

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF SEPTEMBER 25, 2023

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
SEPTEMBER 25, 2023**

ROLL CALL: Roll Call was taken at 5:28 p.m. PRESENT: Directors Daniels, Kozlowski, Maple, Serna, Singh-Allen, Valenzuela, and Chair Kennedy. Absent: Directors Budge, Hume, Jennings and Loloee.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of August 28, 2023
- 2.2 Resolution 2023-09-087: Approving the Contract for Elevator Preventive Maintenance and Repair Services with TK Elevator Corporation (L. Ham)
- 2.3 Approving the First Amendment to the License Agreements for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at Three Locations (J. Adelman)
 - A) Resolution 2023-09-088: Approving the First Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 39th Street and R Street; and
 - B) Resolution 2023-09-089: Approving the First Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 59th Street North of S Street; and
 - C) Resolution 2023-09-090: Approving the First Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 65th Street and Q Street
- 2.4 Resolution 2023-09-091: Declaring Assessor Parcel Number 007-0273-003-0000 (2812 N Street) Excess to Transit Operations as Surplus (J. Adelman)
- 2.5 Resolution 2023-09-092: Delegating Authority to the General Manager/CEO to Execute One or More Amendments of the Sacramento Regional Transit District Deferred Compensation Plan to Address Regulatory Changes (J. Johnson)
- 2.6 Resolution 2023-09-093: Approving Amendment No. 2 to the Amended and Restated Credit Agreement with U.S. Bank National Association for an Extension of the \$20 Million Line of Credit Facility to September 30, 2024 (J. Johnson)
- 2.7 Resolution 2023-09-094: Approving an Amended Collective Bargaining

Agreement with the Amalgamated Transit Union Local Division 256/ AFL-CIO (Paratransit Service Line – SacRT GO), for the Term of July 1, 2023 - June 30, 2024 (D. Topaz)

- 2.8 Resolution 2023-09-095: Second Amendment to the FY 2023 Operating Budget (J. Johnson)
- 2.9 Resolution 2023-09-096: Approving the Fifth Amendment to the Contract for Low Floor Light Rail Vehicle Procurement with Siemens Mobility, Inc. for Purchase of Eight Additional S700 Light Rail Vehicles (C. Alba)

ACTION: APPROVED - Director Serna moved; Director Singh-Allen seconded approval of the consent calendar as written. Motion was carried by voice vote. Absent: Directors Budge, Hume, Jennings and Loloee.

3. INTRODUCTION OF SPECIAL GUESTS

- 3.1 Special Recognition - Matthew Agustin (Chair Kennedy)

Chair Kennedy stated he received a video from Matthew Agustin which he found compelling and wanted to share it with the Board. After sharing the video, Chair Kennedy introduced Matthew Agustin to say a few words about his grandfather.

Mr. Agustin shared a personal, passionate tribute and remembrance of his late grandfather. He recognized SacRT for providing his grandfather with a lifetime pass which allowed his grandfather to travel to all of the places he wanted to go.

Director Singh-Allen complimented Mr. Agustin on his respect for his grandfather. She wishes more young people could give more love and respect to elders. She thanked Mr. Agustin and stated that she is grateful to him.

Chair Kennedy said he brought this forward not only to touch hearts but to also visit the idea of bringing the lifetime pass policy back. He requested staff to come back with information as to how the policy can be reinstated.

Chair Kennedy presented Mr. Agustin with a SacRT Monopoly game as a token and remembrance.

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Rick Hodgkins.

Mr. Hodgkins asked about the underground equipment being put in at light rail stations. He

supports elevator maintenance, the purchase of additional low floor light rail vehicles and the ATU Agreement. Recently, he was taken off a UZURV and put on a bus with a schedule that was later than the previous time and questioned why he was taken off UZURV if they were busy.

Chair Kennedy confirmed with Henry that staff would respond and Mr. Li agreed.

Speakers:

Barbara Stanton, Ridership for the Masses, would like to see the lifetime pass reinstated. She commented on a letter she had emailed to the Board a couple of weeks ago regarding the 1% bus cancelations and was concerned that she had not received a response.

Director Serna asked if there is a current protocol for constituents that reach out to elected officials regarding a SacRT matter.

Mr. Li mentioned there are multiple ways the public can reach out to SacRT staff and Board members and asked Lisa Hinz, VP, Security, Safety & Customer Satisfaction to respond.

Ms. Hinz stated SacRT staff were not cc'd in the email from Ms. Stanton and first saw the email thirty minutes prior to the start of the meeting. Ms. Hinz said the preference would be to cc customer service, Henry or SacRT staff on emails that are sent.

