



Sacramento Regional Transit District

BOARD MEETING NOTICE TO THE PUBLIC & AGENDA

This meeting will be teleconferenced in compliance with the Brown Act pursuant to Government Code Section 54953 as amended by Assembly Bill 361, during the COVID-19 Pandemic.

To participate in or view SacRT Board Meetings:

<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>

Please note you will not be able to join the live stream until the posted meeting start time. 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, FEBRUARY 27, 2023
VIRTUAL MEETING**

ROLL CALL — Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloe, 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 January 23, 2023
- 2.2 Resolution 2023-02-012: Authorize the Board of Directors to Teleconference from February 27, 2023 through February 28, 2023 in Compliance with the Brown Act Pursuant to Government Code Section 54953 as Amended by Assembly Bill 361, During the COVID-19 Pandemic (O. Sanchez-Ochoa/T.Smith)
- 2.3 Delegating Authority to the General Manager/CEO to enter into a Project Agreement for Two Water Lines and A Sewer Line (J. Adelman)
 - A) Resolution 2023-02-013: Rescinding Resolution No. 2022-12-145 and Delegating Authority to the General Manager/CEO to Enter into a Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its Subsidiaries, and Granting Concurrence to Two Easement Agreements between the Sacramento-Placerville Transportation Corridor Joint Powers Authority and Golden State Water Company for Two Waterlines, Contingent Upon Securing FTA Concurrence; and
 - B) Resolution 2023-02-014: Rescinding Resolution No. 2022-12-146 and Delegating Authority to the General Manager/CEO to Enter into a Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its Subsidiaries, and Granting Concurrence to an Easement Agreement between the Sacramento-Placerville Transportation Corridor Joint Powers Authority and Sacramento Area Sewer District for a Sewer Line, Contingent Upon Securing FTA Concurrence
- 2.4 Resolution 2023-02-015: Delegating Authority the General Manager/CEO to Approve and Execute a Contract for Licensing Solution Provider for Purchase of Microsoft Products and Associated Agreements (S. Valenton)

- 2.5 Resolution 2023-02-016: Approving the First Amendment to the License Agreement with MCIMetro Access Transmission Services LLC for Fiber Operation and Maintenance at Arden and Oxford Street Within SacRT Property (J. Adelman)
- 2.6 Resolution 2023-02-017: Delegating Authority to the General Manager/CEO to Authorize up to 10 Free Ride Days per Calendar Year on Bus and/or Light Rail to Encourage Ridership (D. Selenis)
- 2.7 Delegating Authority to the General Manager/CEO to Amend or Approve and Execute Contracts for Further Expansion at the Q Street Administrative Building (J. Adelman)
 - A) Resolution 2023-02-018: Delegating Authority to the General Manager/CEO to Amend or Approve and Execute Contracts for Information Technology Equipment and Services Over \$150,000 for Further Expansion at the Q Street Administrative Building; and
 - B) Resolution 2023-02-019: Delegating Authority to the General Manager/CEO to Amend or Approve and Execute Contracts for Furniture, Fixtures and Installation Services Over \$150,000 for Further Expansion at the Q Street Administrative Building
- 2.8 Resolution 2023-02-020: Approving the Contract for Light Rail Annual Tool Calibration Services with Eagle Calibration Inc. (R. Forest)
- 2.9 Resolution 2023-02-021: Approving a Sole Source Procurement and Delegating Authority to the General Manager/CEO to Approve and Execute a Contract for the Purchase of Intelligent Vehicle Network 5 Equipment (C. Alba)
- 2.10 Resolution 2022-02-022: Approving the Contract for Purchase of Employee Uniforms with L.N. Curtis and Sons (C. Alba)

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: Sacramento Region Zero Carbon Transportation Initiatives (C. Flores)

8. GENERAL MANAGER'S REPORT

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

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

- 9.1 San Joaquin Joint Powers Authority Meeting Summary of January 27, 2023 (Hume)
- 9.2 Capital Corridor Joint Powers Authority Meeting Summary of February 15, 2023 (Daniels, Maple)

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.

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.saccounty.gov. Today's meeting replays Wednesday, March 1st at 1:00 PM and Friday, March 3rd 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 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. 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: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF JANUARY 23, 2023

RECOMMENDATION

Motion to Approve.

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

ROLL CALL: Roll Call was taken at 5:02 p.m. via Zoom. PRESENT: Directors Budge, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela, and Chair Kennedy. Absent: None. Director Daniels joined the Closed session meeting at 5:13 p.m.

The Board recessed to a Special Closed Session at 5:10 p.m.

The Board returned to Open Session at 5:47 p.m. and Roll Call was taken: PRESENT: Directors Budge, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen, Valenzuela, and Chair Kennedy. Absent: None. Director Daniels joined the meeting at 5:49 p.m.

Closed Session Report: No reportable action

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of December 12, 2022
- 2.2 Resolution 2023-01-002: Approving Contract Change Order No. 1 to the Contract for Low Floor Vehicle Platform Conversion Phase 1 with PNP Construction, Inc. (L. Ham)
- 2.3 Resolution 2023-01-003: Approving the Fourth Amendment to Personal Services Contract with Denise Standridge (J. Adelman)
- 2.4 Resolution 2023-01-004: Approving the Contract for 2008 Orion Bus Refurbishment & CNG Tank Replacement Services with Almared, Inc. DBA A-1 Alternative Fuel Systems (C.Alba)
- 2.5 Resolution 2023-01-005: Approving the Contract for On-Call Towing and Roadside Assistance Services for Private and Non-Revenue Vehicles with North Valley Fleet Services, Inc. (L. Hinz)
- 2.6 Resolution 2023-01-006: Approving a Collective Bargaining Agreement with The Amalgamated Transit Union, Local 256 (Elk Grove Unit), for the Term of July 1, 2022-June 30, 2026 (D. Topaz)
- 2.7 Resolution 2023-01-007: Approving a Collective Bargaining Agreement with The American Federation of State, County and Municipal Employees,

District Council 57, Local 146 (Supervisors Unit), for the Term of January 1, 2023 - December 31, 2026 (D. Topaz)

- 2.8 Resolution 2023-01-008: Approving a Title VI Service Equity Analysis and Adopting Service Changes for April 2023 (L. Ham)
- 2.9 Resolution 2023-01-009: Delegating Authority to the General Manager/CEO to Approve and Execute Information Technology Procurement Contracts over \$150,000 for the Connect Card Firewall and Wi-Fi Replacement and Improvements Project (S. Valenton)
- 2.10 Resolution 2023-01-010: Third Amendment to the FY23 Capital Budget (L. Chiu)
- 2.11 Resolution 2023-01-011: Delegating Authority to the General Manager/CEO to Purchase Cutaway Buses for SacRT GO Paratransit Service (C. Alba)

The Clerk read into the record public comment on Item 2.8 provided by Barbara Stanton, RiderShip for the Masses.

Ms. Stanton expressed concerns regarding the adoption of continued suspension on routes that riders rely on.

The Clerk announced that James Drake, Senior Manager, Service Planning spoke with Ms. Stanton by phone and followed up with her by email regarding her concerns.

Public comment was taken by phone from Jeffery Tardaguila.

Mr. Tardaguila requested better explanation of items that are on the consent calendar.

Director Budge moved; Director Hume 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 and Director Valenzuela. Noes: None; Abstain: None; Absent: None.

3. INTRODUCTION OF SPECIAL GUESTS

- 3.1 Presentation: Transportation Security Administration's Gold Standard Award and Introduction of Special Guest James Duncan, Regional Security Director, U.S. Department of Homeland Security (L. Hinz)

Ms. Hinz presented highlights of SacRT's major safety and security efforts. She stated that placing security as a top priority has increased the ability to provide a clean, safe and convenient system. She provided examples of improvements that have been made.

Ms. Hinz recognized awards previously received by SacRT which included the 2019 TSA

Gold Standard Award, 2020 and 2021 American Public Transportation Association Rail Safety and Security Awards, and in 2021, Women in Transportation Sacramento awarded SacRT with Sacramento's Innovative Transportation Solutions Award for SacRT's Social Worker Program.

Ms. Hinz introduced James Duncan, Regional Security Director from Transportation Security Administration (TSA) to present the award.

Mr. Duncan recognized the exceptional work that SacRT has done to receive the Gold Standard Award, which is the highest level of recognition for a transit agency. The rigorous evaluation follows seventeen categories of security and emergency preparedness and SacRT is one of just four agencies that achieved scores high enough to earn the award.

Mr. Duncan commended and thanked Mr. Li for his strong leadership and his dedication to the security mission. He recognized the efforts of Ms. Hinz and then presented the TSA Gold Standard Award virtually.

Mr. Li thanked James Duncan and stated SacRT is honored to be recognized and presented with this prestigious award that reflects SacRT's commitment to security programs that benefit riders and the community. Mr. Li congratulated all involved in cultivating a tremendous safety culture.

Director Loloee thanked Mr. Li for his vision and leadership and thanked SacRT staff.

Director Jennings thanked SacRT staff, those out there making the dream come true, for winning their version of the Super Bowl.

Director Maple thanked the SacRT team and complimented Mr. Li on being innovative, creative and solutions oriented. She is looking forward to working together.

Director Budge recognized and thanked Ms. Hinz and her team for her commitment to working with partners and ensuring the experience provided for customers is the best that it can be.

Director Singh-Allen thanked Mr. Li and team for alleviating concerns, working with regional partners and making sure needs are met and congratulated SacRT on the award.

Chair Kennedy thanked Mr. Duncan for recognizing SacRT and stated it is a team effort. Being clean, safe, and convenient is not just a catchphrase rather it is commitment to the community.

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Steve Bourasa.

Mr. Bourasa wanted to call attention to the light rail bridge next to Bark Park. There was a mural with dogs which complemented the neighborhood and then graffiti vandals tagged the entire bridge. It was then painted green which he feels was a broad canvas for the taggers to come back. He is requesting for the graffiti to be covered quickly.

7. NEW BUSINESS

- 7.1 Motion: Chair and Vice Chair for the Sacramento Regional Transit Board of Directors for 2023 (T. Smith)

ACTION: APPROVED - Director Budge moved; Director Kozlowski seconded approval of the selection of Directors Patrick Kennedy and Rick Jennings to the positions of Chair and Vice Chair for 2023. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen and Director Valenzuela. Noes: None; Abstain: None; Absent: None.

- 7.2 SacRT Board and Commission Appointments (T. Smith/S. Valenton)

- A. Motion: Appointing Two Board Members and One Alternate Board Member to the Capitol Corridor Joint Powers Authority; and

ACTION 7.2 A: APPROVED - Director Kozlowski moved; Director Budge seconded approval of the selection of Directors Maple and Daniels to the CCJPA member positions and Director Loloee to the CCJPA alternate position. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen and Director Valenzuela. Noes: None; Abstain: None; Absent: None.

- B. Motion: Appointing One Alternate Board Member to the Sacramento-Placerville Transportation Corridor Joint Powers Authority; and

ACTION 7.2 B: APPROVED - Director Budge moved; Director Maple seconded approval of the selection of Director Hume to the SPTCJPA alternate position. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen and Director Valenzuela. Noes: None; Abstain: None; Absent: None.

- C. Motion: Appointing One Board Member and One Alternate Board Member to the San Joaquin Joint Powers Authority; and

Public comment was taken by phone from Jefferey Tardaguila.

Mr. Tardaguila inquired whether there will be a new representation for the ACC or will they be part of the San Joaquin Corridor.

ACTION 7.2 C: APPROVED - Director Kozlowski moved; Chair Kennedy seconded approval of the selection of Director Hume to the SJJPA member position and Director Singh-Allen to the SJJPA alternate position. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen and Director Valenzuela. Noes: None; Abstain: None; Absent: None.

- D. Motion: Appointing One Board member to the San Joaquin Regional Rail Commission Stations/Development Committee; and

ACTION 7.2 D: APPROVED - Chair Kennedy moved; Vice Chair Jennings seconded approval of the selection of Director Hume to the San Joaquin Regional Rail Commission Stations/Development Committee. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Hume, Jennings, Kozlowski, Loloee, Maple, Serna, Singh-Allen and Director Valenzuela. Noes: None; Abstain: None; Absent: None.

- E. Chair Appointment: Appointing Three Board Members to the Ad Hoc Real Estate Committee; and

ACTION 7.2 E: Chair Kennedy appointed Vice Chair Jennings, Directors Budge, Kozlowski and Loloee to the Ad Hoc Real Estate Committee.

- F. Chair Appointment: Appointing Four Board Members to the Ad Hoc Board Composition and Voting Structure Subcommittee

ACTION 7.2 F: Chair Kennedy appointed Directors Daniels, Hume, Kozlowski and Singh-Allen to the Ad Hoc Board Composition and Voting Structure Committee.

8. GENERAL MANAGER'S REPORT

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

Mr. Li welcomed the newly appointed SacRT Board members and announced that he is excited to work with them to elevate SacRT to new heights.

Mr. Li acknowledged SacRT staff for their tremendous work during a never-ending series of storms which led to power outages, downed trees, road damage and localized flooding. Many staff worked tirelessly to keep the system operational to help get riders to their destinations while ensuring safety as a top priority. In addition, the SacRT Bus Operations

team has been coordinating with various city and county staff to ensure the most vulnerable residents and unhoused had access to shelter during the storms.

Mr. Li announced that before the holiday break, the President signed the FY 2023 appropriations package to fund the federal government through September. As part of the omnibus package, Congressman Ami Bera was successful in securing \$3.6 million to support the SacRT light rail modernization program. SacRT is honored to have been included in the final package and Mr. Li thanked the entire federal delegation for supporting the request. The funding will support the modernization of the light rail system to increase reliability, encourage transit ridership, and improve accessibility.

Mr. Li provided a light rail modernization update. The 59th Street station will be the first light rail station to be modified for the use of the new low-floor light rail vehicles and after successful completion, additional stations will be temporarily closed in phases. The estimated project completion for Phase 1 of the entire Gold Line is by June or July 2024.

Mr. Li acknowledged receiving great feedback from the community through the Bus Stop Improvement Plan public participation process. On January 9, 2023, SacRT, in partnership with Civic Thread, published a draft version of the Improvement Plan for public review. The comment period is open through February 3, 2023, and once finalized, it will better position SacRT to apply and secure grant funding to implement improvements.

Mr. Li encouraged SacRT riders to try out SacRT's new BusTracker Application which uses GPS technology to provide real-time information on the arrival times and locations of fixed-route buses.

Mr. Li concluded his remarks sharing photos of SacRT participating in the Martin Luther King Jr. March and a quote from Dr. King, "Darkness cannot drive out darkness; only light can do that. Hate cannot drive out hate, only love can do that."

