make pre-tax catch-up contributions on and after January 1, 2024, the opportunity to exceed the standard limit will still exist for persons who wish to make Roth contributions. Just like Roth contributions to individual retirement accounts or IRAs, Roth contributions to voluntary savings plans occur on a post-tax basis. If a participant keeps those contributions in the plan for five full calendar years and does not withdraw assets prior to the age of 59-½, then the payment is considered a qualified distribution and the Roth balance (consisting of contributions and investment gains) is not taxable.

In order for employees who earn \$145,000 or more to contribute amounts above \$22,500 into their account as a Roth contribution, SacRT's Deferred Compensation plan document must be amended. In order to provide this option to SacRT employees, staff recommends that the Board delegate authority to the General Manager/CEO to amend the Deferred Compensation Plan and approve the addition of Roth contributions (effective January 1, 2024). If the Board approves this recommendation, then the recordkeeper for the Deferred Compensation Plan (Nationwide Retirement Services) will be directed to prepare the amendment required for Roth contributions and launch a corresponding communications campaign to employees later this year.

RESOLUTION NO. 2023-08-082

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

August 28, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE AMENDMENTS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT DEFERRED COMPENSATION PLAN TO INCORPORATE REGULATORY CHANGES EFFECTIVE JANUARY 1, 2024

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

THAT, the Board delegates authority to the General Manager/CEO to perform all necessary tasks necessary to allow Roth contributions to the Sacramento Regional Transit District Deferred Compensation Plan effective January 1, 2024 and directs the appropriate staff to direct Nationwide Retirement Services to prepare and provide the necessary plan amendment document(s) to the General Manager/CEO for approval and execution.

THAT, the Board delegates authority to the General Manager/CEO to adopt and execute the amended plan document(s) for the Sacramento Regional Transit District Deferred Compensation Plan.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute any other agreements, forms, or other ministerial items required by Nationwide Retirement Services to effect the aforementioned amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: APPROVING AN ASSIGNMENT AND RELEASE AGREEMENT WITH SIEMENS MOBILITY, INC. FOR THE CONTRACT FOR ONLINE AND MOBILE FARE APPLICATIONS SERVICES WITH BYTEMARK, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolution will approve an assignment of the Contract for online and mobile fare application from Bytemark, Inc. (Bytemark) to Siemens Mobility, Inc. (SMI).

FISCAL IMPACT

The Assignment to SMI will not impact the financial terms of the Contract. As detailed in the June 2023 Staff Report for approval of the Eighth Amendment, the Contract total consideration is composed of a fixed price component and two separate transaction fee amounts (voucher code redemptions and card processing fees), which will remain constant for the remaining Contract term.

If the Board does not approve the contract assignment, it may result in the mobile fare application, ZipPass, being deactivated due to the inability to pay vendor invoices, which would reduce SacRT's fare revenue.

DISCUSSION

In June 2016, SacRT released a Request for Proposals (RFP) for a mobile and online ticketing application. Six firms, including Bytemark submitted proposals. On March 9, 2017, SacRT executed a Contract with Bytemark for a three-year term with two optional years. In June 2023, the Board approved the Eighth Amendment to the Contract, which included a sole source extension that will expire June 30, 2024, with an optional year through June 30, 2025.

On August 15, 2023, a Notice of Merger was delivered informing SacRT that Bytemark had merged with SMI effective August 1, 2023. SacRT was instructed that all payments owed to Bytemark should be made to SMI, effective immediately.

Under the terms of the Contract, SacRT has the right to terminate or cancel the Contract upon any assignment that is not expressly approved by SacRT. The assignment would be approved through an Assignment and Release Agreement, through which SMI agrees to assume Bytemark's obligations under the Contract. If the assignment is not approved, SacRT's customers could lose the ability to purchase fare through the mobile application, which is an important source of revenue for SacRT as well as providing convenience for customers.

As detailed in the June Staff Report, SacRT is currently pursuing options for consolidation of electronic fare payment and communication systems; in the interim, the ZipPass application serves an important function. SMI is a financially strong company and SMI communicated to SacRT that the Contract will continue to be administered on a day-to-day basis by the same staff. SacRT expects that the user experience will remain the same.

RESOLUTION NO. 2023-08-083

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

August 28, 2023

APPROVING AN ASSIGNMENT AND RELEASE AGREEMENT WITH SIEMENS MOBILITY, INC. FOR THE CONTRACT FOR ONLINE AND MOBILE FARE APPLICATIONS SERVICES WITH BYTEMARK, INC.

WHEREAS, in March 2017, SacRT and Bytemark, Inc. entered into the Contract for Mobile and Online Fare Application (“Contract”) for an initial term of three years; and

WHEREAS, in May 2021, the parties entered into the Sixth Amendment to the Contract to extend the Contract term through June 30, 2023; and

WHEREAS, in June 2023, the parties entered into the Eighth Amendment to the Contract to the term to extend the Contract term through June 30, 2024, with an option for a second year through June 30, 2025; and

WHEREAS, on August 1, 2023, Bytemark, Inc. merged with Siemens Mobility, Inc. and by operation of law is now the assignee of Bytemark, Inc. agreements.

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

THAT, the Board delegates authority to the General Manager/CEO to execute an assignment agreement for online and mobile fare application services with Siemens Mobility, Inc.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR LIGHT RAIL COMMUNICATION ENHANCEMENT SERVICES IN SUPPORT OF PASSENGERS WITH MOBILITY RESTRICTIONS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to enter into a Contract for up to \$850,000 to purchase a technology solution in support of providing enhanced communications at light rail stations to provide necessary information to passengers with mobility restrictions at Central Business District stations to direct them to the appropriate boarding location based on whether the arriving train is a low-floor or high-floor vehicle.

FISCAL IMPACT

The total not to exceed amount for this contract is \$850,000 over the five-year term with the Solution Development and Implementation not to exceed \$400,000, and the five-year cost of Managed Services not to exceed \$300,000 (to be paid in monthly increments).

In addition, Modification Services may be required during the Contract term. These will be provided on a Work Order basis. The Contract Total Consideration will include a contingency of \$150,000 for Modification Services. Funding for Modification Services will be identified as part of the modification services estimate and approval process for each Work Order.

The total cost of the Solution Development and Implementation is included in the Fiscal Year 2024 Operating Budget. Managed Services and Modification Services expenses will not be incurred in Fiscal Year 2024. Future Fiscal Year costs will be included in the respective Operating Budgets.

The potential exists that work performed under the Modification Services portion of the Contract may substantially change the Managed Services cost. Therefore, as part of approving any Work Order, this cost will be identified separately within the overall cost of the work proposed and may trigger an amendment to the Contract to allow for payment of a higher Managed Services fee.

DISCUSSION

The timing of this project coincides with the delivery of new Siemens S700 light rail vehicles (LRVs), which will begin revenue service in summer 2024 on the Gold Line. SacRT's existing fleet of LRVs are all high-floor, requiring passengers to ascend steps to board. Passengers with mobility restrictions must use the mini-high platform to board using a ramp deployed by the vehicle operator.

When the S700 LRVs begin revenue service, passengers will board from an elevated portion of the main station platform using a ramp that can be deployed by the passenger by pressing a button on the exterior of the train to actuate. SacRT is currently in the process of converting station platforms to accommodate the low-floor vehicle boarding.

