

## **STAFF REPORT**

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**DATE:** November 13, 2023  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Tabetha Smith, Clerk to the Board  
**SUBJ:** APPROVAL OF THE ACTION SUMMARY OF OCTOBER 23, 2023

### RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT  
BOARD OF DIRECTORS  
BOARD MEETING  
OCTOBER 23, 2023**

**ROLL CALL:** Roll Call was taken at 5:31 p.m. PRESENT: Directors Budge, Daniels, Jennings Kozlowski, Maple, Serna, Singh-Allen, Valenzuela, and Chair Kennedy. Absent: None. Directors Hume and Loloee arrived at 5:32 p.m.

**1. PLEDGE OF ALLEGIANCE**

**2. CONSENT CALENDAR**

- 2.1 Motion: Approval of the Action Summary of September 25, 2023
- 2.2 Resolution 2023-10-097: Approve a Sole Source Procurement and Award Contracts to Motorola Solutions, Inc. for Purchase of Radio System Equipment for New SacRT GO and Low Floor Light Rail Vehicles (C. Alba)
- 2.3 Resolution 2023-10-098: Conditionally Delegating Authority to the General Manager/CEO to Award a Contract for Watt/I-80 Transit Center Improvements (L. Ham)
- 2.4 Resolution 2023-10-099: Conditionally Delegating Authority to the General Manager/CEO to Award a Contract for Low Floor Vehicle Platform Conversion Phase 3 (L. Ham)
- 2.5 Resolution 2023-10-100: Delegating Authority to the General Manager/CEO to Enter into a Student Transit Pass Agreement – 2023 with Los Rios Community College District (J. Johnson)
- 2.6 Resolution 2023-10-101: Conditionally Awarding a Contract for Website Administration and Support Services to Exemplifai, LLC (D. Selenis)
- 2.7 Conditionally Awarding Three Contracts for On-Call Planning Support Services and Delegating Authority to the General Manager/CEO to Award and Execute Work Orders Under One or More Contracts for On-Call Planning Support Services (L. Ham)
  - A) Resolution 2023-10-102: Conditionally Awarding a Contract for On-Call Planning Support Services to AECOM Technical Services, Inc.; and
  - B) Resolution 2023-10-103: Conditionally Awarding a Contract for On-Call Planning Support Services to DKS Associates, Inc.; and

- C) Resolution 2023-10-104: Conditionally Awarding a Contract for On-Call Planning Support Services to WSP USA, Inc.; and
- D) Resolution 2023-10-105: Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order for Hydrogen Feasibility Study & Business Plan Under a Contract for On-Call Planning Support Services; and
- E) Resolution 2023-10-106: Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order for Facilities Expansion Master Plan Under a Contract for On-Call Planning Support Services; and
- F) Resolution 2023-10-107: Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order for Meadowview TOD Master Plan Under a Contract for On-Call Planning Support Services

***ACTION: APPROVED - Director Budge moved; Director Serna seconded approval of the consent calendar as written. Motion was carried by voice vote. Absent: None.***

**3. INTRODUCTION OF SPECIAL GUESTS**

**4. UNFINISHED BUSINESS**

**5. PUBLIC HEARING**

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

Speakers:

Kesha Harris came to the Board meeting on September 25, 2023, with several issues regarding the Dos Rios bus stop and was excited to announce that all of her issues have been resolved. She was complimented SacRT Customer Advocacy and the Board's help to resolve her issues. She requested to be a part of the conversations regarding the Dos Rios Light Rail Station.

Mr. Li provided a brief update on the Dos Rios Light Rail Station. He explained there was a three-year delay due to soil contamination issues which greatly increased the cost. He appreciates SacRT partners and the Board working through the issues. Dos Rios will remain one of SacRT's main projects.

Public comment was taken by phone from Rick Hodgkins and Devin Strecker.

Mr. Hodgkins proposed bringing back a bus that covers the entire Sunrise corridor.