Director Serna stated that Board members serve on many Boards and Commissions and have limited staff at their respective offices. He stated it would be helpful if constituents could cc the subject matter agency when sending emails.

Ms. Stanton acknowledged that she did not send the email to staff as she was hoping the Board would help her get those answers.

Director Serna advised if emailing elected officials directly, to cc agency staff because when an email that the Board has been cc'd on is received, it will most likely be a priority to respond.

Kehsa Harris shared her concern regarding bus stop 33 in the River District. She called SacRT customer service regarding the bus stop being obstructed and complimented the top-of-the-line service that she received. Ms. Harris explained that the bus stop is placed inside of a construction zone for Marisol Village, the curb is not painted red, the ADA ramp is not in line with the bus stop and the sign is inside the construction area and difficult to see. She recognized Director Valenzuela as the Councilmember for the district and stated she would like to collaborate with her and Director Serna who is the County Supervisor for the location. Ms. Harris commented on the loss of funding for the light rail that was slated to go across the street from her community.

Director Valenzuela recognized some of her concerns are City, some are SacRT and she would like to make sure the teams are collaborating. She asked for clarification from Mr. Li on the loss of funding for the light rail station.

Mr. Li said SacRT is in the process of looking for and securing money. If not secured, it will be changed to Bus Rapid Transit (BRT). Mr. Li stated that Ms. Harris' concerns will be addressed right away.

Director Serna thanked Ms. Harris for her well-articulated presentation of the issues with the bus stop and for coming in person to share her concerns and that he would like to help where he can. He was glad Director Valenzuela asked about the loss of funding in question and requested a three-way conversation to include the City, the County and SacRT to discuss the \$5M shortfall.

Mr. Li provided a brief history of the grant that was applied for.

Director Serna suggested having Eric Guerra, California Air Resources Board member, attend the conversation as well.

Jeffery Tardaguila commented on bus cancellations, bus bridge signage confusion and bus stops not marked in red. Mr. Tardaguila congratulated Mr. Li on an excellent job speaking to the Environmental Council of Sacramento (ECOS) Board with regards to receiving state and federal dollars. Mr. Tardaguila likes the addition of the updates of ongoing projects and initiatives that has been added to the agenda.

The clerk read one written public comment from Jim Blanke into the record.

Mr. Blanke asked for SacRT's assistance in removing illegal campers and accumulated flammable materials off the SacRT property that is adjacent to his property. He stated that an access road for police and fire to access the location needs to be built.

Chair Kennedy asked if Lisa Hinz would respond to Mr. Blanke directly.

Ms. Hinz agreed.

Public comment was taken by phone from Dan Allison and Keyden Mitchell.

Dan Allison, Sacramento Transit Advocates and Riders (STAR), shared "week without driving Sacramento" is October 2nd through October 8th and is hoping for participation in the program.

Keydyn Mitchell uses light rail regularly and asked if there are strategies for the collection and disposal of garbage in light rail vehicles and around light rail stations.

Mr. Li commented that staff would reach out to Mr. Mitchell.

7. NEW BUSINESS

- 7.1 Information: Presentation on Ongoing Projects and Initiatives (S. Valenton)
 - a. Fare Free Program Analysis (J. Johnson)
 - b. Leveraging Technology to Enhance the Customer Experience (D. Selenis)
 - c. Safety and Security Incidents Monitoring and Prevention (L. Hinz)
 - d. Customer Service Response to Feedback and Comments (L. Hinz)

Shelly Valenton, Deputy General Manager, introduced the item and gave a brief overview of previous, current, and future topics to be presented. Ms. Valenton then introduced Jason

Johnson, VP, Finance/CFO to present the first topic, Fare Free Program Analysis.

Mr. Johnson shared that over the last few months there have been several questions and comments regarding the feasibility of a Fare Free program at SacRT. In response, staff researched and analyzed the potential impacts of Fare Free service. He noted it will be referred to as Fare Free and not free fare as it is important to clarify that even if service is free, someone is still paying for it.

Mr. Johnson shared the areas that the staff focused on for the analysis. This included reviewing existing sources of revenue to understand what current funding would be impacted by a Fare Free initiative and analyzing the projected growth in systemwide ridership based on current constraints and potential for expansion. These factors were next translated into dollar value impacts on the operating budget. Then, staff reviewed the successes and failures of Fare Free service offered and/or considered by other agencies. The majority of the fare free programs primarily provide fare free service on a very limited basis, and still struggle with funding issues.