Chair Kennedy is thrilled with the BusTracker Application.

Director Jennings stated having the bus at the Martin Luther King March, which he described as one of the most significant things that happens in Sacramento every single year, and for people to be able to go back in history and get on the same bus that Rosa Parks was on and share the feelings of what she went through is important, especially for those suffering of discrimination and racism. He thanked Mr. Li and SacRT staff for making it happen.

Chair Kennedy agreed with Director Jennings statement.

Mr. Li added a thank you to Union partners for the extraordinary partnership in the last year as they worked through multiple contract negotiations. The process was respectful, and differences were addressed in a very professional way.

Public comment was taken by phone from Jeffery Tardaguila.

Mr. Tardaguila shared that several members of the Mobile Accessibility Committee (MAC) went to see the bus that Mr. Li talked about and said it is remarkable to look at. He hopes it will have the ability to have Wi-Fi and it will be as reliable as the previous Siemens vehicles. He encouraged new Board members to let constituents know that better public transportation funding is needed.

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

Chair Kennedy closed by welcoming the new Board members.

Director Serna thanked and complimented Mr. Li and SacRT staff on handling all constituent concerns.

Director Valenzuela added her kudos to Mr. Li and the SacRT team for being helpful and responsive when the city and county were organizing shelters for the storms. Bus service was provided to ensure people could get to safety quickly.

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 6:45 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Olga Sanchez-Ochoa, General Counsel / Tabetha Smith, Clerk to the Board
SUBJ: AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM FEBRUARY 27, 2023 THROUGH FEBRUARY 28, 2023, IN COMPLIANCE WITH THE BROWN ACT PURSUANT TO GOVERNMENT CODE SECTION 54953 AS AMENDED BY ASSEMBLY BILL 361, DURING THE COVID-19 PANDEMIC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Adoption of the Resolution will authorize implementation of AB 361 for Board meetings conducted between February 27, 2023, and February 28, 2023. Meetings conducted during this time period may be conducted via teleconference due to the Covid-19 pandemic.

FISCAL IMPACT

There is no fiscal impact.

DISCUSSION

Governor Newsom signed an executive order on September 17, 2021 waiving the application of Assembly Bill 361 ("AB 361") until October 1, 2021, when the provisions of a prior executive order that established certain requirements for public agencies to meet remotely during the COVID-19 emergency would expire. AB 361 amended the Ralph M. Brown Act to authorize modified procedures for remote (teleconference) meetings held during a state of emergency and when state or local officials impose or recommend measures to promote social distancing. See *Cal. Gov. Code* § 54953(e). These new rules supersede and replace similar rules in the Governor's Executive Order No. N-29-20, which the SacRT Board had been adhering to since its adoption at the onset of the COVID-19 pandemic. To avail itself of these modified procedures, the Brown Act requires the Board find, by a majority vote, that it has reconsidered the circumstances of the state of emergency, and (i) the state of emergency continues to directly impact the ability of the members to meet safely in person and/or (ii) state or local officials continue to impose or recommend measures to promote social distancing. The findings must be made no later

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than 30 days after using the modified procedures, and every 30 days thereafter. Unlike many of SacRT's member agencies, SacRT's auditorium is significantly small, making it difficult to safely space out members of the Board, staff and the public to meet safely in person. Because the peril of transmission has not been eliminated, masks mandates have been lifted and COVID cases are currently on the rise, the safest course of action is to continue meeting virtually for SacRT's February 27, 2023 Board meeting. A public agency subject to the Brown Act may rely on the provisions in AB 361, so long as a "state of emergency" has been declared by the State or a local health official. Governor Gavin Newsom has announced that the current Covid state of emergency will be lifted on February 28, 2023. Consequently, the resolution staff is proposing for adoption only authorizes virtual meetings up to February 28, 2023. Therefore, staff recommends that the Board adopt the attached Resolution authorizing the Board to meet virtually as allowed under AB 361, beginning and including February 27, 2023, through February 28, 2023.

An additional requirement of AB 361 is that members of the public be allowed to participate in real time during the virtually held Board meeting. Thus, members of the public can virtually participate in the Board meetings in real time.

RESOLUTION NO. 2023-02-012

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

February 27, 2023

AUTHORIZE THE BOARD OF DIRECTORS TO TELE-CONFERENCE FROM FEBRUARY 27, 2023 THROUGH FEBRUARY 28, 2023, IN COMPLIANCE WITH THE BROWN ACT PURSUANT TO GOVERNMENT CODE SECTION 54953 AS AMENDED BY ASSEMBLY BILL 361, DURING THE COVID-19 PANDEMIC

THAT, on March 4, 2020, Governor Gavin Newsom issued a Proclamation of State of Emergency in response to the novel coronavirus (a disease now known as COVID-19); and

THAT, on November 10, 2021, Governor Gavin Newsom signed Executive Order N-21-21 extending the declaration of a State of Emergency in response to the novel coronavirus to March 31, 2022 and again on April 16, 2022 it was extended to June 30, 2022 and on June 17, 2022 it was again extended and is currently still in place; and

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

WHEREAS, the Sacramento County Health Officer declared a local health emergency related to the COVID-19 on March 6, 2020. The County Administrator, acting in his capacity as the Director of Emergency Services, proclaimed the existence of a local emergency related to COVID-19 on March 6, 2020; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended and modified the teleconferencing requirements under the Brown Act (California Government Code section 54950 et seq.) so that local legislative bodies can hold public meetings via teleconference (with audio or video communications, without a physical meeting location), as long as the meeting agenda identifies the teleconferencing procedures to be used; and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021, did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which extended the provision of N-29-20 concerning the conduct of public meetings through September 30, 2021, and the Governor subsequently signed legislation revising Brown Act requirements for teleconferenced public meetings (Assembly Bill 361, referred to hereinafter as “AB 361”); and

WHEREAS, on October 17, 2022, the Governor announced that he will lift the current state of emergency proclamation on February 28, 2023, but as of the date of this Resolution, the State of California remains under a state of emergency and neither the Governor nor the Legislature have exercised their respective powers pursuant to California Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent Resolution in the state Legislature and the state of emergency will remain in place until February 28, 2023; and

WHEREAS, as of the date of this Resolution, neither the County Health Officer nor the County Administrator have exercised their powers to lift the local health emergency and local state of emergency declared and proclaimed on March 6, 2020; and

WHEREAS, the County Health Officer has confirmed that continued local rates of transmission of the virus and variants causing COVID-19 are such that meeting in person would present imminent risks to the health or safety of attendees of public meetings; and

NOW, THEREFORE, BE IT RESOLVED AND FOUND as follows: 1. The Board of Directors hereby finds that the facts set forth in the above recitals are true and correct, and establish the factual basis for the adoption of this Resolution; 2. There is an ongoing proclaimed state of emergency relating to the novel coronavirus causing the disease known as COVID-19 and as a result of that emergency, meeting in person would present imminent risks to the health or safety of attendees of in-person meetings of this legislative body within the meaning of California Government Code section 54953(e)(1). 3. Under the present circumstances, including the risks mentioned in the preceding paragraph, the Board of Directors determines that authorizing teleconferenced public meetings consistent with Assembly Bill 361 is necessary and appropriate beginning and including February 27, 2023, and continuing through February 28, 2023. 4. Staff are directed to take all actions necessary to implement this Resolution in accordance with the foregoing provisions and the requirements of Government Code section 54953, as amended by Assembly Bill 361, including but not limited to returning for ratification of this Resolution every 30 days after teleconferencing for the first time pursuant to Assembly Bill 361 for so long as either of the following circumstances exists: (a) the state of emergency continues to directly impact the ability of this legislative body to meet in person; and/or (b) state or local officials, including but not limited to the County Health Officer, continue to impose or recommend measures to promote social distancing.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023

TO: Sacramento Regional Transit Board of Directors

FROM: Jamie Adelman, VP, Procurement, Real Estate and Special Projects

SUBJ: RESCINDING RESOLUTION NOS. 2022-12-145 AND 2022-12-146; DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO A PROJECT AGREEMENT FOR TWO WATER LINES AND A SEWER LINE PROJECT AGREEMENT WITH NP BGO RANCHO CORDOVA LOGISTICS CENTER, LLC, OR ANY OF ITS SUBSIDIARIES, AND GRANTING CONCURRENCE TO EASEMENT AGREEMENTS BETWEEN THE SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY, GOLDEN STATE WATER COMPANY, AND SACRAMENTO AREA SEWER DISTRICT

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Rescinding Resolution Nos. 2022-12-145 and 2022-12-146 will result in rescinding resolutions that incorrectly identified the name of the developer. Approving the Resolutions will delegate authority to the General Manager/CEO to enter into a project agreement with NP BGO Rancho Cordova Logistics Center, LLC (NP BGO) or any of its subsidiaries and concurring in the granting of an Easement to Golden State Water Company, in perpetuity, from the Sacramento-Placerville Transportation Corridor Joint Powers Authority (JPA) to include two waterline connections; and concurring in the granting of an Easement to Sacramento Area Sewer District, in perpetuity, from the JPA for a sewer connection.

FISCAL IMPACT

Sacramento Regional Transit (SacRT) will receive \$1,099 in consideration for concurring in the granting of each easement, totaling \$3,297. The dollar value of the easement is based on a similar easement recently granted in the same location to the City of Folsom. NP BGO will pay for all the costs for the transaction.

DISCUSSION

The Board granted the General Manager/CEO authority at the December 12, 2022 Board meeting to enter into a project agreement with Northpoint Development LLC and the Sacramento Placerville Transportation Corridor Joint Powers Authority. However, Resolution Nos. 2022-12-145 and 2022-12-146 incorrectly identified the name of the developer and therefore need to be rescinded and replaced with a resolution that correctly identifies the contracting party, NP BGO Rancho Cordova Logistics Center, LLC (NP BGO) or any of its subsidiaries. The scope of the original agreement is not changing.

BACKGROUND

A portion of SacRT's Gold Line is located within JPA-owned right of way and SacRT's facilities are present within the JPA right of way by permanent easement. NP BGO needs to install two waterlines and a sewer line within the JPA right of way and has requested that the JPA grant easements to the Golden State Water Company within SacRT's easement area for two waterlines. In addition, the JPA is being asked to grant an easement to the Sacramento Area Sewer District to manage a sewer line within SacRT's easement area, after the project is complete. All three pipeline connections are on the south side of Folsom Boulevard west of Hazel Avenue. The water and sewer lines are necessary infrastructure for NP BGO's new Rancho Cordova Logistics Center development south of Folsom Boulevard, which is expanding industrial uses west of Hazel Avenue. In addition, these waterline and sewer line services will precede developments that SacRT will have the opportunity to serve in the future.

To complete the work, NP BGO requires access to the JPA right of way over which SacRT has a permanent easement. To facilitate the work, SacRT, NP BGO, and the JPA will enter into a project agreement setting forth the conditions upon which work can be performed in the JPA right of way and granting NP BGO and its contractors temporary access to the right of way for pre-construction and construction activities. Upon completion of the installation of the water lines, the JPA will grant permanent easements to the Golden State Water Company that will authorize the waterlines' presence within the JPA right of way and grant the Golden State Water Company access to the right of way to maintain and repair the waterlines in perpetuity. In addition, the JPA will grant a permanent easement to the Sacramento Area Sewer District that will authorize the sewer line's presence within the JPA right of way and grant the Sacramento Area Sewer District access to the right of way to maintain and repair the sewer line in perpetuity. Because the waterlines and the sewer easement will be within SacRT's existing easement in the JPA right of way, SacRT will need to concur in the granting of the easements to the Golden State Water Company and the Sacramento Area Sewer District.

The three pipelines would be placed underneath SacRT and Union Pacific tracks on a portion of APN 069-0040-014 between Schnitzer Steel and Hazel Avenue near Folsom Boulevard, which is owned by the JPA. The waterlines will be owned and operated by the Golden State Utility Company and the sewer line will be owned and operated by the Sacramento Area Sewer District.

Staff recommends that the Board authorize the General Manager/CEO to enter into a project agreement with the JPA and NP BGO, or any of its subsidiaries, authorizing NP BGO to install two waterlines and a sewer line within the JPA right of way and concur in the JPA granting three easements over JPA right of way upon completion of the installation of the pipelines contingent upon Federal Transportation Administration (FTA) concurrence.

RESOLUTION NO. 2023-02-013

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

February 27, 2023

RESCINDING RESOLUTION NO. 2022-12-145 AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO A PROJECT AGREEMENT WITH NP BGO RANCHO CORDOVA LOGISTICS CENTER, LLC OR ANY OF ITS SUBSIDIARIES, AND GRANTING CONCURRENCE TO TWO EASEMENT AGREEMENTS BETWEEN THE SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY AND GOLDEN STATE WATER COMPANY FOR TWO WATERLINES, CONTINGENT UPON SECURING FTA CONCURRENCE

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

WHEREAS, on December 12, 2022, the Board was asked to approve delegating authority to the General Manager/CEO to enter into a project agreement with Northpoint Development, LLC; and

WHEREAS, the developer should have been identified as NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, rather than Northpoint Development, LLC and

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

THAT, the Board hereby rescinds Resolution No. 2022-12-145; and

THAT, the Board hereby delegates authority to the General Manager/CEO to enter into a Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (JPA) granting NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, access to the JPA Right of Way to construct and install two waterlines within the parcel identified as Assessor Parcel Number 069-0040-014, on behalf of the Golden State Utility Company; and

THAT, the Board hereby delegates authority to the General Manager/CEO to concur in the granting of two easements in gross by the Sacramento-Placerville Transportation Corridor Joint Powers Authority to the Golden State Utility Company, upon construction and installation of the waterline by NP BGO Rancho Cordova Logistics

Center, LLC, or any of its subsidiaries, for the purpose of maintaining the waterline by the Golden State Utility Company upon and within the parcel identified as Assessor Parcel Numbers 069-0040-014 in consideration of receipt of payment in the amount of \$2,198, conditioned on Federal Transit Administration (FTA) concurrence in the proposed use of the property; and

THAT, the General Manager/CEO is hereby authorized to execute the above described Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, and the Sacramento-Placerville Transportation Corridor Joint Powers Authority and upon satisfaction of the foregoing condition, the General Manager/CEO is hereby authorized and directed to execute said Easement Agreements, and all documents necessary to demonstrate SacRT's concurrence with the Sacramento-Placerville Transportation Corridor Joint Powers Authority's granting of said Easements to the Grantee.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-02-014