- Existing Fleet: High-Floor
 - Passengers with mobility restrictions must board using the mini-high platform located at the end of the Station platform.
 - Passengers without mobility restrictions must use steps to board.
- New Fleet: Low-Floor
 - Passengers with mobility restrictions must be on the elevated portion of the main station platform to board and will be able to use a passenger-actuated button to deploy the bridgeplate/ramp for boarding.
 - Passengers without mobility restrictions may board from any door.

The S700s *will not* be used in a mixed train consist configuration, meaning that trains will either be wholly comprised of existing LRVs (high-floor) or new S700s (low-floor). The initial conversions will accommodate a two-car low-floor vehicle. Based on the vehicle availability schedule, it is anticipated that SacRT will be able to operate Gold Line service using only low-floor trains. However, there are stations in the Central Business District serving multiple lines that will be served by both high and low-floor trains.

Where a light rail station serves both train types, it is important to ensure that passengers with mobility restrictions are waiting in the correct boarding location. Therefore, SacRT must provide relevant and timely information to these passengers detailing which location is the appropriate boarding location for the arriving train.

SacRT utilizes Digital Messaging Signs (DMS) and a Public Address (PA) system to communicate helpful information to passengers at its light rail stations. The DMS provides visual communication, while the PA provides audible announcements.

Under the proposed scope of work, the Contractor must develop, deploy, and support a software solution that uses existing station DMS and PA to direct passengers with mobility restrictions to the appropriate boarding location based on the arriving train configuration. The following stations are currently included in the scope of work, as they serve multiple SacRT trainlines:

Station	Inbound/Outbound	Lines Served
16 th Street	Both	Gold, Blue
13 th Street	Both	Gold, Blue, Green
Archives Plaza	Both	Gold, Blue, Green
8 th & Capitol	Inbound	Gold, Blue, Green
8 th & K	Inbound	Gold, Green
8 th & H County Center	Inbound	Gold, Green
7 th & I County Center	Outbound	Gold, Green
7 th & Capitol	Outbound	Gold, Blue, Green
8 th & O	Both	Gold, Blue, Green

It is anticipated that once a Contract is in place, the project will take approximately 12 months to complete. The project is tentatively broken into four phases, which will serve as payment milestones; however, the duration of each phase is currently an estimate and will likely change during Phase I.

- Phase I | Estimated at 90 Days
 - Project Kick-off
 - Design Review
 - Identification of Software
 - Specification of professional services
 - Initial development
- Phase II | Estimated at 90 Days
 - Alpha Deployment of solution
- Phase III | Estimated at 90 Days
 - Beta Deployment of solution
- Phase IV | Estimated at 90 Days
 - Final Rollout and Implementation

The Request for Proposals (RFP) was published on June 14, 2023 on PlanetBids eProcurement system and over 212 registered vendors were notified. The solicitation closed on July 12, 2023, with a single proposal submitted by Davra. This proposal was collectively evaluated and scored by staff from the Information Technology Department using the following criteria:

- Contract Understanding
- Expertise, Experience & Technical Qualifications
- Project and Maintenance Approach
- Price / Fee / Rate Schedule

Davra has been deemed a qualified and responsive proposer; however, SacRT has not yet issued a Notice of Intent to Award and there are aspects of the proposal that will be subject to negotiation.

Due to the urgency of completing the required work for the start of revenue service with the new low-floor trains, it is important to timely award this Contract. This delegation is requested to allow Staff to complete contract negotiations and promptly move to contract execution after the 10-day protest period (assuming no protests are received). .

RESOLUTION NO. 2023-08-084

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

August 28, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR LIGHT RAIL COMMUNICATION ENHANCEMENT SERVICES IN SUPPORT OF PASSENGERS WITH MOBILITY RESTRICTIONS

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

THAT, authority is delegated to the General Manager/CEO to approve and execute a Contract For Light Rail Communication Enhancement Services to provide for development, implementation, and support of a technological solution to direct passengers with mobility restrictions to the correct boarding location, including Managed Services for a term of 5 years, with Modification Services provided on a Work Order basis, for an aggregate Total Consideration amount not to exceed \$850,000.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: AMENDING AND RESTATING THE BYLAWS OF THE MOBILITY ADVISORY COUNCIL

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving revisions to the Bylaws of the Mobility Advisory Council (MAC) will update the Attendance Policy and clarify that while Meetings are Open to the Public, they are not subject to the Ralph M. Brown Act.

FISCAL IMPACT

There is no fiscal impact that will result from this action.

DISCUSSION

Sacramento Regional Transit District's (SacRT) Mobility Advisory Council (MAC) was formed in 2005 as a voluntary advisory body comprised of representatives from key agencies and organizations, as well as members of the general public, who are transit users and/or recognized for their advocacy and community service on behalf of the senior and disabled communities. The object and purpose of the MAC is to advise SacRT on system accessibility features and improvements, provide a communication link between SacRT and key stakeholder groups whose interests are representing persons with disabilities and seniors, and represent public transportation interests for persons with disabilities and seniors.

Attachment 1 contains draft revisions of the Bylaws, with all new language underlined and language proposed for removal stricken; a clean copy of the Bylaws is attached to the Resolution as Exhibit A.

Some of the key changes are summarized below:

Article III – MEMBERSHIP– Section 4.A Attendance Policy – was revised by adding “Attendance is defined as being present for more than half of the Regular and Special MAC meetings, as well as Standing Committee meetings either in person or virtually.”

Article V – MEETINGS – Section 4. Meetings Open to the Public - The Bylaws were revised to clarify that “As a citizens’ advisory group of the Sacramento Regional Transit District Board, MAC meetings are not subject to the Ralph M. Brown Act (Government Code §54950 et seq.) and its meetings do not have to comply with the requirements of the Ralph M. Brown Act. Notwithstanding the foregoing, the MAC will endeavor to ensure that its meetings are accessible to the public and it will provide notice of the date, time and location of its meetings so that the public can attend. If a meeting will be conducted entirely virtually, the MAC will endeavor to make the meeting accessible to the public to view the meeting virtually.”

The proposed changes are shown in Attachment 1.

Staff recommends approval of the revisions to the Bylaws of the MAC.

**Sacramento Regional Transit District
Mobility Advisory Council
BYLAWS**

ARTICLE I – NAME

The name of this organization shall be MOBILITY ADVISORY COUNCIL, hereinafter referred to as the “MAC” or “Council.”

ARTICLE II – MISSION AND PURPOSE

In accordance with Sacramento Regional Transit District’s (SacRT) commitment to compliance with the Americans with Disabilities Act (ADA) and mobility for persons with disabilities and seniors, the mission and purpose of the MAC, organized as an advisory council, shall be to:

1. Advise on system accessibility features and improvements;
2. Provide a communication link between SacRT and key stakeholder groups whose interests are representing persons with disabilities and seniors; and,
3. Represent public transportation interest areas for persons with disabilities and seniors.

The MAC will annually review and adopt a work plan to achieve the mission and purpose set forth above.

ARTICLE III – MEMBERSHIP

Section 1. Maximum Membership. The membership of the Council is limited to seventeen representatives.