Mr. Johnson stated that numerous ridership surveys have been conducted by SacRT and other transit agencies. The results consistently demonstrate three areas of greatest concern to the public, safety and security, service reliability, and cleanliness. While the cost of fares is rarely in the top three, reducing fares to zero would likely negatively impact each of those areas that riders value most.

In closing, Mr. Johnson stated fare free service in an effective manner comes down to funding. Without a permanent, sustainable, and substantial funding source to cover the additional costs and lost revenues associated with fare free service, such a program is not feasible at this time. He noted that SacRT receives only 1/6th of one penny from local sales tax revenues, whereas other agencies receive anywhere from a 1/4 to a full 1% to support operations. A new tax measure would not guarantee fare free service at SacRT. A local commitment to additional funding for SacRT operations could go a long way towards supporting a fare free system in the future.

Director Kozlowski asked if Kansas City saw an increase in ridership when the Fare Free program was implemented.

Mr. Johnson responded that Kansas City did see an increase, but not to the extent of what has been presented because future ridership capacity has been included.

Director Kozlowski asked if there is a good example where fare free was implemented and ridership had a direct correlative increase.

Mr. Johnson answered not to the level of what would be considered for SacRT's systemwide ridership. He then noted that Kansas City's implementation was during COVID.

Director Kozlowski asked as pertaining to ridership growth, how elastic is the system as it exists to take more riders on without having more expenses.

Mr. Johnson stated there is a lot of capacity right now as SacRT is not yet back to pre-COVID

numbers.

Director Kozlowski asked if there was elasticity in the system pre-COVID.

Mr. Johnson responded that SacRT was starting to reach capacity.

Director Valenzuela asked what the ridership increases were based on.

Mr. Johnson answered there were many variables. Ridership increases with other agencies were looked at and those percentages were then applied. In some areas, student ridership for example, a large growth is not expected since students already ride free.

Director Valenzuela thinks the ridership growth projected numbers seem low and would like additional information as to how they were calculated. She mentioned that fare collection is not just a revenue option as resources and administrative capacity are also expended and asked if that was factored in.

Mr. Johnson stated there was 10% loss reduction factored in.

Director Valenzuela asked if state and federal rules are specific to the color of money. If there was a sales tax measure or revenue source, would it change the calculation in terms of state and federal money impact.

Mr. Johnson said there are certain fare box recovery requirements that are not factored in and some legislation would probably need to be changed. With the current moratorium on fare box recovery, it is not being measured.

Director Valenzuela would like to see a higher level of detail offline and more about how the numbers were calculated.

Director Daniels asked for clarification on the light rail and if a ridership increase was expected if it was fare free.

Mr. Johnson answered because it is a fixed system the increase in ridership would be different but, there would be an increase. The increased security costs for light rail would be greater than for bus.

Director Daniels was concerned about too much of an increase for light rail and if there would be an issue with parking space.

Mr. Johnson stated this would involve infrastructure and getting more capital.

Mr. Johnson introduced Devra Selenis, VP of Partnerships and Communications, to present the next topic.

Director Valenzuela left the meeting at 6:30 p.m.

Ms. Selenis provided three targeted projects she would be updating the Board on which included revamping of the SacRT website, improving passenger communications onboard light rail trains and at stations, and consolidating all the customer facing apps into one umbrella app.

Ms. Selenis stated that the primary goals of the website update are to make it accessible, visually appealing, and easier to navigate both from a desktop computer and a mobile device.

Ms. Selenis shared the light rail passenger announcement system and train technology refresh project will upgrade hardware and software equipment on board trains and in stations to create a unified communications infrastructure.

Ms. Selenis provided a broad spectrum of technology updates. She stated the mobile application consolidation project's goal is to simplify and improve SacRT's customer experience, by reducing the number of different apps a customer needs to download, and to consolidate as much functionality as possible into one umbrella app. There will be an upgrade to the Connect Card system and this iteration of the Electronic Fare Payment system will be fully integrated. The Alert SacRT app upgrade will allow SacRT generated push notifications to be delivered to specific users for alerts or general announcements.

Ms. Selenis stated SacRT has made it a priority to create a high-quality General Transit Feed Specification in which technology provides real-time tracking and mapping of buses, and in the future, light rail trains. It will share all available SacRT bus and light rail transit options near where the customer is. Real-time availability and estimated time of arrival will also be provided. It will send alerts for trip cancellations, service changes and service disruptions for those that sign up.