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

February 27, 2022

RESCINDING RESOLUTION NO. 2022-12-146 AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO A PROJECT AGREEMENT WITH NP BGO RANCHO CORDOVA LOGISTICS CENTER, LLC, OR ANY OF ITS SUBSIDIARIES, AND GRANTING CONCURRENCE TO AN EASEMENT AGREEMENT BETWEEN THE SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOINT POWERS AUTHORITY AND SACRAMENTO AREA SEWER DISTRICT FOR A SEWER LINE, CONTINGENT UPON SECURING FTA CONCURRENCE

WHEREAS, on December 12, 2022, the Board was asked to approve delegating authority to the General Manager/CEO to enter into a project agreement with Northpoint Development, LLC; and

WHEREAS, the developer should have been identified as NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, rather than Northpoint Development, LLC; and

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

THAT, the Board hereby rescinds Resolution No. 2022-12-146; and

THAT, the Board hereby delegates authority to the General Manager/CEO to enter into a Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (JPA) granting NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, access to the JPA Right of Way to construct and install a sewer line within the parcel identified as Assessor Parcel Number 069-0040-014, on behalf of the Sacramento Area Sewer District; and

THAT, the Board delegates authority to the General Manager/CEO to concur in the granting of an easement in gross by the Sacramento-Placerville Transportation Corridor Joint Powers Authority to the Sacramento Area Sewer District, upon construction and installation of the sewer line by NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, for the purpose of maintaining the sewer line by the Sacramento Area Sewer District upon and within the parcel identified as Assessor Parcel Numbers 069-0040-014 in consideration of receipt of payment in the amount of \$1,099, conditioned on Federal Transit Administration (FTA) concurrence in the proposed use of the property; and

THAT, the General Manager/CEO is hereby authorized to execute the above described Project Agreement with NP BGO Rancho Cordova Logistics Center, LLC, or any of its subsidiaries, and the Sacramento-Placerville Transportation Corridor Joint Powers Authority and upon satisfaction of the foregoing condition, the General Manager/CEO is hereby authorized and directed to execute said Easement Agreement, and all documents necessary to demonstrate SacRT's concurrence with the Sacramento-Placerville Transportation Corridor Joint Powers Authority's granting of said Easement to the Grantee.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 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 LICENSING SOLUTION PROVIDER FOR PURCHASE OF MICROSOFT PRODUCTS AND ASSOCIATED AGREEMENTS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow the General Manager/CEO to enter into a contract over \$150,000 with an authorized Microsoft Licensing Solution Provider (LSP) to act as a reseller for SacRT to enroll in a 3-year Microsoft Enterprise Enrollment Agreement (EA) for Microsoft products that are critical to SacRT's operations.

FISCAL IMPACT

The costs of products to be acquired under the Contract and Microsoft EA are budgeted in the Fiscal Year 2023 Information Technology Operations Budget in the amount of \$93,339.80. Future Fiscal Year costs will be included in the respective Operating Budgets.

The costs are estimated at \$1,201,498 over the 36-month term.

FY 2023 (April 2023 – June 2023)	\$	93,339.80
FY 2024 (July 2023- June 2024)	\$	379,745.20
FY 2025 (July 2024 – June 2025)	\$	406,493.20
FY 2026 (July 2025 – March 2026)	\$	321,920.40
Total	\$	1,201,497.60

DISCUSSION

SacRT uses Microsoft products on a day-to-day basis and these products are critical to agency operations. Microsoft requires organizations utilizing their products to pay an annual licensing fee and, in the case of some of services, a monthly usage fee.

In March 2020, SacRT leveraged the County of Riverside's Master Agreement #8084445 to execute and enroll in a Microsoft EA as an Enrolled Affiliate for volume licensing. To enter into a Microsoft Enterprise Agreement/Volume Licensing Agreement, Microsoft requires that organizations identify an LSP. An LSP is a Microsoft Partner that is authorized to be named as the partner of record in enterprise licensing deals and is authorized to resell Microsoft products. SacRT's existing Microsoft EA specified SHI International Corp. as its authorized LSP. That agreement will expire on March 31, 2023. Unfortunately, based on the terms of the County of Riverside solicitation, the agreement cannot be renewed.

To continue to use Microsoft products and maintain access to future releases of software while taking advantage of volume licensing discounts, SacRT must solicit a new LSP. An Invitation for Bid (IFB) was posted to PlanetBids on Monday February 13, 2023, to solicit bids from interested LSPs, which are due February 28, 2023. Under the EA, SacRT must commit to a minimum product purchase that will apply for the 3-year term. The IFB reflects SacRT's current needs as the "base bid." The lowest responsive and responsible bidder will be selected based on those needs. SacRT will retain the right, under the terms of the IFB, to purchase additional Microsoft products as needs arise and has asked prospective bidders to provide a proposed percentage markup for those products, not to exceed 2%. The Contract with the reseller and the new EA term will be for a concurrent period of three years, from April 1, 2023, through March 31, 2026.

As in the past, it is expected that this procurement will provide SacRT access to special volume licensing programs that will provide more generous discounts to government agencies in California than Microsoft's standard licensing program.

There are multiple benefits of enrolling in a Microsoft EA, including locking in pricing for the three-year term, unlimited access to all Microsoft products, as well as the flexibility to raise and lower commitments on hosted services. It will also allow SacRT to keep its software current while minimizing associated costs.

As additional licenses are needed, SacRT will have the ability to add licenses and new products on a pro-rated bases throughout the year. On an annual basis, SacRT must submit an annual true-up order that accounts for any changes since the initial order or last order. If there are no changes, then an Update Statement must be submitted instead of a true-up order. The Contract language will allow the AVP, Technology, Innovation & Performance Monitoring to place additional product orders during the Contract term as needed, with no additional Board or General Manager approval. Consequently, there will be no maximum total consideration amount for this Contract. It will be incumbent on the Information Technology Department to monitor new product orders and expenditures and adjust the budget line items accordingly.

RESOLUTION NO. 2023-02-015

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

February 27, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR LICENSING SOLUTION PROVIDER FOR PURCHASE OF MICROSOFT PRODUCTS AND ASSOCIATED AGREEMENTS

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 competitively-solicited Contract for Licensing Solution Provider for Purchase of Microsoft Products, which will allow SacRT to maintain its existing Microsoft products and licensing and permit the AVP, Technology, Innovation & Performance Monitoring to acquire new products and licenses through Microsoft and the selected Licensing Solution Provider (LSP) the 3-year term as needed to support SacRT's operations.

THAT, in connection with the foregoing contract, the General Manager/CEO may approve and execute any additional contractual instruments required by Microsoft to purchase Microsoft products through the selected LSP, including but not limited to a Volume Licensing Agreement or Enterprise Enrollment Agreement.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, VP, Procurement, Real Estate and Special Projects
SUBJ: APPROVING THE FIRST AMENDMENT TO THE LICENSE AGREEMENT WITH MCIMETRO ACCESS TRANSMISSION SERVICES LLC FOR FIBER OPERATION AND MAINTENANCE AT ARDEN AND OXFORD STREET WITHIN SACRT PROPERTY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the recommended action will result in the extension by one year of a license granted by SacRT to MCIMetro Access Transmission Services LLC (MCIMetro) to operate and maintain transverse fiber crossings within SacRT owned property subject to Federal Transit Administration (FTA) approval at Arden Way and Oxford Street.

FISCAL IMPACT

In consideration of renewing this license, MCIMetro will pay SacRT the following one-year license fee of \$895. This revenue was included in the FY 2023 Operating Budget.

DISCUSSION

The Board previously granted MCIMetro a one-year license to operate and maintain fiber below and perpendicular to SacRT tracks at Arden Way and Oxford Street on February 28, 2022. The agreement was executed on March 29, 2022, and MCIMetro would like to renew its license for an additional year to operate and maintain 144 strands of fiber in a transverse presentation along SacRT property with the APN 275-0132-002-0000 and located in Fee Schedule Zone 2. In consideration for SacRT authorizing MCIMetro to continue to operate and maintain its fiber within SacRT's right of way, MCIMetro will pay an annual license fee of \$895. The fee amount was determined by SacRT's published Permit Fee Rate Structure which includes a Consumer Price Index (CPI) annual adjustment.

Staff recommends approval of the First Amendment to its license over the area described above with MCIMetro for fiber operation and maintenance at the above location for an additional one-year term.

RESOLUTION NO. 2023-02-016

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

February 27, 2023

APPROVING THE FIRST AMENDMENT TO THE LICENSE AGREEMENT WITH MCIMETRO ACCESS TRANSMISSION SERVICES LLC FOR FIBER OPERATION AND MAINTENANCE AT ARDEN AND OXFORD STREET WITHIN SACRT PROPERTY

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

THAT, the First Amendment to the License Agreement for Underground Conduit and Fiber within SacRT's Parcel known as Assessor Parcel Number 275-0132-002-0000 by and between the Sacramento Regional Transit District (therein "SacRT") and MCIMetro Access Transmission Services LLC (therein "Licensee"), whereby SacRT grants MCIMetro a License renewal with a term of one year subject to a license fee of \$895 for 144 strands and SacRT retains the right to terminate pending Federal Transit Administration's concurrence, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AUTHORIZE UP TO 10 FREE RIDE DAYS PER CALENDAR YEAR ON BUS AND/OR LIGHT RAIL TO ENCOURAGE RIDERSHIP

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this action will grant the General Manager/CEO authority to approve up to 10 “Free Ride” days each calendar year, which will help build awareness and encourage ridership of SacRT’s fixed-route, paratransit, and/or microtransit services in the Sacramento region.

FISCAL IMPACT

Staff analysis of the fiscal impact for 10 Free Ride days per calendar year is estimated to cost up to approximately \$202,290 based on current fare revenue. The cost will vary depending on which transit services (e.g., fixed-route bus, microtransit, light rail, and/or SacRT GO paratransit service) are included in the Free Ride day event. The estimated cost breakdown is shown below per service and day of the week:

Days of the Week	Daily Fare Revenue Impact	Estimated Number of Days	Total
<u>SacRT Fixed-Route Bus/ Light Rail/SmaRT Ride</u>			
Weekday (Mon-Fri)	\$22,500	6	\$135,000
Saturday	\$12,500	2	\$ 25,000
Sunday	\$12,500	2	\$ 25,000
<u>SacRT GO Paratransit Service</u>			
Weekday (Mon-Fri)	\$ 2,223	6	\$ 13,338
Saturday	\$ 988	2	\$ 1,976
Sunday	\$ 988	2	\$ 1,976
TOTAL:		10	\$202,290

The estimated reduction in fare revenue will be absorbed in the Operating Budget each Fiscal Year for each Free Ride day offered. The fare revenue projections included in each

Fiscal Year Operating Budget will account for the projected reduction in fare revenue due to assumed Free Ride days; a similar reduction in fare revenue is assumed for distribution of complimentary tickets and passes under Resolution No. 19-07-0084. The actual impact on each Fiscal Year will depend upon how the Free Ride days are allocated by service, and the proposed day of the week (weekday or weekend) offered.

DISCUSSION

SacRT Staff is requesting that the Board authorize the General Manager/CEO to declare up to 10 Free Ride days each calendar year, which will include a mix of weekdays and weekend days. The Free Ride days will be selected in advance and tied with a major occurrence, such as a holiday, rider appreciation, or action that benefits the Sacramento region (e.g., Clean Air Day or Election Day), allowing time for promotional opportunity and leveraging partnerships to generate the most impact.

The SacRT Board provided the General Manager/CEO authority to offer up to 10 free ride days for each of the last two calendar years (2021: Resolution No. 21-06-0065 and 2022: Resolution No. 22-02-0003). Adoption of this resolution will give the General Manager/CEO authority to offer up to 10 Free Ride days per calendar year until such time as the Board revokes the resolution.

Ridership patterns changed as a result of the pandemic. Staff believes that offering Free Ride promotions throughout the year is a great way to encourage more people to try transit and/or return to transit. For example, in 2022 SacRT experienced a 16% systemwide ridership increase (20% on bus, 12% on light rail) during the Free Ride day offered on Tuesday, November 8 (Election Day).

Staff anticipates that any new riders gained from the promotion would help pay for the cost of free rides long-term, as well as promote the many benefits of SacRT's transit services and its value in the Sacramento community.

RESOLUTION NO. 2023-02-017

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

February 27, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AUTHORIZE UP TO 10 FREE RIDE DAYS PER CALENDAR YEAR ON BUS AND/OR LIGHT RAIL TO ENCOURAGE RIDERSHIP

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

THAT, to encourage ridership, the General Manager/CEO is hereby authorized to approve up to 10 free ride days each calendar year on one or more types of SacRT service.

THAT, the General Manager/CEO, in their discretion, will determine which SacRT services are included in each free ride day, which may include any combination of light rail, fixed-route, SmarT Ride (microtransit), and SacRT GO paratransit service and will specify the eligible services in establishing and marketing each free ride day. .

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 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 AMEND OR APPROVE AND EXECUTE CONTRACTS FOR FURNITURE AND FIXTURES AND INFORMATION TECHNOLOGY EQUIPMENT AND SERVICES OVER \$150,000 FOR FURTHER EXPANSION AT THE Q STREET ADMINISTRATIVE BUILDING

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

The proposed resolutions will allow the General Manager/CEO to enter into or amend existing contracts over \$150,000, with one or more vendors, to purchase Information Technology (IT) equipment and professional services, as well as furniture, fixtures, and associated installation to the extent necessary and as needed for the Q Street Administrative Building Project.

FISCAL IMPACT

The fiscal impact is dependent on the products and services purchased, although some level of savings is expected due to government discounts for necessary materials that will be purchased through competitively-bid procurements.

The Q Street Administrative Building Capital Improvement Project (CIP), WBS V102 is fully funded and has current savings of approximately \$850,000 from phase 1 of the project, which included tenant improvements, furniture and installation, full IT buildout, and other necessities for a new office environment for four office suites. The savings realized will be used to fund phase 2 of the project, which will include the same components for an additional suite in the building.

This request is for contracts associated with IT equipment and services and furniture, fixtures, and installation. Requested total aggregate amounts for phase 2 are:

Information Technology	\$250,000
Furniture & Fixtures	\$350,000

DISCUSSION

In February 2022, SacRT executed a lease for approximately 19,000 square feet of office space at 1102 Q Street, based on available leasable space in that building. At that time, staff received approval from the Board to pursue additional space in the building as they become available. SacRT will soon be executing a new lease for an additional suite of approximately 6,400 square feet located on the 3rd floor of 1102 Q Street. The new suite will require tenant improvements to: standardize all the SacRT leased suites in the building; provide a more refreshed workspace than the current administrative offices; and be on par with our industry peers and other local government offices. The additional space allows SacRT to accommodate more administrative staff, while still reducing its overall footprint for administrative offices compared to the old location.