Director Budge stated the light rail system was designed to be fed by bus routes and when bus routes are cut that purpose is defeated. If this is an issue with Sunrise, she requested it be addressed.

Chair Kennedy stated it is an ongoing process and appreciates the comment.

Mr. Strecker stated his support for the Dos Rios Light Rail Station. He said the \$17M grant through Transformative Climate Communities and the Strategic Growth Council deadline had no extension, making the situation dire. SHRA is asking for community input of alternative solutions by December 1. Mr. Strecker said he and the River District Board have the Dos Rios Light Rail Station as their highest priority and is hoping a work around will be found to save the project.

Chair Kennedy guarantees this is a hot topic and there will be follow up report on this project.

## **7. NEW BUSINESS**

### **7.1 Information: Evaluation of Funding Options Presentation (L. Ham)**

Laura Ham stated this item is being presented in response to a board member's request to evaluate funding opportunities. SacRT hired a consultant to evaluate opportunities and the report that is attached to the staff report more broadly examines the funding opportunities. Ms. Ham introduced Celia McAdam, AIM Consulting, to present the report.

Ms. McAdams stated the purpose of the report is to look at locally controlled funding sources and see if there are opportunities for SacRT. She provided a background stating that the underpinning of almost all transportation programs is SACOG's Metropolitan Transportation Planner (MTP). Major projects in the MTP can take decades. There are a series of steps, each of which require money to be found, which often causes delays. There must be an adopted MTP, approved by the state or major state transportation funding stops. The rules have changed a lot over the last twenty years with a series of legislations all of which ratchet down the allowable impacts of transportation projects. Ms. McAdams provided some highlights of the legislation. She noted that SACOG has been able to move the adoption of their next MTP to 2025 and no numbers have been released as to how close they will come to the greenhouse gas (GHG) targets. The 2025 plan will have five years less to meet the 2035 targets than the current plan adopted in 2025. There are lower growth forecasts coming from the state that make it harder to do the kind of compact growth that is called for in the MTP assumptions to make transit and other alternative transportation more likely. She stated that the region really needs to ask whether all the projects in the current plans are still viable under all the new rules. If the region does not create an MTP project list that meets 19% reduction in GHG, state funding will get shut down for everybody.

Ms. McAdams stated that SacRT has an opportunity to jumpstart transit projects, particularly BRT because it will help the region meet the GHG and vehicle miles traveled (VMT) goals. SacRT projects can also help the region with economic goals. She shared some locally controlled funds that could potentially go toward SacRT projects but stated overall there is less money in the program than was envisioned when passed in 2004. Given that, she asked if the project list can still be delivered or if there is opportunity to reimagine some of the projects in a more GHG and VMT friendly way by including BRT and transit.

Ms. McAdams provided ideas as to how SacRT can move forward. She recommended the transportation partners start a dialogue and take an assessment of whether all the projects are still realistic and feasible. It could be possible for SacRT to trade Capital funds that are allocated

to the district and work with STA to trade those or Measure A Sales tax funds that are not subject to State restrictions for the use of transit funds for operations. She mentioned there are current discussions about a new transportation tax and SacRT needs to be well represented. Ms. McAdams stated in a long-term view, SacRT can continue to pursue the idea of property bases assessment for transit operation and new development.

In closing, she commented on the crossover of Board members serving on multiple boards and that the more direct and consistent communication there is among the leadership, the more likely a consensus to build and move forward will be found all while addressing the region's transportation needs in a balanced way that still meets the requirements.

Chair Kennedy announced that in November, there is a first ever four agency joint meeting.

Director Valenzuela thanked SacRT staff and Ms. McAdams for the report. She asked if the STA should be officially notified of the four-agency joint meeting.

Chair Kennedy will have that discussion with staff that are putting the meeting together.

Director Budge asked if anyone is putting together a list of projects that are not viable.