Section 2. Membership Categories. Representation will be composed of the following categories

- A. Nine “Agency or Organizational Representatives,” who have direct affiliations with established agencies or organizations whose primary purpose is providing services or advocacy for persons with disabilities and seniors. The composition of Agency or Organizational Representatives should reflect a balance across various types of disabilities and organizations representing seniors.
- B. Eight “At-Large Representatives,” of which four are representatives of seniors and four are representatives of persons with disabilities. At-Large Representatives who serve as representatives of persons with disabilities should reflect a balance across various types of disabilities.

In selecting representatives, SacRT and the Council will strive to achieve balanced representation of service and advocacy interests as well as diversity in race, ethnicity, and gender. Preferably, Agency or Organizational Representatives and At-Large Representatives will be users of the RT fixed-route or paratransit systems.

Section 3. Membership Nomination and Selection Process. SacRT staff will obtain membership nominations as necessary to fill terms and vacancies and present them to the SacRT General Manager/CEO for confirmation. Nominations will be made through the recommendations of established agencies and organizations representing seniors or persons with disabilities throughout the SacRT service region. Such agencies and organizations will be identified on the MAC agency and organization representation list maintained and modified as needed by SacRT staff and approved by the SacRT General Manager/CEO. Individuals may nominate themselves as At-Large Representatives; however, letters supporting the nomination from established agencies or organizations as described above are encouraged. Employees of SacRT and its contractors directly involved in the provision of public transit services may not be members of the MAC.

If membership positions remain unfilled, the SacRT General Manager/CEO may direct that open Agency or Organizational Representative positions be filled by At-Large Representatives. The Council may also take action to recommend to the SacRT General Manager/CEO that open Agency or Organizational Representative positions be filled by At-Large Representatives.

The selection process for all confirmed nominees will include the review of written applications and, at the discretion of the SacRT General Manager/CEO, an oral interview. The interview panel will include the MAC Chair, Vice Chair, and the SacRT Staff Liaison to the MAC. Other MAC members may be included in the interview panel by the SacRT General Manager/CEO at their discretion. SacRT staff will compile the interview panel's recommended nominee list and present it to the SacRT General Manager/CEO. The SacRT General Manager/CEO will make the final selection of membership.

Section 4. Attendance Policy.

- A. MAC members are expected to attend a majority of all Regular and Special MAC meetings as well as their respective Standing Committee meetings each calendar year. Attendance is defined as being present for more than half **of the Regular and Special MAC meetings, as well as Standing Committee meetings either in person or virtually.** ~~meeting~~ A phone call, email or voicemail message prior to the meeting to SacRT staff, MAC Chair, or when appropriate, Standing Committee Chair, anticipating an absence from the meeting constitutes an excused absence.
- B. SacRT staff and the Executive Committee will evaluate members' attendance as needed. SacRT staff will provide attendance records to the Executive Committee for their review.
- C. Attendance patterns of MAC members that are cause for review and subject to removal from the MAC by the discretion of the SacRT General Manager/CEO include two consecutive unexcused absences and missing three or more

meetings, whether excused or unexcused, in a six-month period. Such attendance patterns will also result in the Executive Committee initiating a letter to the member requesting written reaffirmation, within ten business days of their commitment to meeting attendance expectations.

- D. The Executive Committee may make a recommendation to the SacRT General Manager/CEO that a member be removed from the MAC if the member: (1) does not respond to the Executive Committee's letter or indicates that they cannot meet the meeting attendance expectations or (2) reaffirms their commitment to the meeting attendance expectation, but has an additional absence, whether excused or unexcused, within a six-month period. The SacRT General Manager/CEO has the ultimate discretion for removing a member from the MAC.

Section 5. Resignations. Any member may resign by filing a written resignation with the SacRT General Manager/CEO.

Section 6. Term of Membership. The term of each member shall typically be for four years. Terms will begin on January 1 and end on December 31, four years' later. The General Manager/CEO will set terms, however, so that no more than one-half of the terms expire each year. Members may be considered for re-appointment through the established nomination and appointment process.

ARTICLE IV – OFFICERS

Section 1. Officers and Duties. The Officers of the MAC will be a Chair and a Vice Chair. These Officers will perform the duties prescribed by these Bylaws and by the parliamentary authority adopted by the MAC. The Officers may serve as liaisons to other SacRT advisory bodies and the SacRT Board of Directors.

- A. Chair. The MAC will elect from its membership a Chair who will preside at all meetings of the MAC. The MAC Chair or their designee will act as the primary spokesperson for the MAC and will perform such other duties applicable to the office as prescribed by the parliamentary authority adopted by the Council.
- B. Vice-Chair. The MAC will elect from its membership a Vice Chair who, in the absence or inability of the MAC Chair to serve, will have all of the powers of the Chair and will perform all of those duties. The MAC Vice-Chair will perform such other duties from time to time as may be requested by the MAC Chair.

Section 2. Nomination Procedure, Time of Elections.

- A. Nominations. The Nominations Committee will be established biennially at the odd-year September meeting and will consist of three MAC members. The MAC Chair will appoint the Chair of the Nominations Committee at this meeting. The Chair of the Nominations Committee will then appoint two additional MAC members to serve on the Nominations Committee. The Nominations Committee serves a single purpose, is not perpetual, and will be dissolved once its specific task is completed.

The Nominations Committee is responsible for creating a slate of proposed Officers (MAC Chair and Vice-Chair) from the MAC membership, one per position. The Nominations Committee will poll each MAC member as to their interest in running for the MAC Chair or Vice-Chair or recommending another MAC member to be considered as a nominee for an Officer position. Nominees selected for the slate must agree to accept the nomination.

The Nominations Committee will create a slate according to the following:

1. If the nominee for the MAC Chair is a disability representative, then the nominee for the MAC Vice-Chair must be a senior representative. If the nominee for the MAC Chair is a senior representative, then the nominee for the MAC Vice-Chair must be a disability representative.
2. Each nominee must have been a member of the MAC for at least twelve consecutive months prior to their nomination.

The Nominations Committee will report its proposed slate of Officers at the MAC's odd-year October meeting and/or in the November meeting agenda package.

- B. Elections. The election of the Officers will be held at the odd-year November meeting. The MAC members at this meeting may also make nominations from the floor for any of the offices. If the elected MAC chair is a disability representative, then the elected Vice-Chair must be a senior representative. If the elected MAC Chair is a senior representative, then the elected Vice-Chair must be a disability representative. The elected Officers will begin their term of office at the January meeting of the following even-year.

Section 3. Ballot Election, Term of Office. The MAC Chair and Vice-Chair will be elected by an accessible ballot to serve for two years, or the balance of their MAC membership if less than two years. Those elected may serve beyond two years if successors have not been elected. The intent of the Council, when practicable, is to alternate the category of the member (senior or person with a disability) in the MAC Chair and MAC Vice-Chair each election, except when a current officeholder is eligible and willing to run for a second two-year term in the same position.

Section 4. Office Holding Limitations. The MAC Chair and Vice-Chair will not be eligible to serve for more than two consecutive two-year terms in the same office except that the SacRT General Manager/CEO may, in their discretion, allow a MAC Chair or Vice-Chair to serve one additional term. Individuals who have served two consecutive terms may be re-elected to office after a one-year absence from office.

Section 5. Removal. The MAC Chair or Vice-Chair can be removed from office upon a vote of two-thirds of the Council membership present at a Regular or Special meeting. The removal vote will be by an accessible ballot.