Due to the short time frame within which the furniture and IT equipment will be needed and supply chain delays affecting multiple industries, waiting to seek Board approval to execute furniture, IT, and service-related procurement contracts could delay occupancy of the new office space. Therefore, Staff is requesting a standing delegation of authority to the General Manager/CEO to approve procurement actions in excess of the General Manager/CEO's current authority under the Procurement Ordinance as needed to outfit the new suite.

Currently, the General Manager/CEO's procurement contract authority is as follows:

- (1) New contracts up to \$150,000;
- (2) Amendments to Board-approved contracts up to \$150,000;
- (3) Amendments to General Manager-approved contracts up to an aggregate total (between the initial contract and amendments) of \$150,000;
- (4) Contract Change Orders for public works – authority varies based on the original value of the Contract, but the aggregate limit for smaller public works projects is generally 10% of the original contract price and the individual limit is \$150,000 for a single Contract Change Order regardless of the original contract value.

When these limits are exceeded, the Board must approve the contract before it can be executed and the Board may, in addition, be required to make findings related to non-competitive procurements or a decision to amend a contract above the informal solicitation threshold.

Staff has identified multiple competitively-bid contracts procured by other agencies, that can be used consistent with Section 1.407 of the SacRT Procurement Ordinance, which permits the use of cooperative purchasing agreements and government schedules if the bidding procedures followed by a public entity for any such contract satisfy the bidding requirements set out in the Procurement Ordinance and if the contract does not violate any federal or state requirements applicable to SacRT. Purchasing under these contracts will allow SacRT to obtain the materials necessary more quickly while still obtaining competitive pricing.

The Procurement Department will ensure that all purchasing is compliant with the Board-approved Procurement Ordinance. Procurement will identify the most-efficient path forward while ensuring that competitive pricing is obtained.

RESOLUTION NO. 2023-02-018

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

February 27, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AMEND OR APPROVE AND EXECUTE CONTRACTS FOR INFORMATION TECHNOLOGY EQUIPMENT AND SERVICES OVER \$150,000 FOR FURTHER EXPANSION AT THE Q STREET ADMINISTRATIVE BUILDING

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

THAT, authority is hereby delegated to the General Manager/CEO to approve Procurement contracts and amendments, with one or more contractors, that would otherwise be in excess of his authority, as set forth in the Procurement Ordinance (2022-12-001), up to a maximum aggregate amount of \$250,000, for IT equipment and services as reasonable and necessary for phase 2 of the Q Street Administrative Building Project.

THAT, any Procurement undertaken pursuant to this delegation of authority must be undertaken in compliance with the otherwise-applicable provisions of the Procurement Ordinance.

THAT, this delegation of authority will expire, without further action of the Board, on December 31, 2023.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-02-019

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

February 27, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AMEND OR APPROVE AND EXECUTE CONTRACTS FOR FURNITURE, FIXTURES, AND INSTALLATION SERVICES OVER \$150,000 FOR FURTHER EXPANSION AT THE Q STREET ADMINISTRATIVE BUILDING

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

THAT, authority is hereby delegated to the General Manager/CEO to approve Procurement contracts and amendments, with one or more contractors, that would otherwise be in excess of his authority, as set forth in the Procurement Ordinance (2022-12-001), up to a maximum aggregate amount of \$350,000, for furniture, fixtures, and installation services as reasonable and necessary for phase 2 of the Q Street Administrative Building Project.

THAT, any Procurement undertaken pursuant to this delegation of authority must be undertaken in compliance with the otherwise-applicable provisions of the Procurement Ordinance.

THAT, this delegation of authority will expire, without further action of the Board, on December 31, 2023.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Ronald Forest, VP Light Rail Operations
SUBJ: APPROVING THE CONTRACT FOR LIGHT RAIL ANNUAL TOOL CALIBRATION SERVICES WITH EAGLE CALIBRATION INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this contract will allow SacRT to ensure that tools used to maintain the light rail vehicles and wayside equipment are appropriately calibrated.

FISCAL IMPACT

The proposed contract is budgeted at \$153,270 for a 5-year term, of which \$30,654 is budgeted per year for five years.

DISCUSSION

On February 1, 2023, SacRT issued a Request for Quote (RFQ) for Light Rail Annual Tool Calibration Services on PlanetBids for a contractor to provide on-site calibration for Light Rail tools annually. An informal Request for Quote was issued rather than a formal Invitation for Bid because the low bid for the prior solicitation (issued last August) was \$139,342. While SacRT was awaiting information from the lowest bidder to determine responsibility, the bid validity period for that bid lapsed, so a new solicitation was issued this year. Tool calibration is required per regulatory and SacRT standards. When the prior solicitation was issued last year, SacRT received two bids, one from Eagle Calibration Inc. for \$139,342 and one for almost twice that price from Trescal, Inc. for \$269,319. Of the 36 vendors notified of the current solicitation, SacRT received one bid from Eagle Calibration Inc. Eagle Calibration Inc. has previously performed these services for SacRT and was determined to be a responsive and responsible bidder.

Staff reached out through PlanetBids to prospective bidders that registered as planholders and chose not to bid for this contracting opportunity to determine why a bid was not submitted, but no responses were received. SacRT Staff individually reached out to Trescal, Inc., which indicated that it did not receive notice of the bid opportunity (probably because it was registered in a different vendor category). However, even if Trescal, Inc. had been notified, it likely would not have bid, since the prior solicitation

revealed a substantial differential between its prior bid and the bid of Eagle Calibration Inc. Staff does not believe the specifications are overly restrictive.

In accordance with the FTA requirements, a price analysis was conducted by Staff. Based on the bid received and comparison to previous purchases, Staff determined the bid price of \$153,270 from Eagle Calibration Inc., is fair and reasonable under the current market conditions. Under the prior contract, from 2017-2022, Eagle Calibration Inc. held its prices steady for the 5-year term. The prices bid for FY 2023 for the new contract are generally consistent, after adjusting for inflation, with the prices offered in 2017. Eagle Calibration Inc.'s bid for the current contract would hold the prices steady again for a 5-year period.

RESOLUTION NO. 2023-02-020

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

February 27, 2023

APPROVING THE CONTRACT FOR LIGHT RAIL ANNUAL TOOL CALIBRATION SERVICES WITH EAGLE CALIBRATION INC.

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

THAT, the Contract for Light Rail Annual Tool Calibration Services between Sacramento Regional Transit District, therein referred to as "SacRT," and Eagle Calibration Inc., therein referred to as "Contractor," whereby Contractor agrees to provide Light Rail Annual Tool Calibration Services, as further specified, for an amount not to exceed \$153,270.00, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR THE PURCHASE OF INTELLIGENT VEHICLE NETWORK 5 EQUIPMENT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

This action would replace the existing end-of-life Clever Devices Intelligent Vehicle Network 3 (IVN3) equipment with Intelligent Vehicle Network 5 (IVN5) equipment on 43 vehicles used for fixed route bus service.

FISCAL IMPACT

The cost of the equipment is \$454,465.63, which includes tax and shipping. This project is wholly funded through the State of Good Repair Program administered and managed by California Department of Transportation (Caltrans) as part of a grant award to SacRT in the amount of \$652,630.

DISCUSSION

The Intelligent Vehicle Network (IVN) is the vehicle logic unit that controls the complete Clever Devices Intelligent Transportation System (ITS) technology package on each vehicle. The IVN is a rugged and powerful onboard computer specifically designed to manage transportation applications, collecting and transmitting data, either in real-time or upon arrival in the depot. The IVN provides: automated GPS-based “next stop” voice announcements; automated head sign control; passenger boarding counts; and vehicle on-time performance monitoring. The IVN system is essentially the heart of an on-board computer monitoring and GPS-based location and schedule/route adherence system. The IVN system is configured to work with Trapeze, SacRT’s expansive, integrated scheduling and run-cut technology.

Currently, all of SacRT’s fixed route vehicles are equipped with Clever Devices IVN systems; however, some buses have IVN3 equipment that is past its end-of-life and is not compatible with the new Clever Devices Disruption Manager module scheduled for

implementation in 2023. The Disruption Manager module will allow easier route adjustments for construction projects, including setting bus bridges for the low floor vehicle platform conversion improvements at light rail stations. As Clever Devices equipment and software are proprietary to this manufacturer and the manufacturer does not offer its equipment, software, or software maintenance through resellers, the purchase to replace this equipment must be a sole source.

Beginning in 2001, with the first solicitation for low-floor Compressed Natural Gas (CNG) buses, which resulted in the award of a Contract to Orion Bus Industries for 96 buses, and continuing over the last 20 years, SacRT has, on a sole source basis, expanded the Clever Devices system to the full bus fleet and added additional products and services to the ITS system.

The 2001 solicitation included a requirement that the buses be equipped with an automated voice announcement and passenger counting system with GPS functionality and equipment. In support of the American Public Transportation Association (APTA) guidelines, SacRT did not specify a manufacturer for the ITS system and offered proposers the opportunity to select a subcontractor that could provide the ITS system as an option under the CNG bus procurement. The contract was awarded to Orion Bus Industries under the competitive solicitation, which selected an ITS system from Clever Devices to satisfy the solicitation requirements.

To fund the replacement of the currently installed IVN3 equipment with IVN5 equipment, SacRT applied for and was awarded State of Good Repair Program grant funding. The award wholly funds the replacement of the remaining IVN3 equipment on fixed route vehicles.

Staff has researched the market and found that other suppliers of hardware and software are not compatible with SacRT's existing Clever Devices IVN equipment. Removing and replacing the entire Clever Devices system would be cost prohibitive and not in the best interest of the agency.

RESOLUTION NO. 2023-02-021

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

February 27, 2023

APPROVING A SOLE SOURCE PROCUREMENT AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A CONTRACT FOR THE PURCHASE OF INTELLIGENT VEHICLE NETWORK 5 EQUIPMENT

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

THAT, the Clever Devices solution was competitively procured as part of the 2001 Compressed Natural Gas (CNG) bus procurement, which included a requirement that vehicles be equipped with an automated voice announcement and passenger counting system with GPS functionality and equipment; and

THAT, the procurement of Clever Devices IVN technology has been included in all subsequent bus and equipment procurements; and

THAT, a transition to another vendor for these services would be cost-prohibitive; and

THAT, pursuant to Section 1.405.B.1 of the Procurement Ordinance, the products and services needed to upgrade SacRT's existing INV technology can only be provided by Clever Devices, Ltd. and it would be futile to seek competition, justifying a sole source procurement; and

THAT, authority is delegated to the General Manager/CEO to approve and execute a Contract with Clever Devices, Ltd. for the purchase of the Clever Devices Intelligent Vehicle Network 5 (IVN5) by and between the Sacramento Regional Transit District (therein "SacRT") and Clever Devices, Ltd. (therein "Contractor") wherein Clever Devices agrees to provide IVN5 devices, as further set forth therein, for an amount not to exceed \$423,558.60 plus applicable state and local tax.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: APPROVING THE CONTRACT FOR PURCHASE OF EMPLOYEE UNIFORMS WITH L.N. CURTIS AND SONS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the recommended action would allow SacRT to continue to provide uniforms to Sacramento Regional Transit District (SacRT) employees required to wear uniform apparel as part of their job duties.

FISCAL IMPACT

The proposed contract is budgeted at \$907,500 for a 5-year term covering the last 4 months of Fiscal Year 2023 and Fiscal Years 2024 - 2028 and, of which \$55,250 is included in the FY 2023 Operating Budget. Fiscal Years 2024 – 2027 will be budgeted at \$726,000 per year and 8 months of Fiscal Year 2028 will be budgeted at \$126,250. The full contract value will be allocated to each department as follows:

Bus Transportation	\$400,000
Operations Training	\$15,000
Light Rail Transportation	\$100,000
Police Services	\$75,000
Community Bus Services	\$150,000
Elk Grove Transportation	\$75,000
SacRT GO Paratransit	\$90,000
Procurement	\$2,500

DISCUSSION

SacRT provides employee uniforms to Operators, Transit Officers, Transit Ambassadors, Supervisors, and Procurement Clerks in the following departments: Bus Transportation, Light Rail Transportation, Community Bus Services, Police Services, Elk Grove Transportation, SacRT GO Paratransit Services, and Procurement. These uniforms allow the public to easily recognize and identify SacRT employees and standardize the

appearance and professionalism projected by these employees. Therefore, uniforms also play an essential role in public safety.

On November 16, 2022, a Request for Proposal (RFP) for Purchase of Employee Uniforms was released on PlanetBids and 17 prospective proposers matching the category code for these services were notified of the opportunity. On December 30, 2022, SacRT received 1 proposal for the subject contracting opportunity from L.N. Curtis and Sons.

The pricing proposal received was for \$632,956 based on the estimated quantities that were included by SacRT in the Pricing Proposal Form. However, in analyzing the estimated quantities in the Pricing Proposal Form after the proposal was received, Staff determined that the quantities are outdated and do not accurately reflect SacRT's anticipated uniform needs over the next 5 years due to service expansions and employee turnover. Consequently, Staff is recommending that the Contract be awarded for an amount of \$907,500, which is expected to cover all anticipated uniform needs across the various departments during the 5-year term.

SacRT evaluated the proposal based on the criteria set out in the RFP and determined that it meets SacRT's needs. Staff contacted 11 prospective proposers regarding the reasons they chose not to submit a proposal; based on the 4 responses received, Staff determined that the solicitation was not restrictive of competition. Staff also determined that the post-proposal increase to the estimated quantities would not have affected the bidding environment. Staff also determined that the pricing proposed by L.N. Curtis and Sons is fair and reasonable based on the Independent Cost Estimate (ICE) derived from previous contracts and current market conditions.

RESOLUTION NO. 2023-02-022

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

February 27, 2023

APPROVING THE CONTRACT FOR PURCHASE OF EMPLOYEE UNIFORMS WITH L.N. CURTIS AND SONS

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

THAT, the Contract for Purchase of Employee Uniforms between Sacramento Regional Transit District, therein referred to as "SacRT," and L.N. Curtis and Sons, therein referred to as "Contractor," whereby Contractor agrees to provide employee uniforms for a 5-year term, as further set forth therein, for a total amount not to exceed \$907,500 plus applicable sales tax, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Chris Flores, Chief of Staff
SUBJ: SACRAMENTO REGION ZERO CARBON TRANSPORTATION INITIATIVES

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Starting in Summer 2021, SacRT partnered with the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), Sacramento Area Council of Governments (SACOG), and the Sacramento Municipal Utility District (SMUD) to begin identifying challenges and opportunities for the region to advance the deployment of both electric and other zero-emission vehicle technologies.