Ms. McAdams said there is no official assessment that she is aware of.

Director Budge has heard that SACOG may be against some projects that originated at SACOG.

Director Singh-Allen asked for staff to continue to meet with STA and SACOG. The list is important and the more common ground that can be reached to build consensus moving forward would be helpful. She also acknowledged the letter from the various stakeholders.

Speakers:

Kevin Bewsey, Executive Director, Sacramento Transportation Authority, thanked Celia McAdams and wanted to point out that SB125 will provide about \$160M in new capital and operating funds for transit which is a huge infusion of funds for SacRT that needs to be considered. He stated the challenge of receiving capital dollars is operating dollars are also needed and the best source for operating dollars is a measure. He would love to work with SacRT on some of these concepts.

Public comment was taken by phone from Rick Hodgkins.

Mr. Hodgkins reiterated a comment by Chair Kennedy in a previous meeting regarding the difficulty of a tax measure passing until the unhoused crisis is handled. He mentioned building out of homelessness is not possible and that the Costa-Hawkins Rental Housing Act of 1995 needs to be repealed. He stated that contracting with Uber and Lyft should be revisited with regards to funding for SmART Ride.

A letter to the Board from eighteen local agencies was read into the record.

The letter recognized Sacramento as the Capital City of the fourth-largest economy in the world and applauded the content in the Evaluation of Funding Opportunities Memo to support transit, infrastructure, and address climate change. It recognized that it has been 20 years since the

first “Measure A” passed and the regulatory, legislative, and political landscapes are vastly different today from what they were in 2004. The letter was offered to demonstrate the region’s spirit of collaboration and cooperation. The signers are ready to work together to rethink the funding issue and find new ways to pay for improving infrastructure, protecting the environment, creating jobs, and growing the local economy.

Director Kozlowski stated it would be interesting to have an evaluation of what the cost of meeting the carbon targets is in dollars per metric ton of carbon reduction and evaluating the highest and best use of the dollars that are available rather than assuming that changing the project mix in the MTP was a magic bullet.

Chair Kennedy said that sounds like a SACOG discussion.

- 7.2 Information: Presentation on Ongoing Projects and Initiatives (S. Valenton)
  - a. Bus Efficiency and Use of Smaller Cutaways (C. Alba, L. Ham)
  - b. Customer Service Response to Feedback and Comments (L. Hinz)

Shelly Valenton, Deputy General Manager, introduced item 7.2 and provided a brief overview of previous, current, and future topics to be presented. Ms. Valenton then introduced Carmen Alba, VP Bus Operation and Laura Ham, VP Planning & Engineering, to provide a presentation on Bus Efficiency and the Use of Smaller Cutaways.

Ms. Alba shared the results of staff analysis in response to an inquiry about using smaller vehicles on fixed route transit services that are traditionally operated with standard 40-foot buses, to potentially save money on routes with lower ridership. She stated 15 different elements of the fleet and staffing composition were evaluated with a heavy focus on customer experience and operational efficiency.

Ms. Alba provided a visual of SacRT’s diverse fleet and then gave a brief description of small and full-size buses. She explained the buses move from one route to another throughout the day to cover all work assignments most effectively and that specialty software and technical staff are used to optimize route assignments. She provided additional information regarding considerations of the different buses which included efficiency, on-time performance, passenger comfort and fare collection.

Ms. Ham stated SacRT’s small bus fleet is not ideally suited for use on fixed route due to the vehicle configuration. She added additional information and considerations regarding cost of operation, cost per mile for fuel, cost per hour and peak ridership. She explained another important issue to be considered is the mandated transition to zero emission vehicles.

Ms. Ham shared a slide with a summary of the factors considered with the vast majority favoring the 40 ft. bus category. She explained that SacRT is scheduled to start another comprehensive operational analysis (COA) of all services next year and is in the process of designating funding to complete that effort. Within that COA, SacRT will look at the efficiency and ridership of all routes, including fixed route, microtransit and other neighborhood services. Ms. Ham stated as the bus network is evaluated, SacRT will be looking for any opportunities to use more neighborhood-friendly small vehicles, and the optimal service delivery in lower ridership

generating areas will also be evaluated.