ARTICLE V – MEETINGS

Section 1. Regular Meetings. Regular Council meetings will be held monthly. Times and locations of Regular meetings will be set by resolution adopted by the MAC. A Regular meeting may be canceled by the MAC Chair or a majority vote of the MAC membership. The MAC's annual cycle of meetings will begin with the January meeting and conclude with the December meeting each year. The January meeting will include review of the annual work plan. SacRT staff will develop the annual work plan in consultation with the MAC.

Section 2. Standing Committee Meetings. All Standing Committee meetings will be scheduled and held as needed, but not less than once each calendar year for each committee. Times and locations of Standing Committee meetings will be set by the SacRT Staff Liaison in consultation with the Standing Committee Chairs. A scheduled Standing Committee meeting may be canceled by the Standing Committee Chair.

Section 3. Special Meetings. Special meetings may be called at any time by the MAC Chair or by a majority vote of the MAC membership. SacRT staff will provide written notice required for all Special meetings, with such notice posted at least 72 hours before the meeting.

Section 4. Meetings Open to the Public. **As a citizens' advisory group to the Sacramento Regional Transit District Board, MAC meetings are not subject to the Ralph M. Brown Act (Government Code §54950 et seq.) and its meetings do not have to comply with the requirements of the Ralph M. Brown Act. Notwithstanding the foregoing, the MAC will endeavor to ensure that its meetings are accessible to the public and it will provide notice of the date, time and location of its meetings so that the public can attend. If a meeting will be conducted entirely virtually, the MAC will endeavor to make the meeting accessible to the public to view the meeting virtually.** ~~MAG meetings will be conducted in public to the extent required by the Ralph M. Brown Act (Government Code §54950 et seq.). For meetings open to the public as required by the Ralph M. Brown Act, meeting agendas will be posted by SacRT staff in a public place and distributed to all members at least 72 hours before the meeting.~~

Section 5. Quorum. A majority of the members must be present at a meeting to constitute a quorum for the purposes of conducting business.

Section 6. Voting. Each member of the MAC has a single vote.

Section 7. Actions. All actions of the MAC will be by motion passed by a majority of the members present and voting.

Section 8. Adjournment. The MAC may adjourn any meeting to a time and place specified in the motion of adjournment.

ARTICLE VI – EXECUTIVE COMMITTEE

Section 1. Committee Composition. The Officers of the MAC, immediate past MAC Chair, and the Chair of each MAC Standing Committee will constitute the Executive Committee. In the absence of the Chair of a Standing Committee, the Vice Chair of that Standing Committee will serve on the Executive Committee, subject to availability. The immediate past MAC Chair will serve on the Executive Committee for one year following the end of their term of office in an advisory capacity. The Executive Committee will include the SacRT Staff Liaison, who will serve as Secretary to the Committee.

Section 2. Executive Committee's Duties. The Executive Committee will have general supervision of the affairs of the MAC between regular meetings, make recommendations to the MAC, and perform such other duties as specified in these Bylaws. The Executive Committee will lead the development of the monthly meeting agendas. The Executive Committee will recommend ad-hoc committees and Special meetings as needed to carry out the annual work plan. The Executive Committee will be subject to the direction of the MAC, and the Executive Committee will not take any action that conflicts with actions taken by the MAC, or the annual work plan. The Executive Committee will meet every month on a day to be established by the Executive Committee and additionally as needed.

ARTICLE VII – OTHER COMMITTEES

Section 1. Standing Committees. Two Standing Committees will be established and will report to the MAC. The scope of work for the Standing Committees will be guided by the annual work plan for the MAC. The "Access/Infrastructure Standing Committee" will address physical access to SacRT services for persons with disabilities and seniors and the "Training, Communications, and Policies Standing Committee" will address program access to SacRT services for persons with disabilities and seniors. Standing Committees may recommend ad-hoc committees, task forces, and Special meetings to the Executive Committee as needed to carry out the annual work plan. These ad-hoc committees and task forces will be responsible for investigating, addressing, and making recommendations on specific emergent or critical specialty issues as needed. Ad-hoc committees and task forces will sunset immediately after their charge is completed. Each MAC member will serve on at least one Standing Committee.

Section 2. Standing Committee

A. Standing Committee Membership Chairs and Vice-Chairs: At the January meeting of odd numbered years, each member of the MAC will volunteer to serve a two-year term on at least one Standing Committee of their choice. The term of membership will begin immediately after a MAC member makes their selection. There are no term limits. Committee selection will be made prior to a vote for Chair and Vice-Chair of the Standing Committee.

B. Election of the Chair and Vice-Chair: The Chair and Vice-Chair of each Standing Committee will be elected for a 2-year term during the January meeting of the full MAC of each odd numbered year. Nominations will be made by members of each Standing

Committee and only members of the respective Standing Committee may vote for Chair and Vice-Chair. There are no term limits for Chair and Vice-Chair.

C. Duties of the Standing Committee Chair. Each Standing Committee Chair will preside at all its meetings. The Standing Committee Chair, or their designee, will act as the primary spokesperson for the respective MAC subcommittee and will perform such other duties applicable to the office as prescribed by the parliamentary authority adopted by the Council.

D. Duties of the Standing Committee Vice Chair Each Standing Committee Vice- Chair who, in the absence or inability of the Chair to serve, will have all the powers of the Chair and may perform all the Chair's duties. The Standing Committee Vice Chair will perform other duties from time to time as may be requested by the Standing Committee Chair.

ARTICLE VIII – LIAISON WITH SACRT

There shall be an ongoing liaison between SacRT staff and the MAC. The SacRT General Manager/CEO will designate an SacRT staff person to serve as liaison. The liaison will prepare meeting notices, agendas, and minutes as required. The liaison will provide information, technical assistance, and facilitation assistance during all the MAC meetings.

ARTICLE IX – PARLIAMENTARY AUTHORITY

The rules contained in the current edition of Robert's Rules of Order Newly Revised will govern the MAC in all cases to which they are applicable and in which they are not inconsistent with these Bylaws and any special rules of order the MAC may adopt.

ARTICLE X – AMENDMENT OF BYLAWS

These Bylaws may be amended or repealed at any time by majority vote of the SacRT Board of Directors after consultation with, or by recommendation of, the MAC. A recommendation to the SacRT Board of Directors for amendment of these Bylaws is achieved by a two-thirds vote of the MAC members present at any Regular MAC meeting, provided that notice of such proposed amendment has been presented in substance or completed text in writing to the MAC Chair and read by the Chair or their designee at a Regular MAC meeting prior to the time the proposed amendment is voted upon.

ARTICLE XI – TERM OF COUNCIL

The MAC will remain in existence until discharged by action of the SacRT Board of Directors.

Date Amended: **August 28, 2023** ~~May 10, 2024~~

RESOLUTION NO. 2023-08-085

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

August 28, 2023

AMENDING AND RESTATING THE BYLAWS OF THE MOBILITY ADVISORY COUNCIL

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

THAT, the amended and restated Bylaws of the Mobility Advisory Council (MAC), as set forth in Exhibit A, are hereby approved.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

**Sacramento Regional Transit District
Mobility Advisory Council
BYLAWS**

ARTICLE I – NAME

The name of this organization shall be MOBILITY ADVISORY COUNCIL, hereinafter referred to as the “MAC” or “Council.”