In 2022, the four agencies released the Sacramento Region Zero Carbon Transportation Initiatives: ZEV Deployment Strategy. This document, which is attached hereto as Attachment 1, is intended to send a clear message to state and federal that the Sacramento Region is ready for investment in electric, hydrogen, and other zero-emission vehicle technologies and position to the region to compete for federal and state funding.

The 4-Agencies have partnered on this comprehensive report that includes four complementary programs aimed at preparing the region for a zero-emission future including:

- 1) Transit Fleet Conversion & Refueling Infrastructure
- 2) Goods Movement and Medium & Heavy-Duty Fleet Transition
- 3) Charging & Transportation Options for Under Resourced Communities
- 4) Workforce Development

The plan prioritizes investments in under resourced communities, personal vehicles, shared-ride vehicles, public and private transit, micro-transit and shuttles, and medium-duty and heavy-duty (MD-HD) fleets.

Sacramento Region Zero Carbon Transportation Initiatives



ZEV Deployment Strategy



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The Opportunity

Between 2006 and 2016, the Sacramento metropolitan area ranked in the bottom-third of the 100 largest metro areas in composite rankings measuring improvements in growth, prosperity, and inclusion, according to the *Brookings Institute Report—Charting a Course to the Sacramento Region’s Future Economic Prosperity* (Parilla, Liu, & Gootman, 2018). Furthermore, the Sacramento Region suffers from some of the worst air quality in the nation, ranking 22nd by the American Lung Association for worst ozone and 15th for worst

Passenger vehicles make up nearly 43 million VMT on roadways in the region on an average weekday, commercial trucks generate a little over 9 million.

particulate matter pollution. Both ozone and particulate matter cause lung damage and other adverse health effects and are primarily caused by transportation emissions, with 67 percent of the ozone-causing emissions in Sacramento coming from on-road and other mobile sources. With a majority of the region’s greenhouse gas emissions (GHG) derived from transportation sources, these pollutants are disproportionately harming the Sacramento Region’s most under resourced communities. A solution-focused strategy for vehicles that aims to reduce vehicle miles traveled (VMT) and replace existing sources with zero-emission fuels, such as electricity and hydrogen, is critical to making desperately needed environmental improvements within the region.

In response, four Sacramento agencies, the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit (SacRT), and the Sacramento Municipal Utility District (SMUD) created the Sacramento Area Zero Emission Vehicle (ZEV) Deployment Strategy, a regional approach to improve air quality, reduce greenhouse gas emissions, abate exposure to toxins, adapt to a warming planet, and promote efficient mobility.

By investing in under resourced neighborhoods and working with community partners, the Sacramento Area ZEV Deployment Strategy is part of a larger regional mission to deliver energy, health, housing, transportation, education, workforce, and economic development solutions to transform its neighborhoods into sustainable communities.

Total VMT per Weekday in the Sacramento Region

VARIABLE	CURRENT
Passenger VMT (w/in region)	42,579,600
Passenger VMT (through-travel)	9,216,100
Commercial VMT (Trucks)	6,644,100
Transit Bus VMT	47,200
Total VMT	58,487,000

The Framework

The **Sacramento Area ZEV Deployment Strategy** is focused on concentrating investment in electrification of the region’s transportation fleet to demonstrate technologies and our region’s interest in a zero-emission transportation future. **The plan prioritizes electrification in under resourced communities, personal vehicles, shared-ride vehicles, public and private transit, micro-transit and shuttles, and medium-duty and heavy-duty (MD-HD) fleets** in alignment with the six-county Green Means Go regional pilot and the City of Sacramento’s Transportation Priorities Plan. This document will detail four complimentary programs and cooperation across the four agencies that are already making progress in moving toward this future.

Sacramento Area ZEV Deployment Strategy

4 AGENCIES

Sacramento

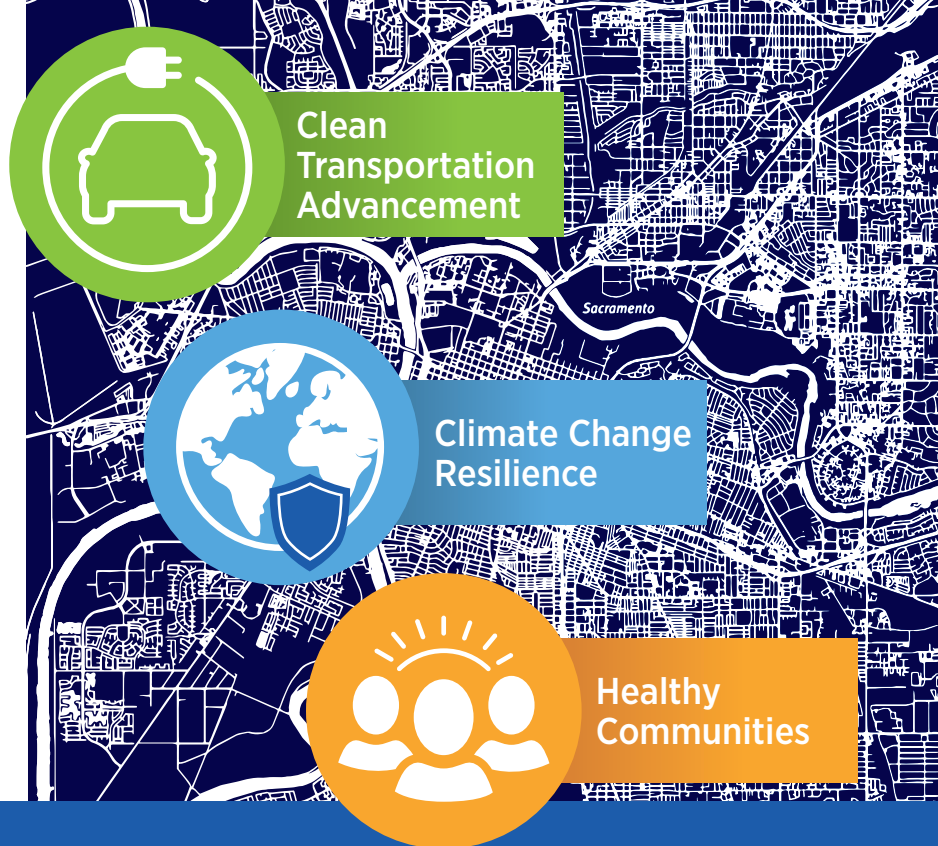


Regional Transit



1 GOAL

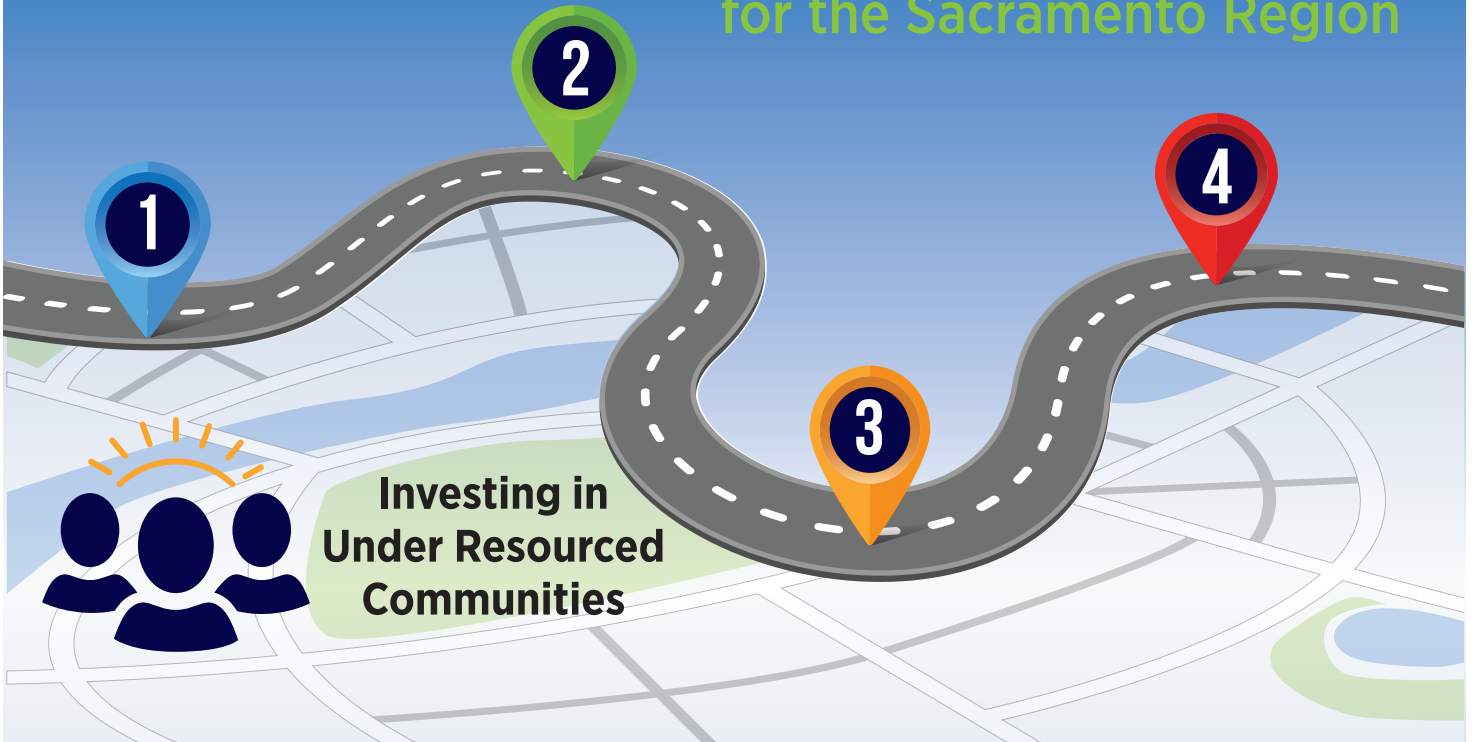
Zero Emission Transportation Future





Zero-Emission Transportation Future

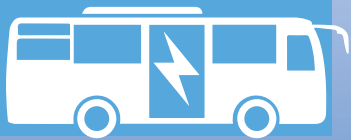
for the Sacramento Region



- 600 ZEV Buses
- 5+ Charging & Refueling Facilities

1

Transit Fleet



- 5 MD-HD Charging Plazas

2

MD-HD Fleet



- 52 eMobility Hubs
- 182 LD EV Chargers

3

eMobility



- 4,000 People Trained
- 1,000 People Hired

4

Clean Energy Workforce



Transit Fleet Conversion & Refueling Infrastructure

The Sacramento region is serviced by a network of transit agencies that are located in both Sacramento and the surrounding counties. To support both a reduction in emissions and VMT, transit fleets serviced by these agencies will need to transition to zero-emission fuels in accordance with the Governor's Executive Order N-79-20 mandating the California Air Resources Board's (CARB) to develop and propose strategies to achieve 100% zero-emissions from medium and heavy-duty on-road vehicles in the State by 2045 where feasible.ⁱⁱ This includes transit buses and a regional refueling facility to supply the commute operations for these buses. Collectively we would transition over 600 transit buses to zero-emission fuels and at least five strategically located charging facilities throughout the region. Preliminary actions are already in progress with over 20 electric buses already deployed along with the first charging station. Additional funding would support vehicle transition and deployment of the charging facilities to support this strategy and promote a long-term ZEV plan inclusive of both battery and fuel cell technologies powered by renewable electricity and hydrogen.

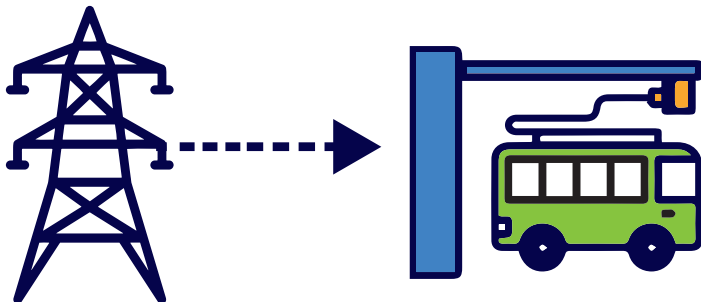
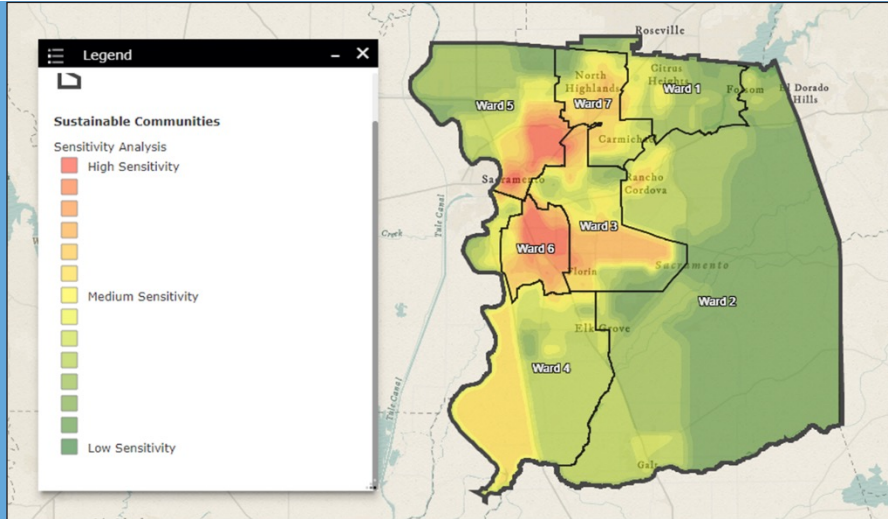
Eliminate fleet range anxiety with clean and reliable distributed charging.

Electric and hydrogen transit buses will create high grid distribution system demand at home base locations, potentially 4-5 megawatts per site, which could require grid distribution system upgrades that are expensive with extended time horizons for completion (3-5 years). While improvements in battery and electric bus technology are expected to increase over time, the adequate range is a concern for bus operators.



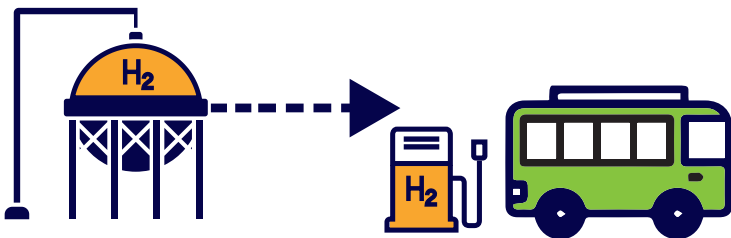
To provide charging access to bus operators as quickly as possible, project partners will work with SACOG, SacRT, and other transit providers in the region to leverage their planning efforts with SMUD's grid distribution system impact study and regional hydrogen development to produce and implement a strategy to provide electrified home bases and dispersed bus charging in the Sacramento region.