Director Hume asked how it was determined that the 40-foot bus was superior when considering on-time performance and passenger comfort.

Ms. Ham responded that it was primarily loading time, lift vs. ramp.

Director Hume asked if when we potentially move to the smaller buses with the lift that was shown on the slide, if those discrepancies would then be equalized.

Ms. Ham acknowledged the discrepancies would be equalized. She noted that regarding passenger comfort, the lift when brought in, can be loud and creates more interior noise when traveling.

Chair Kennedy highlighted that a lot of the fixed cost is labor and that regardless of the size of the bus, the labor cost will remain consistent.

Ms. Ham stated labor is about 80%.

Ms. Hinz, VP Safety, Security and Customer Satisfaction, provided an update on customer service response and feedback. She stated that Mr. Blanke's concern of a homeless encampment against the soundwall has been addressed and the area will continue to be monitored. She did a little investigation regarding trash on the light rail trains and outlined a routine cleaning schedule to address the concern. She shared that Ms. Harris' concerns regarding the Dos Rios bus stop being blocked have been addressed and taken care of.

Ms. Hinz shared that planning has met with Metro Air Park at the request of Director Serna regarding SacRT assisting and providing rides and is collecting data to further explore providing service.

Lastly, Ms. Hinz announced that a survey was conducted regarding Director Daniels' request to look into changing the meeting time and that more information would be provided at the next board meeting.

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

Mr. Mandelkern is concerned about potential confusion and loss of ridership given route 95 is no longer available and is hoping it can be restored. He also requested that riders are informed in advance of physical changes to take place.

## **8. GENERAL MANAGER'S REPORT**

- 8.1 General Manager's Report
  - a. Major Project Updates
  - b. SacRT Meeting Calendar
  - c. Lifetime Senior Transit Pass

Mr. Li announced SacRT is at 90% bus ridership recovery and October may be even higher due to Discovery Park being home to two of the largest music festivals in the country, Aftershock and the Golden Sky Music Festival. SacRT shuttle buses are critical to the events operations.

Mr. Li provided a service update due to an issue with the concrete pad where the buses pull into the University/65<sup>th</sup> Street Station. All five bus routes that serve the transit center will be temporarily relocated to the Power Inn Station during construction. This will continue for approximately two months. SacRT apologizes in advance for any inconvenience; however, rider and employee safety are SacRT's number one priorities.

Mr. Li commended SacRT's Human Resources Department for hosting two successful in-person hiring events with excellent results and a record number of attendees. In addition, SacRT partnered with Councilmembers Maple and Vang on the South Sacramento Union Job Fair on October 11<sup>th</sup> and provided free rides to roughly 500 attendees.

Mr. Li shared that SacRT hosted two SacRT GO Paratransit open house events in early October. Between the virtual open house and the in-person event, there were nearly 100 attendees. He thanked Director Valenzuela for introducing SacRT to the Los Manitos group, Spanish speaking seniors that gather at the Hart Senior Center every Wednesday. He shared a thank you email from their Chair.

Mr. Li concluded his remarks by sharing a video put together to promote SacRT planned Bus Rapid Transit line along Stockton Boulevard. Mr. Li thanked Chair Kennedy and SACOG Board members for visiting the site. SacRT's goal in the next five years is to secure up to \$500M to complete at least five or six BRT routes around the strategic corridors in the region. SacRT has secured \$400M for light rail modernization and needs another \$100M to \$200M to complete that project.

Mr. Li announced there will be a big press conference at the Iron Point Light Rail Station on November 8<sup>th</sup> where Congressman Kevin Kiley and Congresswoman Doris Matsui will both be speaking as well as a state senator and two assembly members. He encourages all the Board members to attend.