ARTICLE II – MISSION AND PURPOSE

In accordance with Sacramento Regional Transit District’s (SacRT) commitment to compliance with the Americans with Disabilities Act (ADA) and mobility for persons with disabilities and seniors, the mission and purpose of the MAC, organized as an advisory council, shall be to:

1. Advise on system accessibility features and improvements;
2. Provide a communication link between SacRT and key stakeholder groups whose interests are representing persons with disabilities and seniors; and,
3. Represent public transportation interest areas for persons with disabilities and seniors.

The MAC will annually review and adopt a work plan to achieve the mission and purpose set forth above.

ARTICLE III – MEMBERSHIP

Section 1. Maximum Membership. The membership of the Council is limited to seventeen representatives.

Section 2. Membership Categories. Representation will be composed of the following categories

- A. Nine “Agency or Organizational Representatives,” who have direct affiliations with established agencies or organizations whose primary purpose is providing services or advocacy for persons with disabilities and seniors. The composition of Agency or Organizational Representatives should reflect a balance across various types of disabilities and organizations representing seniors.
- B. Eight “At-Large Representatives,” of which four are representatives of seniors and four are representatives of persons with disabilities. At-Large Representatives who serve as representatives of persons with disabilities should reflect a balance across various types of disabilities.

In selecting representatives, SacRT and the Council will strive to achieve balanced representation of service and advocacy interests as well as diversity in race, ethnicity, and gender. Preferably, Agency or Organizational Representatives and At-Large Representatives will be users of the RT fixed-route or paratransit systems.

Section 3. Membership Nomination and Selection Process. SacRT staff will obtain membership nominations as necessary to fill terms and vacancies and present them to the SacRT General Manager/CEO for confirmation. Nominations will be made through the recommendations of established agencies and organizations representing seniors or persons with disabilities throughout the SacRT service region. Such agencies and organizations will be identified on the MAC agency and organization representation list maintained and modified as needed by SacRT staff and approved by the SacRT General Manager/CEO. Individuals may nominate themselves as At-Large Representatives; however, letters supporting the nomination from established agencies or organizations as described above are encouraged. Employees of SacRT and its contractors directly involved in the provision of public transit services may not be members of the MAC.

If membership positions remain unfilled, the SacRT General Manager/CEO may direct that open Agency or Organizational Representative positions be filled by At-Large Representatives. The Council may also take action to recommend to the SacRT General Manager/CEO that open Agency or Organizational Representative positions be filled by At-Large Representatives.

The selection process for all confirmed nominees will include the review of written applications and, at the discretion of the SacRT General Manager/CEO, an oral interview. The interview panel will include the MAC Chair, Vice Chair, and the SacRT Staff Liaison to the MAC. Other MAC members may be included in the interview panel by the SacRT General Manager/CEO at their discretion. SacRT staff will compile the interview panel's recommended nominee list and present it to the SacRT General Manager/CEO. The SacRT General Manager/CEO will make the final selection of membership.

Section 4. Attendance Policy.

- A. MAC members are expected to attend a majority of all Regular and Special MAC meetings as well as their respective Standing Committee meetings each calendar year. Attendance is defined as being present for more than half of the Regular and Special MAC meetings, as well as Standing Committee meetings either in person or virtually. A phone call, email or voicemail message prior to the meeting to SacRT staff, MAC Chair, or when appropriate, Standing Committee Chair, anticipating an absence from the meeting constitutes an excused absence.
- B. SacRT staff and the Executive Committee will evaluate members' attendance as needed. SacRT staff will provide attendance records to the Executive Committee for their review.
- C. Attendance patterns of MAC members that are cause for review and subject to removal from the MAC by the discretion of the SacRT General Manager/CEO include two consecutive unexcused absences and missing three or more

meetings, whether excused or unexcused, in a six-month period. Such attendance patterns will also result in the Executive Committee initiating a letter to the member requesting written reaffirmation, within ten business days of their commitment to meeting attendance expectations.

- D. The Executive Committee may make a recommendation to the SacRT General Manager/CEO that a member be removed from the MAC if the member: (1) does not respond to the Executive Committee's letter or indicates that they cannot meet the meeting attendance expectations or (2) reaffirms their commitment to the meeting attendance expectation, but has an additional absence, whether excused or unexcused, within a six-month period. The SacRT General Manager/CEO has the ultimate discretion for removing a member from the MAC.

Section 5. Resignations. Any member may resign by filing a written resignation with the SacRT General Manager/CEO.

Section 6. Term of Membership. The term of each member shall typically be for four years. Terms will begin on January 1 and end on December 31, four years' later. The General Manager/CEO will set terms, however, so that no more than one-half of the terms expire each year. Members may be considered for re-appointment through the established nomination and appointment process.

ARTICLE IV – OFFICERS

Section 1. Officers and Duties. The Officers of the MAC will be a Chair and a Vice Chair. These Officers will perform the duties prescribed by these Bylaws and by the parliamentary authority adopted by the MAC. The Officers may serve as liaisons to other SacRT advisory bodies and the SacRT Board of Directors.

- A. Chair. The MAC will elect from its membership a Chair who will preside at all meetings of the MAC. The MAC Chair or their designee will act as the primary spokesperson for the MAC and will perform such other duties applicable to the office as prescribed by the parliamentary authority adopted by the Council.
- B. Vice-Chair. The MAC will elect from its membership a Vice Chair who, in the absence or inability of the MAC Chair to serve, will have all of the powers of the Chair and will perform all of those duties. The MAC Vice-Chair will perform such other duties from time to time as may be requested by the MAC Chair.

Section 2. Nomination Procedure, Time of Elections.

- A. Nominations. The Nominations Committee will be established biennially at the odd-year September meeting and will consist of three MAC members. The MAC Chair will appoint the Chair of the Nominations Committee at this meeting. The Chair of the Nominations Committee will then appoint two additional MAC members to serve on the Nominations Committee. The Nominations Committee serves a single purpose, is not perpetual, and will be dissolved once its specific task is completed.

The Nominations Committee is responsible for creating a slate of proposed Officers (MAC Chair and Vice-Chair) from the MAC membership, one per position. The Nominations Committee will poll each MAC member as to their interest in running for the MAC Chair or Vice-Chair or recommending another MAC member to be considered as a nominee for an Officer position. Nominees selected for the slate must agree to accept the nomination.

The Nominations Committee will create a slate according to the following:

1. If the nominee for the MAC Chair is a disability representative, then the nominee for the MAC Vice-Chair must be a senior representative. If the nominee for the MAC Chair is a senior representative, then the nominee for the MAC Vice-Chair must be a disability representative.
2. Each nominee must have been a member of the MAC for at least twelve consecutive months prior to their nomination.

The Nominations Committee will report its proposed slate of Officers at the MAC's odd-year October meeting and/or in the November meeting agenda package.

- B. Elections. The election of the Officers will be held at the odd-year November meeting. The MAC members at this meeting may also make nominations from the floor for any of the offices. If the elected MAC chair is a disability representative, then the elected Vice-Chair must be a senior representative. If the elected MAC Chair is a senior representative, then the elected Vice-Chair must be a disability representative. The elected Officers will begin their term of office at the January meeting of the following even-year.