As an example of its strong commitment to creating an equitable and inclusive clean energy future, SMUD developed the Sustainable **Communities Resource Priorities Map** that helps analyze current data to indicate the local areas most likely to be underserved or in distress by lack of community development, income, housing, employment opportunities, transportation, medical treatment, nutrition, education, and clean environment. The data sets in the Resource Priorities Map include key indicators that would best aid in identifying and targeting communities with a greater sensitivity to social, economic, and environmental vulnerabilities. Importantly, this map is publicly available and external organizations and agencies have used it to make investment decisions to more equitably support historically under resourced communities.



600
Transit buses
converted
to zero
emissions

5+
Charging
& Re-Fueling
Facilities



Supporting
Neighborhood
Electrification
Efforts

Parameters



Investment: \$540M



Objectives: 600 transit buses, 3 new garages, existing garage modifications

- **Transit electrification** will include:
 - » SACOG regional study for MD-HD charging that includes grid distribution system capacity analysis and identification of charging constraints;
 - » Grid distribution system impact study;
 - » SMUD's Sacramento Region Medium and Heavy Duty Zero Emission Vehicle Blueprint Planning Project; and
 - » SMUD's Sustainable Communities Resource Priorities Map
- **Work** with charging infrastructure manufacturers and operators to understand how their technology can work for transit only and multi-purpose charging and can operate during times of low and peak grid distribution system demand.
- **Installing** DC fast chargers that meet the following criteria:
 - » Support SacRT bus fleets and garage design needs
 - » Supports transit agencies that connect into the Sacramento region, with a typical downtime between morning and evening commutes;
 - » Directs charging infrastructure to where grid distribution system upgrades are minimized and where multiple electrification objectives can be met (e.g., multi-use including goods movement and light-duty [LD], supporting neighborhood electrification, supporting vehicle to grid, and managed to charge).
- **SacRT working** with Sacramento City Unified School District (SCUSD) to upgrade their fleet of buses. SCUSD is co-sponsoring a site with schools for upgrades.



Equity:

- **Analyze** potential impacts of new bus charging infrastructure on underserved neighborhoods, working to reduce existing air pollution from the transit and ensuring that new bus traffic patterns benefit or do not harm the neighborhoods.
- **Conduct** focused outreach to school districts that include underserved neighborhoods offering technical assistance in developing school bus charging infrastructure while offering technical assistance to all districts.
- **Include** a workforce development component, for example, establishing a trade union and/or community college partnership.

Design Concepts

SMUD will work with SacRT and other regional operators to provide grid distribution system capacity to support the charging technologies adopted for their buses. The regional dispersed charging network that is focused on short “top off” charging to maintain range will likely use DC fast chargers with overhead ports.

SacRT will identify new locations for its three bus garages that can support electric and hydrogen buses, with adequate grid distribution system capacity, a site footprint that can accommodate sufficient space for overhead charging and that minimizes travel time to routes. SacRT proposes three new purpose-built ZEV garages and has completed a preliminary analysis of power availability and construction and procurement schedules.

Interregional transit buses that typically have one inbound and outbound route per day will need a location that can provide parking and charging and could potentially use SacRT or community college facilities. Community college locations could also serve as regional “top-off” locations for multiple bus operators.

Timeline

SacRT identified **36 months for grid distribution system upgrades** to support the power needs of each transit garage and targeted that work **beginning in early 2023 continuing through mid-2026**. Project partners will immediately engage with community colleges about the potential to serve as regional transit charging centers in the fourth quarter of 2022 so that their priorities can be understood when the grid distribution system impact study is completed at the end of 2022.

Goods Movement and Medium & Heavy Duty Fleet Transition

MD-HD vehicles represent a small share of registered vehicle stock within both the state and Sacramento Region, accounting for 2.5 percent of vehicles; however, this small number of vehicles is responsible for about 18 percent of GHG emissions in the area because of the high number of miles traveled per year and comparatively low fuel efficiency. Additionally, MD-HD vehicles account for nearly 44 percent of NOX and 23 percent of fine particles (PM2.5) emissions from on-road transportation in the Sacramento Region.^{iv}

This small number of high-impact vehicles represents a significant opportunity to reduce GHG emissions and criteria emissions. California climate policy has established regulatory drivers for the manufacture and adoption of zero-emissions MD-HD vehicles that will drive uptake, but the provision of ZEV charging and hydrogen refueling infrastructure faces distinct challenges from those of the LD segment. First, unlike the LD sector, which can leverage pre-existing residential 110V supply, demand for MD-HD ZEV's is predicated on the availability of high-power charging infrastructure ahead of vehicle procurement and delivery. Second, the electricity demand for any one MD-HD multi-dispenser charging facility, will generate significant demand that must be accommodated in grid planning with relatively longer lead times than would otherwise be required to meet regulatory objectives.

Demand for MD-HD ZEVs is predicated on the availability of high-power charging infrastructure ahead of vehicle procurement and delivery.



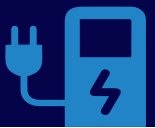
MD-HD charging also share some challenges with LD charging, in that sound construction design calls for engineering of charging and hydrogen fueling facilities capable of serving electricity and hydrogen to a zero-emission fleet, though in practice customers typically transition their fleets gradually, leading to under-utilization of built infrastructure. Despite the increasing availability of electric and hydrogen MD-HD vehicles—including delivery vans, shuttles, and school buses—customers remain hesitant to convert their fleets despite growing regulatory pressures. A 2020 SMUD customer journey study found that most fleet customers are deterred by the lack of charging and hydrogen fueling infrastructure. Most public and private fleet managers want to see the infrastructure in place first before risking electric and alternative fuel vehicle purchases. Meanwhile, fleet managers are discouraged by the risks associated with dependency on infrastructure that may not arrive when needed or potentially at all. Interviews with large area fleet managers cited the need for a regional plan to develop an integrated approach involving local governments, utilities, air districts, and other regional stakeholders to provide the vision, leadership, and direction to instill confidence that the necessary infrastructure exists or will arrive when needed.



Parameters



Investment: \$100M



Objectives: Collaborate to develop up to five MD- HD publicly available charging plazas serving MD- HD charging and hydrogen refueling needs that include overnight parking and other conveniences and amenities to serve the trucking industry.

- **Collaborate** with SACOG on the Northern CA Megaregion ZEV Medium/Heavy Duty Vehicle Blueprint to identify sites that meet regional MD-HD transportation needs and can support a statewide electric transportation network and multi-state corridor travel.
- **Assess** grid distribution system capacity, identify existing concentrated areas of MD-HD vehicle traffic and overlay with the Sustainable Communities Resource Priorities Map, grid distribution system capacity map, county zoning, land use maps, and other relevant data.
- **Identify** locations that meet regional and statewide needs, while improving air quality for under resourced communities and avoiding adverse transportation-related impacts to those communities.



Equity:

- **Provide** equitable access to zero-emission MD-HD charging and fueling ahead of the regulatory timeline, removing the barrier to zero-emission MD-HD adoption amongst independently-owned operators.
- **Utilize** charging plazas to improve air quality from existing truck traffic in impacted neighborhoods and avoid introducing new truck traffic into underserved neighborhoods.

Design Concepts

Sacramento sits at the intersection of Interstate 5, Interstate 80, Highway 50, and State Highway 99 which represents all the major goods movement highways in Northern California. Based on a study from the West Coast Clean Transportation Corridor Initiative, five major zero-emission truck charging plazas would be needed to support the region. Prospective locations were already identified and input from the electric utilities supported the locations.

The MD-HD charging plazas will utilize high power DC fast chargers and may have chargers installed over time as demand increases. Grid capacity will be future-proofed so that increased demand and/or improved technology can be accommodated. To meet the needs of the trucking industry, projects will include the collocation of travel plaza amenities such as food, showers, and internet access to minimize the impact of charging time on truck operators' schedules. Each site will be analyzed for the potential to support the collocation of LD charging, renewable energy supply, and battery storage. Plazas are likely to require 25 MW of electricity with hydrogen infrastructure to meet refueling demands. Location assessment and selection along with fuel connectivity and availability remain necessary for project advancement with site identification to include Sacramento, Placer, San Joaquin, and Yuba Counties.

Northern CA Megaregion ZEV Medium/Heavy Duty Vehicle Blueprint

Upon a \$500,000 award from Caltrans, SACOG is developing the Northern CA Megaregion ZEV Medium/Heavy Duty Vehicle Blueprint, a plan for **at least 11 major zero-emission truck charging plazas** to support the Northern CA megaregion along Interstate 5, Interstate 80, and State Route 99, while also providing recommendations for Highway 50 from the corridor analysis. The blueprint will bring together partners including San Joaquin Council of Governments (SJCOG), Metropolitan Transportation Commission, Caltrans districts, utilities (SMUD and PG&E), and local communities to identify actions and milestones to implement the electric charging and hydrogen refueling infrastructure needed to support the deployment of zero-emission MD-HD vehicles.^v

Using developed equity screening, charging plazas will be located according to three priorities.

1. Ability to effectively serve regional transportation needs, such as concentrations of companies or owner-operators that utilize MD-HD vehicles but would be unlikely to establish their onsite fleet charging facility.
2. Reasonable access to Interstate 5, Interstate 80, Highway 50, and Highway 99, with consideration given for supporting charging sufficient to cross Donner Summit on Interstate 80.
3. Grid capacity that can support multiple fast chargers that avoids to the degree feasible a new substation, so that charging will be available when regulatory mandates kick in.

Timeline

Project partners will utilize the Northern CA Megaregion ZEV Medium/Heavy Duty Vehicle Blueprint and additional grid capacity analysis estimated to be **completed at the end of 2022 to identify areas** nearby to Interstates 5 and 80 and Highways 50 and 99 that could accommodate the significant load associated with a DC fast charger facility for MD-HD trucks. **By 2023**, project partners will have worked with industry and the Sustainable Communities program to identify priority locations for a charging plaza, a concept design, a high-level budget, and an approach to agency and/or private ownership. Funding will be sought to deploy a pilot plaza and ultimately implement a regional infrastructure network of up to 5 plazas.

Charging & Transportation Options for Under Resourced Communities

To support zero-emission vehicles in under resourced communities, several joint projects have already been initiated including eMobility hubs in partnership with community-based organizations and the deployment of both electric share cars and charging infrastructure in multi-family housing (MFH) locations. Additional eMobility hubs have been planned to create a network in our region for under resourced communities. This initiative will add charging technologies, vehicle deployment options, innovative community services, and educational opportunities to provide transportation equity to these under resourced communities. To complete the network of eMobility hubs that can be used by both residents and micro-shuttles, 27 eMobility hubs are needed in Sacramento County and an additional 25 are needed across the region to support mobility needs. In addition to transportation support, these eMobility hubs will be designed with battery energy storage and microgrid capability to maintain charging operations during power outages and address resiliency needs in these critical areas.

This initiative will add charging technologies, vehicle deployment options, innovative community services, and educational opportunities to provide transportation equity to these under resourced communities.



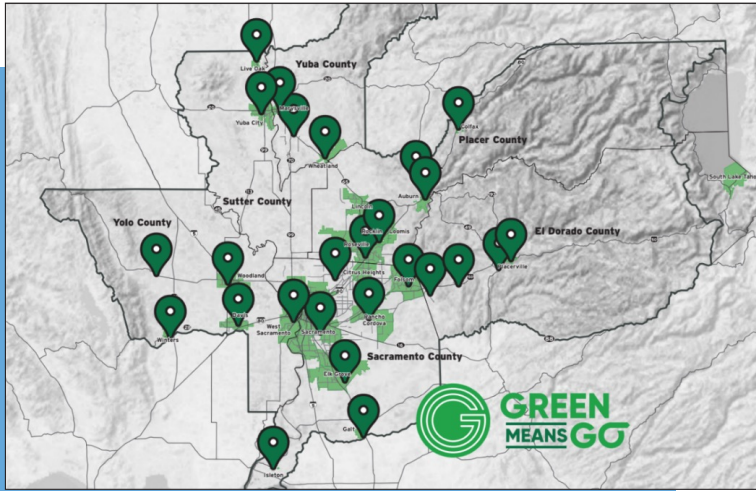
Locating eMobility hubs in areas targeted by the region for infill growth opportunities and comprehensive investments, such as transportation, sewer, water, and power networks, will increase hub demand and shift trips away from traditional single-occupancy vehicles. 23 cities and counties in our region have committed to specific targeted growth areas and lowering barriers to development, priming opportunities for additional eMobility hubs.

Charging infrastructure installation for privately owned LD vehicles has been more successfully implemented at single-family residences and workplaces than on a publicly available regional basis. Further, private investment in hub or plaza-type charging tends to be located in higher-resourced communities, where profitability is more assured. This infrastructure does not support EV owners who do not reside in a single-family home or whose homes are located in an under resourced area. The charging resources are not available to EV owners traveling into or through the Sacramento region. The pattern of EV charging presents a significant barrier to EV adoption for under resourced communities and interregional EV usage.

Project partners will analyze existing and planned grid distribution system infrastructure along with EV usage and charging patterns to identify technical parameters that influence siting and design of eMobility hubs (community-based charging) and charging plazas (interregional charging needs). To integrate equity into the effort, SMUD's Sustainable Communities program will lead an engagement effort with community-based organizations and residents to understand the priorities of under resourced communities for EV access and associated charging. Project partners will also work with private interests, such as original equipment manufacturers and travel service providers (e.g., travel plaza operators), to identify their role in the development and operation of charging plazas. Sustainable Communities will also lead engagement to ensure that new charging plazas benefit or, at a minimum, do not negatively impact under resourced communities.