Director Maple complimented SacRT Customer Service on their responsiveness. She was especially thankful for the service at the South Sacramento Union Job Fair which went beyond expectations and at the Smart Forum at the Colonial Theater which helped the community to see the vision.

Director Valenzuela thanked Mr. Flores and the team for walking into the Hart Senior Center with her and meeting with Los Manitos. It is important for them to understand the translation to be able to use the application given English is not their first language. They would like to be a pilot for the other communities in Sacramento that do not speak English. Next on the list is travel training, getting on the buses and doing field trips with seniors.



Mr. Li turned it over to General Counsel, Olga Sanchez-Ochoa to provide an update on the request from Chair Kennedy to explore how SacRT could bring back the Super Senior Pass.

Ms. Sanchez-Ochoa provided a brief history of the lifetime pass. The lifetime pass was available to individuals 75 years of age or older and provided the holder unlimited access to SacRT's fixed route system at no cost for the remainder of their life. On June 22, 2009, the Board of Directors eliminated the lifetime pass for future applicants in an attempt to fill a \$9M budget shortfall as part of the FY2010 budget process. In 2017, while considering reintroducing the pass on a limited basis, the legal department reviewed CPUC section 99155b and its impact on the cost of the lifetime pass. Pursuant to that section, any discount provided to seniors must also be provided to individuals with a qualifying disability making the return of the lifetime pass cost prohibitive. In researching and discussing the issue with peers throughout Northern California, staff has determined the only way to return the lifetime pass without triggering the obligation to provide the same pass to individuals with qualifying disabilities is to pursue a legislative solution. Two options were identified and shared with the Board. Staff believes that pursuing a SacRT specific carve out would be the better option and after discussing with state lobbyist, staff recommends modifying CPUC section 102121 to add the authority to adopt a super senior discount for individuals 80 or older. Language has been drafted to achieve this and will be provided to the lobbyist so that an author can be found.

The Board started to make a motion and vote when Director Serna mentioned his concern regarding the way it was agendized did not allow the public an opportunity to comment.

Mr. Li and Ms. Sanchez-Ochoa agreed to bring the item back to the Board.

The clerk stated there was written and public comment by phone.

Chair Kennedy stated since written comment is part of the record it did not need to be read.

Director Serna agreed and stated he thought unless the writer specifically asked for the comment to be read it was not necessary.

The clerk confirmed that moving forward, written public would be provided to the Board ahead of time via email.

Director Budge mentioned it should be printed and provided in the back of the room.

Chair Kennedy acknowledged receipt of Barbara Stanton's letter.

Public comment was taken by phone from Rick Hodgkins and Jeffery Tardaguila.

Mr. Hodgkins supports the senior pass. He encourages the use of the public address system for the announcement of trains arriving and leaving for those that do not have smart phones or are visually impaired. He stated that smaller cutaways should be used to feed into the light rail stations and as often as the light rail runs.

Mr. Tardaguila had some concerns regarding the 65<sup>th</sup> Light Rail Station. He asked if routes 82 and 87 are still going into Sac State before going to Power Inn, if the Amador bus stop within the 65<sup>th</sup> light rail station has been addressed and if the South area on 65<sup>th</sup> is still available. He recommended the use of sandwich boards to list the alternate locations. He is concerned that the new buses for the 51 route are only able to accommodate two wheelchair devices.

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

9.1 San Joaquin Joint Powers Authority Meeting Summary – September 22, 2023

Director Budge stated the Cordovan was designed to originate at the Zinfandel Station, run routes and then returns to Zinfandel Station.

- 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**

As there was no further business to be conducted, the meeting was adjourned at 7:03 p.m.

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PATRICK KENNEDY, Chair

A T T E S T:  
HENRY LI, Secretary

By: \_\_\_\_\_  
Tabetha Smith, Assistant Secretary