Section 3. Ballot Election, Term of Office. The MAC Chair and Vice-Chair will be elected by an accessible ballot to serve for two years, or the balance of their MAC membership if less than two years. Those elected may serve beyond two years if successors have not been elected. The intent of the Council, when practicable, is to alternate the category of the member (senior or person with a disability) in the MAC Chair and MAC Vice-Chair each election, except when a current officeholder is eligible and willing to run for a second two-year term in the same position.

Section 4. Office Holding Limitations. The MAC Chair and Vice-Chair will not be eligible to serve for more than two consecutive two-year terms in the same office except that the SacRT General Manager/CEO may, in their discretion, allow a MAC Chair or Vice-Chair to serve one additional term. Individuals who have served two consecutive terms may be re-elected to office after a one-year absence from office.

Section 5. Removal. The MAC Chair or Vice-Chair can be removed from office upon a vote of two-thirds of the Council membership present at a Regular or Special meeting. The removal vote will be by an accessible ballot.

ARTICLE V – MEETINGS

Section 1. Regular Meetings. Regular Council meetings will be held monthly. Times and locations of Regular meetings will be set by resolution adopted by the MAC. A Regular meeting may be canceled by the MAC Chair or a majority vote of the MAC membership. The MAC's annual cycle of meetings will begin with the January meeting and conclude with the December meeting each year. The January meeting will include review of the annual work plan. SacRT staff will develop the annual work plan in consultation with the MAC.

Section 2. Standing Committee Meetings. All Standing Committee meetings will be scheduled and held as needed, but not less than once each calendar year for each committee. Times and locations of Standing Committee meetings will be set by the SacRT Staff Liaison in consultation with the Standing Committee Chairs. A scheduled Standing Committee meeting may be canceled by the Standing Committee Chair.

Section 3. Special Meetings. Special meetings may be called at any time by the MAC Chair or by a majority vote of the MAC membership. SacRT staff will provide written notice required for all Special meetings, with such notice posted at least 72 hours before the meeting.

Section 4. Meetings Open to the Public. As a citizens' advisory group to the Sacramento Regional Transit District Board, MAC meetings are not subject to the Ralph M. Brown Act (Government Code §54950 et seq.) and its meetings do not have to comply with the requirements of the Ralph M. Brown Act. Notwithstanding the foregoing, the MAC will endeavor to ensure that its meetings are accessible to the public and it will provide notice of the date, time and location of its meetings so that the public can attend. If a meeting will be conducted entirely virtually, the MAC will endeavor to make the meeting accessible to the public to view the meeting virtually. Meeting agendas will be posted by SacRT staff in a public place and distributed to all members at least 72 hours before the meeting.

Section 5. Quorum. A majority of the members must be present at a meeting to constitute a quorum for the purposes of conducting business.

Section 6. Voting. Each member of the MAC has a single vote.

Section 7. Actions. All actions of the MAC will be by motion passed by a majority of the members present and voting.

Section 8. Adjournment. The MAC may adjourn any meeting to a time and place specified in the motion of adjournment.

ARTICLE VI – EXECUTIVE COMMITTEE

Section 1. Committee Composition. The Officers of the MAC, immediate past MAC Chair, and the Chair of each MAC Standing Committee will constitute the Executive Committee. In the absence of the Chair of a Standing Committee, the Vice Chair of that Standing Committee will serve on the Executive Committee, subject to availability. The immediate past MAC Chair will serve on the Executive Committee for one year following the end of their term of office in an advisory capacity. The Executive Committee will include the SacRT Staff Liaison, who will serve as Secretary to the Committee.

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Committee and only members of the respective Standing Committee may vote for Chair and Vice-Chair. There are no term limits for Chair and Vice-Chair.

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The rules contained in the current edition of Robert's Rules of Order Newly Revised will govern the MAC in all cases to which they are applicable and in which they are not inconsistent with these Bylaws and any special rules of order the MAC may adopt.

ARTICLE X – AMENDMENT OF BYLAWS

These Bylaws may be amended or repealed at any time by majority vote of the SacRT Board of Directors after consultation with, or by recommendation of, the MAC. A recommendation to the SacRT Board of Directors for amendment of these Bylaws is achieved by a two-thirds vote of the MAC members present at any Regular MAC meeting, provided that notice of such proposed amendment has been presented in substance or completed text in writing to the MAC Chair and read by the Chair or their designee at a Regular MAC meeting prior to the time the proposed amendment is voted upon.

ARTICLE XI – TERM OF COUNCIL

The MAC will remain in existence until discharged by action of the SacRT Board of Directors.

Date Amended: August 28, 2023

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, VP, Procurement, Real Estate and Special Projects
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR RISK MANAGEMENT INFORMATION SYSTEM

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to negotiate and enter into a Contract for Risk Management Information System (RMIS) Services with Origami Risk LLC, which will allow SacRT to implement a software-as-a-solution-system to provide secure, accurate, and reliable administration, processing, management, reporting, tracking, and analysis of occurrences, liability claims, and property claims.

FISCAL IMPACT

The proposed total not to exceed amount for the Contract would be \$442,200 over the five-year term. Year 1 costs for development and implementation are not to exceed \$149,560 and are included in the FY24 Operating Budget. Years 2-5, FY25-FY28, will be \$73,560 annually, and will be included in future years operating budgets. Costs in the first year are higher because they include system project implementation, data conversion and configuration, software interfacing, design, testing, and employee end-user training.

DISCUSSION

Deployment of a RMIS will enhance SacRT's ability to identify, amalgamate, interpret, and disseminate organizational risk data for effective claim management while contributing to improved communication and proactive solutions for the elimination and/or reduction of future loss exposures upon SacRT operations.

RMIS will improve operational excellence, customer satisfaction, and employee engagement by providing a more accurate and comprehensive database platform for reporting, identifying, managing, and preventing adverse loss. Utilization and management of risk information reduces SacRT's exposure to programmatic and operational risks, improving quality, proactivity, and minimizing losses through systematic data management and analysis.

The current SacRT claims system was developed and implemented approximately 25 years ago in response to Y2K concerns and is currently housed within SacRT's internal network servers and maintained by the IT Department. The proposed RMIS solution will reduce allocated time and expense of limited IT Department staff to service and maintain the current "legacy" software system and focus efforts on other IT business needs.

On March 27, 2023, staff released a Request for Proposals (RFP) on PlanetBids e-Procurement System and 154 vendors were notified of the contracting opportunity. On May 8, 2023, SacRT received responsive proposals from 4aiSoft dba Klear AI and Origami Risk LLC.

The qualifying criteria included the Proposer's response to understanding the contract, staffing and experience, work plan, and competitiveness of price.

After completion of written evaluations and scores, 4aiSoft dba Klear AI's total score of 63.5 was deemed to be below the minimum score requirement of 70. Origami Risk LLC's total score of 81.6 met the requirements to be invited to provide an oral presentation and software system functionality demonstration for SacRT operational management personnel and the RFP Evaluation Committee. Upon conclusion of the oral presentation and demonstration, the evaluation committee determined Origami Risk LLC's proposal to be the most advantageous to SacRT.