SACOG Green Means Go

23 of the SACOG region's 28 local jurisdictions have identified Green Zones, key areas that must have infill capacity, be in an area planned for infill development, and be in a center, corridor, or established community. Through SACOG's Green Means Go multi-year pilot project and other supporting initiatives such as the Charging & Transportation Options for Under Resourced Communities, Green Zones will be the accelerators for economic development projects that promote increased alternative transportation options; increase housing near expanded travel options and other amenities; and make it easier for the region to access electric vehicles for cleaner transportation.ⁱ



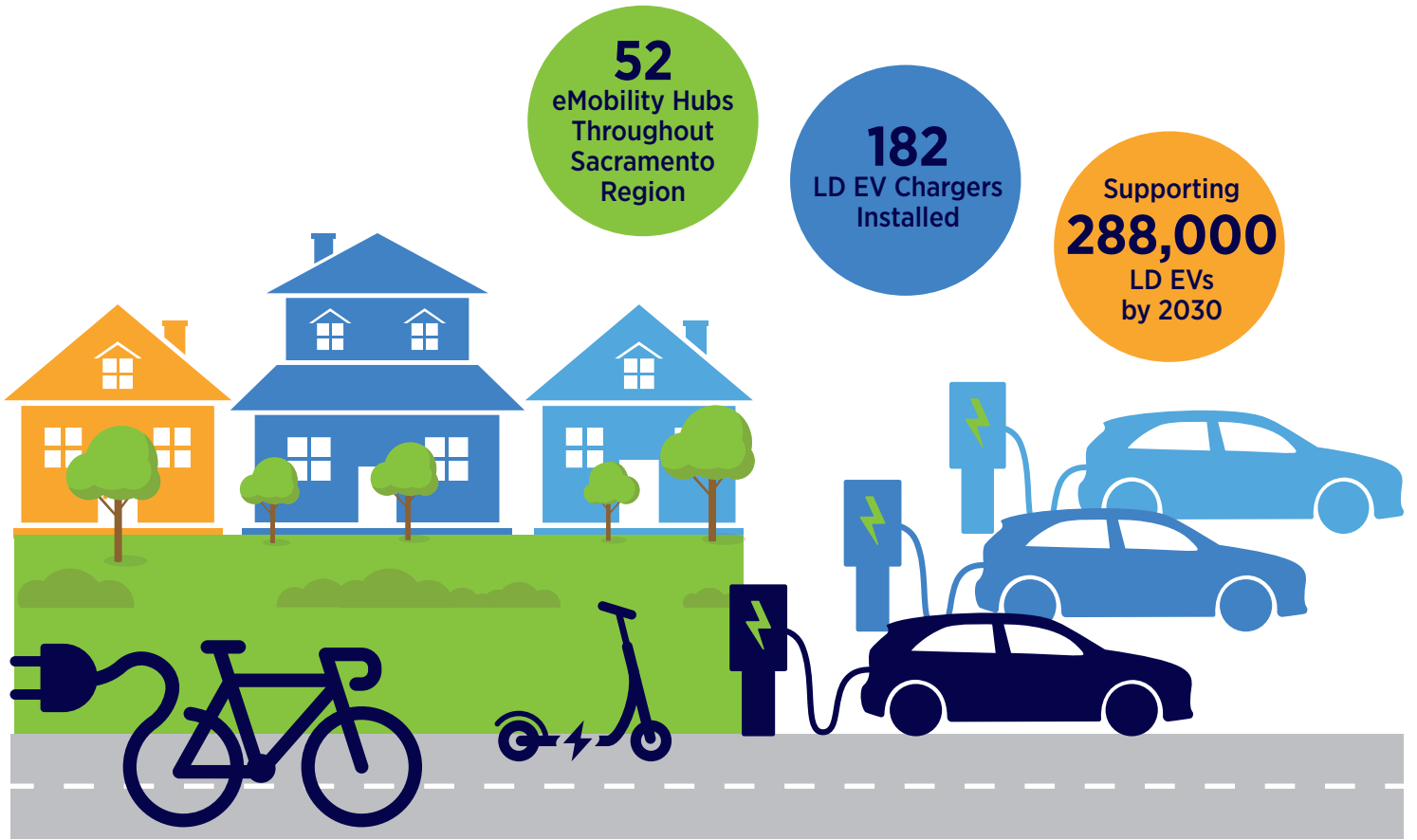
Green Tech Mobility Hub

The Green Tech Mobility Hub builds transportation equity to frontline neighborhoods of the Sacramento region. Located in the southwest corner of the intersection of Grand Avenue and May Street in the Del Paso Heights neighborhood in Sacramento, the Green Tech Mobility Hub provides integrated suite of mobility services, amenities, and technologies, including electric cars and hydrogen fuel cell vehicles, to bridge the distance between high-frequency transit and an individual's origin or destination.

The goal of the hub is to reduce harmful vehicle emissions, improve health and economic development in communities of color often disregarded as disadvantaged and provide jobs, education, outreach and access to training centers, workplaces, and medical care centers, minimizing negative environmental impact and improving lives throughout the community.^{vi} Sac Metro Air District and GreenTech are partnering with SMUD, California Air Resources Board, Beneficial State Bank, City of Sacramento, Breath California, and Aura planning to make this hub a reality.

The Green Tech Mobility Hub will support three existing programs:

- 1. Student Ride Hail Program:** Free rides to Green Tech students in need to access to job training, medical care centers, and workplaces.
- 2. Plan, Share, Go Program:** Matches community members in need with preplanned routes to job centers, hospitals, schools, churches, etc. with drivers. The same service will be used for delivery of groceries, medicine, and other necessities.
- 3. Our Community CarShare Project:** Car-sharing program that places battery powered electric vehicles at affordable housing communities and the Sac Valley Train Station and offers a free, membership carshare service where community members in the City of Sacramento can reserve electric vehicles for up to 3 hours per day.^{vii}



Parameters



Investment: \$182M



Objective: Create a regional network of 52 dispersed publicly accessible charging stations (i.e., eMobility hubs) that focus on under resourced communities and provide charging for those without home or work-based chargers.

- **Complete** Grid distribution system impact study and charging infrastructure targets study to identify broad concepts of charging infrastructure needs by region.
 - » Updated assessment of vehicle usage and customer charging patterns
 - » Distribution transformer loading and forecasted impacts
 - » Distribution transformer sizing analysis and standards recommendations

- **Establish and implement** a strategy to engage community-based organizations and under resourced communities identified by SMUD's Sustainable Communities program. Use the strategy to set priorities for a network of eMobility hubs and shared EVs.
- **Identify** locations for eMobility hubs, considering:
 - » Under resourced communities,
 - » Charging deserts,
 - » Colocation with community assets such as parks and community or recreation centers, and
 - » Grid capacity and cost/timeline of any needed upgrades.
- **Build** partnerships with public and private stakeholders to identify an approach and establish a policy for agency or private ownership.
- **Work** with regional partners to facilitate car share, electric scooters, and other electric mobility options for residents of under resourced communities.
- **Coordinate** infrastructure planning with adjacent utilities.
- **Install** 182 chargers at 52 eMobility hubs across the region to support 288,000 LD EVs by 2030. These targets are contingent on the prove out of an initial set of eMobility hubs.
- **Acquire or develop** an information tool that maximizes the utility and usage of the eMobility hubs, such as location/type of charging, availability, downtime status, and associated amenities and community assets.
 - » Ensure that the tools are easily accessed by under resourced community residents, and
 - » Provide technical assistance to under resourced community residents on the information tool.



Equity:

- **Use** Sustainable Communities Resource Priorities Map to identify under resourced areas (charging deserts) and address charging needs in these communities.
- **Engage** with community-based organizations and residents from under resourced communities to understand and address their priorities for electric mobility and charging.
- **Work** with partners to provide under resourced communities access to EVs.
- **Prioritize** co-location of charging infrastructure with community assets important to residents of under resourced communities.
- **Design** the eMobility information tool so that it is accessible to under resourced communities and engage with residents of these communities to confirm the design and provide technical assistance on the tool.



Design Concepts

The priority charging technology used for the eMobility hubs will be the fastest available that can address under resourced community resident needs and be feasible given grid distribution system capacity upgrade costs. A mix of charging technologies will likely be deployed at different sites with a portfolio of varying mobility options assessed including flexible transportation management. Level 2 chargers might be sufficient for hubs co-located with community assets where users would be anticipated to stay for multiple hours. Charging plazas will likely utilize DC fast chargers to serve interregional transportation. A key component of any charging technology approach is the inclusion of an information tool that easily identifies location, availability, and downtime status.

eMobility hubs will be located in under resourced communities and charging deserts according to the input of residents and community-based organizations and the EV charging usage and grid distribution system capacity analysis. Charging plazas will be located where they can support interregional EV travel and travel within the region for those without ready access to home or workplace charging. Location choice will also consider impacts on the grid distribution system and the potential for co-location with MD-HD charging infrastructure.

Timeline

SMUD intends that charging will be available for an additional **5,800 LD EVs in 2022**, with a long-term objective of supporting **288,000 in 2030**. Project partners are currently working with community-focused coalitions on the early stages of planning three eMobility hubs and six sites have been identified for possible implementation.

Workforce Development

Workforce Development (WFD) projects aimed at low-income communities have multiple benefits. These projects help improve economic outcomes for communities that have historically been under resourced and help educate low-income community members about the benefits of electric transportation, low-cost electric transportation options, and the positive outcomes associated with electrification. Workforce training programs help develop the qualified workers that will be needed to transition the region to an electric-based transportation economy.

Project partners already collaborating with community-based organizations to train under resourced community members in the fundamentals of designing, installing, and maintaining distributed energy systems, electric sources space and water heating equipment, and electric transportation infrastructure.

The current workforce ecosystem has limits and challenges that could prohibit regional ZEV transportation and mobility solutions. A WFD strategy is a strong mechanism to address these limits and build local job pipelines that are responsive to an unfolding technology landscape. Project partners identify WFD needs that:

- **Create** more equitable career solutions for under resourced communities.
- **Expand and diversify** the pool of qualified competitive candidates for jobs within SMUD.
- **Identify and develop** regional talent to execute on clean energy vision.
- **Reduce** recruitment and retention challenges to be able to fill posted critical clean energy roles promptly.



The Sacramento Area ZEV Deployment Strategy envisions a near-term future where any community member can be an agent of change and innovation because zero-carbon training programs and job pipelines were made desirable, accessible, and equitable. Under resourced communities, those already disproportionately impacted by climate change, health hazards, and economic shifts, must have direct access and clear opportunities to lead a clean energy future. Equitable WFD programs can spur generational changes that uplift entire households, families, and communities.



Parameters



Investment: \$145M



Objectives:

- **Bring** economic opportunities to under resourced communities.
- **Grow** partnerships that harbor entry-level employability, workforce retraining, reskilling, and local recruitment.
- **Train** 4,000 people in clean energy skills and get 1,000 people hired into high-paying jobs by 2024.
- **Coordinate** infrastructure planning with adjacent utilities.

Design Concepts

The Sacramento Area ZEV Deployment Strategy's success is conditional on external partnerships and regional innovation pipelines. These external partnerships through community-based organizations will be most effective at reaching and recruiting under resourced communities to present opportunities for direct upskilling and reskilling. No program or training outreach approach will appeal to all under resourced communities equally. Deep considerations of culture fit, participation benefits, language translation, and marketing voice should be incorporated into outreach plans.

Through a collaborative, community-based approach, project partners will identify emerging zero-emission transportation and mobility-related jobs and skills and create training programs to position participants from under resourced communities to fill the projected need for workers in the clean energy industry.

- **Assessment:** With partners including subject matter experts (scientists, engineers, and policymakers), think tanks, regional collaboratives, and industry employers, identify jobs that are being created as our region undergoes a paradigm shift to zero-emission transportation and mobility. For each associated zero-carbon or electrification-related job, identify the requisite skills for entry-level employment.

- **Job Training and Readiness Programming:** Partner with educational institutions, trade organizations, community-based organizations, and others to develop hands-on training programs. Partners will be chosen based on their knowledge of the communities we serve and their ability to develop highly qualified training programs.
- **Job Preparedness and Placement:** Project partners will facilitate participant employment by ensuring that training programs guide participants in securing interviews, assist with resumes, and support participants through the interview process and during the early stages of employment by ensuring access to wrap-around services such as transportation, childcare, case management and more.
- **Employer Relationships:** Establish strong working relationships with the building trades, labor organizations, trade networks, and regional employers to make sure they are part of the process starting with identifying the jobs and skills they are going to need in the future to help to build the training program and curriculum to hiring graduates from the training programs themselves.

To support the transition to zero-emission fuels lots of jobs will be created. Sacramento has already launched a WFD program, the California Mobility Center (CMC), to recruit under resourced community members for the high-paying jobs that will be created in this space. Additional efforts concerning outreach and programs with community-based organizations, junior colleges, vocational schools, and high schools are needed to create a pipeline of workers to support all these clean transportation technologies. This is a once-in-a-generation opportunity to harness new technology to create jobs in under resourced communities and Sacramento is ready to strike gold again.



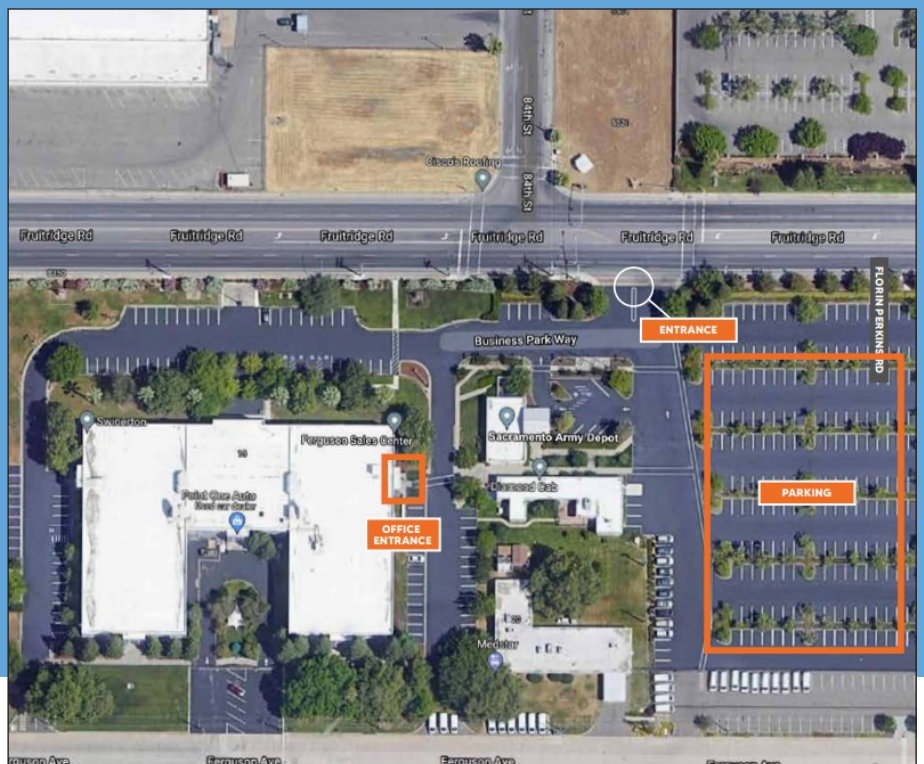
California Mobility Center Workforce Development

In 2019, SMUD formed the California Mobility Center (CMC), a research center and manufacturing hub for future transportation electrification and technology.