Lastly, Ms. Selenis shared that the ideal plan would allow for integration of the current SmaRT Ride microtransit app into the new consolidated app. Leveraging new technology will have a transformative impact for riders and make it more efficient, accessible, and environmentally friendly and encourage more people to leave the car at home.

Director Maple is excited for the upcoming application updates.

Lisa Hinz, VP of Security, Safety and Customer Satisfaction, shared that SacRT is in the process of making several safety and security improvements.

Ms. Hinz shared that at the Watt/I-80 light rail station light duty staff are being used to assist passengers and ensure elevators are operable and clean. A second security guard has been added and the Facilities Team has installed numerous signs and are maintaining a strict cleaning schedule.

Ms. Hinz announced that two new mobile camera trailers have arrived and are being tested. They are rapidly deployable, provide live video feeds to the Security Operation Center (SOC) 24/7 and will be a great asset for the team.

Ms. Hinz stated 14 security guards have been added to ride during the evenings and are in

addition to the Transit Ambassadors on the system. She added that fare blitzes have been brought back providing a strong visual police presence.

Ms. Hinz acknowledged the SOC as the heart of the Safety and Security response at SacRT. The SOC monitors cameras throughout the system to identify any situations or individuals in need and then dispatch aid. The Voice of God, implemented in 2018, is a PA system deployed at all light rail stations that can be used in real time to address nuisance behavior observed and reported to the SOC. This tool helps immediately address violations of SacRT rules and ordinances without dispatching security resources. Ms. Hinz shared a short video which demonstrated how effective the program is. The SOC is currently making 500-700 public announcements a month with an overall average of 70% compliance.

Ms. Hinz provided a brief customer service response and addressed concerns regarding cancellations, underground infrastructure, and the disposal of trash on light rail vehicles. She also mentioned staff called 311 to address bus stop access to route 33.

Director Serna recommended instead of calling 311 to call Public Works, SHRA or the sister agency directly so the issue can be resolved expeditiously.

Speakers:

Jeffery Tardaguila requested a copy of the Fare Free presentation so he can present it to the National Trust Organization. He hopes that the Alert Application will be explained to the Citizens Academy.

Dan Allison, STAR, stated they do not have a position on the Fare Free Program but, they support exploration. He mentioned some savings that would be associated with offering the program. STAR supports leveraging technology and the consolidation of the application and recommended Transit App. They support contactless onboard payment and would like to see senior and disabled fares implemented. He stated the Connect Card should be brought up to date or phased out.

Rick Hodgkins complimented the security team and looks forward to the website being updated. He recommended a PA system that announces the arrival and departure of trains for the visually impaired and would like to see the Connect Cards updated. He recommended eliminating the Costa-Hawkins Rental Housing Act to help with the unhoused issue.

Chair Kennedy thanked Mr. Hodgkins for his comments.

7.2 Information: Presentation on a Survey of Likely Sacramento County Voters for the November 2024 Election (C. Flores)

Chair Kennedy stated a feasibility study was conducted to find out if a transportation tax was viable on the next ballot. The poll had participation from SacRT, Sacramento Area Council of Governments (SACOG), the business community through Greater Sacramento Economic Council (GSEC) and others. The poll essentially showed there would be a very small chance of

a transportation tax passing until the unhoused situation is under control.

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates

Due to time constraints, Mr. Li waived providing a verbal report.

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

- 9.1 Capitol Corridor Joint Powers Authority Meeting Summary – September 20, 2023 (Daniels, Maple)

Director Maple thanked staff Michael Cormiae, Director of Light Rail Maintenance, for transporting her to the meeting. She acknowledged the expansion of the Capitol Corridor service for the Roseville Third Track project which was awarded \$42.5M from the Federal Consolidated Rail Infrastructure and Safety Improvements Program (CRISI).

Director Daniels seconded Director Maple's comments. He also stated that given there have been a few meetings where acquiring a quorum has been difficult, he recommended looking at moving the meeting to the daytime instead of the evening.

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 6:58 p.m.

PRESENT: Directors Daniels, Kozlowski, Maple, Serna, Singh-Allen and Chair Kennedy.

13. CLOSED SESSION

- 13.1 Conference with Legal Counsel
 - Pursuant to Gov. Code Section 54956.9
 - Existing Litigation
 - a. Flynn v. SacRT
 - Case Number 34-2015-00186061

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 7:03 p.m.

A T T E S T:
HENRY LI, Secretary

PATRICK KENNEDY, Chair

By: _____
Tabetha Smith, Assistant Secretary