As part of its proposal, Origami Risk LLC included a number of exceptions to SacRT's standard contract that are currently being reviewed and will require negotiations to reach final agreement on contract terms. This delegation is being requested to allow Staff to complete contract negotiations, complete the 10-day protest period prior to award, and avoid a potential price increase anticipated to be effective October 1, 2023.

RESOLUTION NO. 2023-08-086

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

August 28, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR RISK MANAGEMENT INFORMATION SYSTEM SERVICES

NOW, THEREFORE, 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 and execute a Contract for Risk Management Information System Services with Origami Risk LLC whereby Origami Risk LLC agrees to provide a software as a solution platform for the management of SacRT occurrence and claim data for a 5-year term contract for an amount not to exceed \$442,200.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: PRESENTATION ON ONGOING PROJECTS AND INITIATIVES

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Presentation to provide updates on Sacramento Regional Transit District's ongoing projects and initiatives.

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Meeting Calendar

Regional Transit Board Meeting

September 11, 2023

SacRT Auditorium / Webconference

5:30 P.M

Quarterly Retirement Board Meeting

September 13, 2023

SacRT Auditorium / Webconference

9:00 A.M

Mobility Advisory Council Meeting

September 7, 2023

SacRT Auditorium / Webconference

2:30 P.M

SacRT to Launch Elk Grove/UC Davis Medical Center Express

SacRT has partnered with UC Davis Health to launch a new bus service called the Elk Grove/UC Davis Medical Center Express (bus route 137) that will operate between four park-and-ride locations in the city of Elk Grove and the UC Davis Medical Center in Sacramento. The express bus will start service on Tuesday, September 5, 2023, and operate Monday through Friday with six morning trips and six evening trips.

More information on route 137 can be found: sacrt.com/UCDHElkGrove

RydeFreeRT Back to School!

Students heading back to school can take advantage of SacRT's RydeFreeRT program for youth in grades TK through 12th. With RydeFreeRT, youth can ride the entire SacRT transit network, including SacRT buses, light rail, and SmaRT Ride on-demand microtransit service for free during regular service hours.

Students should have received the new RydeFreeRT cards, which are valid from June 1, 2023, through June 30, 2024, from their school prior to the summer break. Students and youth who do not have a RydeFreeRT card, can visit SacRT's Customer Service and Sales Center located at 1225 R Street (adjacent to the 13th Street Station) or Sacramento public libraries.

Youth who are experiencing homelessness or taking part in foster programs can also participate in the program regardless of current residence or school address. The RydeFreeRT program does not apply to those over 18 years old that are pursuing their GED. For more information, visit rydefreert.com or call 916-321-BUSS (2877).

Apply Now to Join SacRT's Citizens Transit Academy

SacRT is currently accepting applications for the 2023 SacRT Citizens Transit Academy. The academy is a free, five-class course designed to educate and engage residents, business and community leaders about our planning process and how public transit shapes our communities.

Classes will be held once a week, on Wednesday evenings, over a five-week period, between September 27 – October 25, 2023. Applications must be received by 5 p.m. on Monday, September 4, 2023. SacRT is looking for applicants that live within the Sacramento region. Academy participants will represent Sacramento's diverse population, which may include a mix of students, business professionals, seniors, individuals with disabilities, appointed and elected officials, key stakeholders, community-minded individuals and more. Graduates will be recognized as knowledgeable representatives for public transit and be encouraged to engage with the community in conversations about the region's mobility needs.

SacRT's free Transit Academy includes presentations about public transit benefits; operations; budget and governance; planning and scheduling processes; environmental and mobility initiatives; Q & A; interactive discussions; and behind-the-scenes field trips, including a tour of SacRT's Light Rail Maintenance Facility and our new low-floor light rail trains. Presenters and speakers include SacRT management, community advocates, and local transit leaders.

To learn more and apply, visit sacrt.com/transitacademy

SacRT Station Platform Modification Update

SacRT is currently working on completing station platform modifications along the Gold Line to accommodate the height requirements of the new low-floor light rail trains. SacRT has completed platform modifications at 14 Gold Line stations. Weekend station closures

will be on pause during the month of August 2023 while the contractor finishes any remaining work at the 14 stations.

Starting in September 2023, SacRT will continue work to complete the modifications to Gold Line stations, including 7th & Capitol, Archives Plaza, 13th Street, Power Inn, College Greens, Watt/Manlove, Starfire, Tiber, Butterfield, Mather Field/Mills, Zinfandel, Cordova Town Center, Sunrise, Glenn/Robert G. Holderness and Historic Folsom. This phase of construction along the Gold Line is expected to be complete by spring 2024. Bus bridges will be in place most weekends between September 2023 and March 2024 while construction takes place at different stations. Learn more at sacrt.com/stationclosure.

STAFF REPORT

DATE: August 28, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Kevin Schroder, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF JULY 21, 2023

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board members present:

Chair Pat Hume was present for the regular meeting of the San Joaquin Joint Powers Authority on July 21, 2023.

Meeting Notes

Item 1. Call to Order, Pledge of Allegiance, Roll Call

Item 2. Public Comments

- Vending machine vs hot food options on rail lines comments.
- Bakersfield train comments.

Item 3. Consent Calendar

- All comments were approved.

Item 4. Rail Safety Presentation.

Staff Comments:

- Union Pacific was invited to give a presentation.
- Safety is priority #1(including Hazmat transportation)
- Prevention of accidents with drones and wayside detectors.
- Highlighted the importance of training.
- First responder information sharing (TransCare).
- 24-Hour emergency number/staffing.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- Informational only.

Item 5. Rail Safety Month/Amtrak Safety Presentation.

Staff Comments:

- Presence equals prevention.
- Robust crime analytics Team (crime statistics and strategic presence).
- Passenger Incident Report.
- De-Escalation training to front facing staff.

Board Comments:

- N/A

Public comments:

- Question about overall assaults.
- Response: Mask reduction allowance might have reduced assaults.

Board Vote:

- Informational only.

Item 6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Submit and Execute Any and All Grant Applications, Agreements, Certifications, and Assurances and Any Other Documents Necessary to the California State Transportation Agency to obtain State Rail Assistance (SRA) Funding in the Amount of \$250,000 for the Union City Intermodal Station Phase 3 Project (Dan Leavitt)

Staff Comments:

- SRA funding balance of \$7,383,036.
- Expected distribution for intercity rail expected to be \$6.1 million.
- At the May 23, 2023, City Council Meeting the City of Union City approved seeking \$3 million from Measure BB Transportation Expenditure Plan (TEP) for environmental review.
- The Rail Commission and the Authority would each contribute \$250,000 in SRA as matching funding for the Union City Intermodal Station Phase 3 environmental clearance/preliminary engineering.
- The Rail Commission is the lead CEQA agency since this is an ACE extension and approved its \$250,000 SRA contribution at their July 7th Board meeting.
- The Authority should also be a partner since the proposed new service would be intercity service.
- No Fiscal Impact

Board Comments:

- N/A

Public comments:

- Map connections of stations and services.

Board Vote:

- All approved.

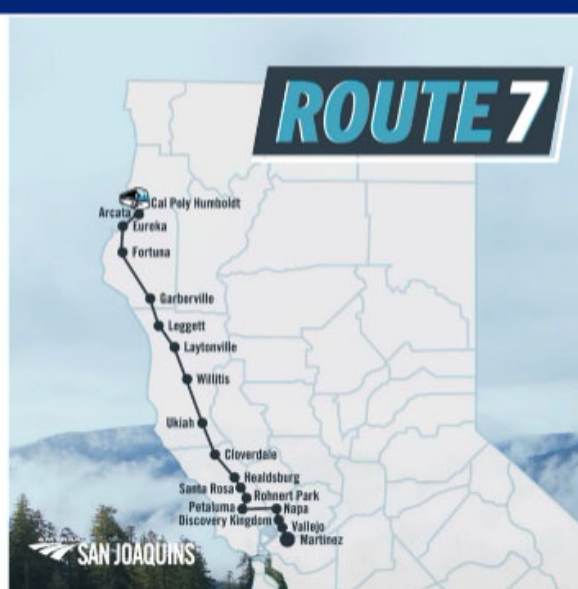
Item 7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority to Allow Passengers to Purchase Bus-Only Tickets on Route 7 (Martinez-Santa Rosa-Arcata) for All Bus Stop Pairs and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority (Michael Hanebutt)

Staff Comments:

- SB 742: removed bus passengers to a rail trip requirement and opened bus-only ticketing for the Route 7.
- Coordination with Greyhound was required before moving forward with a MOU.
- Caltrans funded the North Coast Bus Coordination Report to examine the corridor capabilities.
- Bus-only tickets will increase ridership on Route 7 for all bus stop pairs.

Route 7 has five daily round trips, two of these are between Martinez and Arcata, two are between Martinez and Santa Rosa, and one is between Martinez and Napa.

For this existing route, most of the bus stop pairs are not served by other private bus operators other than Greyhound.



Board Comments:

- Supportive of increasing ridership.

Public comments:

- Speak in favor of this option.

Board Vote:

- All approved.

Item 8. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with Modern Times, Inc. for Southern California Region Outreach Services for an Amount Not-To-Exceed \$1,000,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority (Marques Cook/Autumn Gowan)

Staff Comments:

Focus on Southern California Region Outreach Services with agreement with Modern Times, Inc.

Approval process/steps:

- March 2nd, 2023, RFP
- There were forty-three firms showed interest.
- Seven proposals were submitted and reviewed.
- Three firms were invited for interviews.
- Scores were provided and Modern Times Inc. was selected.

Board Comments:

- Support the motion.

Public comments:

- N/A

Board Vote:

- All approved.

Item 9. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving an Agreement with DB E.C.O. North America Inc. for On-Call Planning Consulting Services for an Amount Not-To-Exceed \$600,000 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Any and All Amendments thereto within Her Spending Authority (Dan Leavitt/Autumn Gowan)

Staff Comments:

Approval process/steps:

- RFP was posted.
- There were 20 firms showed interest.
- One written proposal was submitted and reviewed.
- Scores were provided and DBE.C.O North America Inc was selected.

Board Comments:

- N/A

Public comments:

Board Vote:

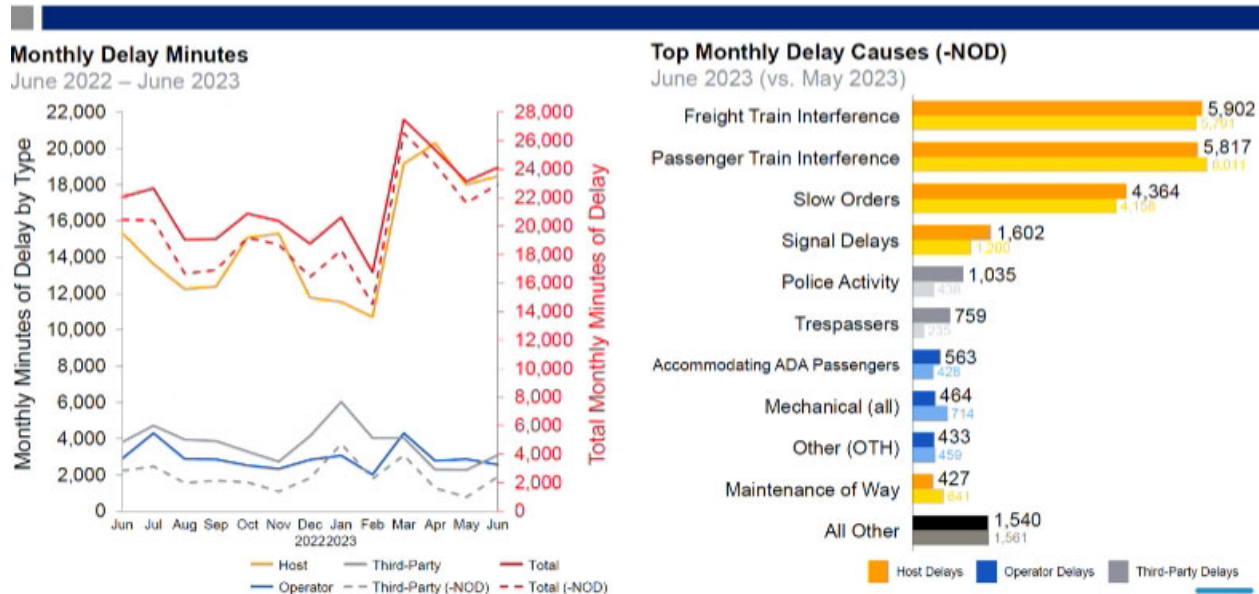
- All approved.

Item 10. Presentation on San Joaquins On-Time Performance (OTP) (Brian Schmidt/Tamika Smith)

Staff Comments:

- End Point on Time Performance tolerance of 15 minutes was used as the criteria.
- In June 2023 a total of 360 trains operated with 53% of trains on time.
- From October 2022-June 2023 a total of 3,273 trains operated with 63% of trains on time.
- In previous years, trains operated at 70-80% on time.
- Weather has damaged the railways reducing times.

On-Time Performance



Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

Item 11. Thruway Bus Route 3 (Stockton-Sacramento-Chico-Redding) Partnership (Michael Hanebutt)

Staff Comments:

- Route 3 is a critical San Joaquin’s Thruway Bus route.

- Route 3 has five daily round trips
 - The core route offers three round trips between Stockton and Redding
 - Two round trips are also offered between Stockton and Davis via Sacramento
 - A one-way Davis – Sacramento bus is offered for early morning commuters



- Discussion of the delayed Salmon Runner indefinitely due to the lack of identified operation funds.
- In 2018 the Redding Area Bus Authority (RABA) considered phased approach for the transit connection from sacremenot to Redding.
- Phased approached is considered to allow RABA to show effectiveness and acquire motorcoaches.
- There would need to be a MOU to show ticketing access and financial support for the service.
- Notion to RABA to operate beyond chico at this time.
- Future staff item discussing the MOU is expected to be provided to this board.

Board Comments:

- N/A

Public comments:

- Comments about Sacramento connection including a stop at airport.
- Support the future MOU.

Board Vote:

- Informational item.

Item 12. Recap of 2023 Allensworth Juneteenth Celebration (Carmen Setness)

Staff Comments:

- 300 tickets were sold directly for this event.
- Event was deemed successful.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- Information item.

Item 13. Board Member Comments

- N/A

Item 14. Executive Director's Report Adjournment

- Industry day event on September 14th, 2023.

The next regular meeting is scheduled for: September 22, 2023