The CMC supports local workforce development through programs specializing

in creating entry points for various career opportunities in the advanced mobility and the overall advanced manufacturing sector, including job-readiness, technical training, and clear pathways for a variety of manufacturing careers.

In 2020, Sacramento invested \$1.4 million in the development of this center.



CMC Headquarters located at 15 Business Park Way Building 150 Suite 119, Sacramento, CA 95828

Endnotes

- ⁱ Sacramento Area Council of Governments, Sacramento Region Greenhouse Gas Reduction Pilot Program, Green Means Go; <https://www.sacog.org/greenmeansgo>
- ⁱⁱ California Air Resources Board Zero-Emission On-Road Medium-and Heavy-Duty Strategies; <https://ww2.arb.ca.gov/resources/documents/zero-emission-road-medium-and-heavy-duty-strategies#:~:text=Under%20the%20order%2C%20the%20California,by%202035%20from%20dray-age%20trucks>
- ⁱⁱⁱ SMUD's Sustainable Communities Resource Priorities Map; https://usage.smud.org/Sustainable-Communities/?_ga=2.267268814.1734268471.1611266746-c3054765841eecdd92c94fd24c10ae0d
- ^{iv} California Air Resources Board, Emission FACTor (EMFAC) 2021; <https://arb.ca.gov/emfac/>
- ^v Sacramento Area Council of Governments, FY 2021-22 Overall Work Plan; https://www.sacog.org/sites/main/files/file-attachments/draft_sacog_fy_2022-23_owp.pdf?1652231244
- ^{vi} Green Tech, Green Tech Net Zero Transportation Hub; <https://greentechedu.org/net-zero-transportation-hub>
- ^{vii} Sacramento Air Quality Management District, Our Community Share, Mobility Hub; <http://www.airquality.org/Our-Community-CarShare/Mobility-Hub>.
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MOMENTUM



STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

Major Project Updates

Oral Report

SacRT Meeting Calendar

Regional Transit Board Meeting

March 13, 2023

SacRT Auditorium / Webconference

5:30 P.M

Quarterly Retirement Board Meeting

March 8, 2023

SacRT Auditorium / Webconference

9:00 A.M

Mobility Advisory Council Meeting

March 2, 2023

SacRT Auditorium / Webconference

2:30 P.M

Transit Driver Appreciation Day

Don't Forget to Thank Your Driver! Saturday, March 18, 2023 is Transit Driver Appreciation Day. SacRT's drivers get over 13 million passengers to their destinations each year! Be sure to take a moment on March 18th, or any day, to let them know how much you appreciate them.

Light Rail Station Modifications

SacRT has begun construction on Gold Line stations to accommodate the platform height requirements of the new low-floor light rail trains. Several light rail service disruptions are planned for multiple weekends in March and April. During construction, riders will be able to travel between affected light rail stations through a bus bridge (shuttle buses).

Scheduled Low-Floor Station Modification Construction*:

- 39th Street Closure and SMUD Utility Pole Replacement
Saturday, March 4 and Sunday, March 5, 2023: A bus bridge will be in effect on the Gold Line between 29th Street and Power Inn stations, and on the Blue Line between 13th Street and City College stations.
- 29th Street Station
Saturday, March 11 and Sunday, March 12, 2023: A bus bridge will be in effect on the Gold Line between 13th Street and Power Inn stations.
- 23rd Street Station
Saturday, March 25 and Sunday, March 26, 2023: A bus bridge will be in effect on the Gold Line between 13th Street and 29th Street stations.
- 16th Street Station
Saturday, April 1 and Sunday, April 2, 2023: A bus bridge will be in effect on the Gold Line between 13th Street and Power Inn stations, and on the Blue Line between 13th Street and City College stations.

**The construction schedule could shift due to inclement weather.*

Learn more about the project at sacrt.com/stationclosure.

Attend a Free Webinar on How to Do Business with SacRT

SacRT is offering several FREE webinars in 2023 for potential vendors to share How to Do Business with SacRT. The webinars are presented in partnership with the California Capital Procurement Technical Assistance Center (PTAC).

SacRT purchases supplies such as IT equipment, furniture, office equipment and supplies, bus and rail parts and related supplies, janitorial supplies, and PPE to name a few. We also procure services such as janitorial, pest control, equipment, facility repair and preventive maintenance, printing, various professional and A&E services, and construction projects along the light rail system and other district facilities.

The next webinar date is Thursday, June 8, 2023 at 9 a.m. Visit sacrt.com/business to learn how to participate.

SacRT Receives APTA AdWheel Award for SacRT Citizens Transit Academy

SacRT's Communications and Marketing team has won the First Place Award in the 2023 American Public Transportation Association (APTA) Adwheel Awards competition.

The annual AdWheel Awards recognize the marketing and communications efforts of APTA's members. The SacRT Team has won the award for the Best Marketing and Communications to Highlight Transit Needs.

The team is being recognized at the upcoming 2023 Marketing and Communications Workshop this month for SacRT's Citizen's Transit Academy, 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.

Bus Stop Improvement Plan Update

During January and February, SacRT and Civic Thread received comments from stakeholders on the draft Bus Stop Improvement Plan. The project team is reviewing each comment and will address them all in the final Bus Stop Improvement Plan. The plan is expected to be finalized by Wednesday, March 1, 2023. The purpose of this plan is to improve the conditions and accessibility of SacRT bus stops around the Sacramento region. You can review the plan at sacrt.com/busstopimprovement.

Celebrating 50 Years of SacRT

Saturday, April 1, 2023, marks SacRT's 50th anniversary of operation, and we're celebrating this important milestone by looking back at our history and celebrating what is still to come. Fifty years ago, on April 1, 1973, the Sacramento Regional Transit District (SacRT) began operation, taking over for the City owned Sacramento Transit Authority.

In celebration, SacRT will also host a series of celebratory pop-up events at different locations across the region during the month of April and roll out a special 50th Anniversary edition bus and train that will be in service starting in April. Check sacrt.com/50years in the coming weeks for more information.

We want to hear your SacRT story!

Help us celebrate this major milestone. Do you have a favorite SacRT transit memory over the years that you want to share, let us know! We will have opportunities for people to share their fun stories at our pop-up events, on our website and on social media, where commenters will be entered to win prizes. More information on SacRT's 50th Anniversary will be available at sacrt.com/50years in the coming weeks.

SacRT 2023 Title VI Program Update

SacRT has updated its 2023 Title VI Program, which documents compliance with requirements set forth in the Federal Transit Administration (FTA) Circular 4702.1B on the Title VI of the Civil Rights Act of 1964.

The program includes information about how to file a Title VI complaint, how complaints are addressed, and how information about services, fares, and projects are

communicated to riders. The program also includes a service monitoring report, which analyzes equity in services provided among minority and low-income populations and plans that identify how to communicate with limited-English riders.

The 2023 Title VI Program document will be available for review and public comment at sacrt.com/titlevi. The document will be released on Wednesday, March 1, 2023 for a 30-day comment period through Friday, March 31, 2023.

SacRT Overall Performance Scorecard

Strategic Pillar	Overall Metric	FY2023 Performance Goals	FY23 Annual Performance Results		Goal Points	Q2 Earned Points	Definition	
			Q1 (July-Sept)	Q2 (Oct-Dec)				
Operational Excellence	Operating Cost Per Vehicle Revenue Hour	FY21 Budgeted Cost Per Hour:						
	Bus:	\$167.10	\$169.23	\$172.86	3	2.90	The average operating cost of an hour of revenue service.	
	CBS Fixed:	\$224.58	\$263.00	\$236.59	3	2.84	The average operating cost of an hour of revenue service.	
	SmaRT Ride:	\$184.58	\$184.95	\$176.94	3	3.00	The average operating cost of an hour of revenue service.	
	SacRT GO:	\$235.86	\$191.51	\$191.71	3	3.00	The average operating cost of an hour of revenue service.	
	Light Rail:	\$415.04	\$394.75	\$383.83	3	3.00	The average operating cost of an hour of revenue service.	
	On-Time Performance							
	On-Time Performance (Fixed Route)	80%	81.64%	79.60%	3	3.00	The percentage of trips completed within the scheduled on-time window.	
	On-Time Performance (Paratransit)	85%	78.00%	79.00%	3	2.79	The percentage of trips completed within the scheduled on-time window.	
	On-Time Departure (LR)	97%	97.50%	97.70%	6	6.00	The percentage of trips completed within the scheduled on-time window.	
	Mean Distance Between Failures (Miles)						The average miles between mechanical problems that result in a vehicle not completing its scheduled revenue trip, or a vehicle not starting its next scheduled revenue trip.	
	Bus	13,700	10,397	10,892	3	2.39	Total fleet miles divided by total monthly road calls.	
	CBS/SacRT GO/ SmaRT Ride	TBD	42,076	54,167	3	3.00	Total fleet miles divided by total monthly road calls.	
	Light Rail	8,200	8,569	9,763	4	4.00	Total fleet miles divided by total monthly road calls.	
System Cleanliness	100%	85%	89%	5	4.44	The average score for LR Stations, Bus Stops, bus and light rail vehicle cleanliness metrics.		
Collisions Per 100k Miles (YTD)	1.6	0.78	0.57	5	5.00	The number of preventable accidents per 100,000 miles on a 12-month rolling average. Calculated by (Preventable accidents/ Revenue Miles) *100,000.		
TOTAL POINTS					47	45.35		
Community Value	Rebuild Ridership Trust	3,273,106	3,195,538	3,626,854	10	10.00	The average number of unlinked trips per revenue hour across all service modes.	
	Fare Evasion Rate	2.08%	1.20%	1.16%	5	5.00	Percentage of fares inspected divided by the number of citations issued for the month.	
	Social Media Engagement							
	Facebook Reach/Impressions	140,000	149,235	92,199	2	1.32	Total reach/impressions of content shared on SacRT social media platforms.	
	Twitter Reach/Impressions	400,000	218,400	111,600	2	0.56	Total reach/impressions of content shared on SacRT social media platforms.	
	Instagram Reach/Impressions	30,000	15,546	18,744	2	1.25	Total reach/impressions of content shared on SacRT social media platforms.	
	LinkedIn Reach/Impressions	25,000	25,924	12,228	2	2.00	Total reach/impressions of content shared on SacRT social media platforms.	
TOTAL POINTS					23	20.12		
Employee Engagement	2019 Employee Survey Results							
	% Agree They Receive Timely Feedback on Performance from Supervisor	68.15%	64.90%	64.90%	4	3.81	The % of employees that somewhat agree, agree, or strongly agree that they receive timely feedback on their performance from their supervisors.	
	% Agree Teamwork is Encouraged and Practiced	73.92%	70.40%	70.40%	3	2.86	The % of employees that somewhat agree, agree, or strongly agree that teamwork is encouraged and practiced.	
	% Agree They Receive Enough Training to be Their Best at Work	84.11%	80.10%	80.10%	3	2.86	The % of employees that somewhat agree, agree, or strongly agree that they receive enough training to be best their best at work.	
	% Overall I am Happy At Work	88.50%	88.50%	88.50%	3	3.00	The % of employees that somewhat agree, agree, or strongly agree that they are happy at work at SacRT.	
	% Agree they Have a Good Working Relationship with Those Around Me	96.50%	96.50%	96.50%	2	2.00	The % of employees that somewhat agree, agree, or strongly agree that they have a good working relationship with those around me.	
TOTAL POINTS					15	14.52		
Customer Satisfaction	Overall Customer Satisfaction	3.5	3.7	3.7	10	10.00	Through customer surveys, using a scale of 0 to 5 of how satisfied the public is with SacRT. The KPI goal is overall score of 3.5 or higher.	
	Service Level for Calls Answered for Customer Service, Customer Advocacy queues							
	Customer Service	80%	74%	75%	2.5	2.34	Percentage of calls answered within 20 seconds for Customer Service.	
	Customer Advocacy	60%	44%	46%	2.5	1.92	Percentage of calls answered within 20 seconds for Advocacy queues.	
TOTAL POINTS					15	14.26		
OVERALL PERFORMANCE SCORE					100	94.25		

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Kevin Schroder, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF JANUARY 27, 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 January 27, 2023.

Meeting Notes

Item 2. Public Comments

- A RailPAC member had comments to supply food service on the trains.
- Citizen talked about limited service, and food cart potentially due to lower income section of the population.

Item 3. Consent Calendar

All comments were approved.

Item 4. Recognition of Former Vice Chair Frazier (Stacey Mortensen/Dan Leavitt)

Board Vote:

- All approved.

Item 5. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the 2023 Amended Interagency Transfer Agreement with the California Department of Transportation for Administration of the San Joaquins Intercity Passenger Rail Service and Authorizing the Executive Director to Execute Any and All Documents Related to the Project including Approving any and all Amendments thereto within Her Spending Authority (Brian Schmidt/Autumn Gowan)

Staff Comments:

The 2023 Amended ITA makes the following changes:

- Adds a new Appendix L “Venture Railcar Equipment Transfer and Maintenance Agreement”.
- The intent is to contract with the Rail Commission as the Maintainer.

- Venture railcar maintenance services will not be performed by Amtrak. Currently, all other equipment in the Caltrans owned rail fleet will be maintained by Amtrak.
- Extends the termination date and provides an option to renew.
- Updates provisions regarding insurance and mutual indemnification.
- Include an equipment repair fund which will be used for wreck repairs as needed.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

Item 6. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute Amendment 01 to the FY 2023 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving any and all additional Amendments thereto within Her Spending Authority (Brian Schmidt/Autumn Gowan)

Staff Comments:

- The Authority will be responsible for the administration, maintenance, management, oversight, and operation of the Venture Railcars.
- This First Amendment to the FY2023 Operating Agreement will transfer operations of the Venture Railcars to Amtrak.

Board Comments:

- Vito: Asked about nationwide efforts by Amtrak and the federal government to increase service.

Public comments:

- N/A

Board Vote:

- All approved.

Item 7. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Executive Director to Execute and Submit Any and All Grant Applications, Agreements, Certifications, and Assurances and any other documents necessary to Obtain Financial Assistance Provided by the California State Transportation Agency Under the Transit and Intercity Rail Capital Program (TIRCP) (Dan Leavitt)

Staff Comments:

- The proposed project expansion of the Altamont Corridor Express (ACE) will be presented to the San Joaquin Regional Rail Commission (Rail Commission) who is the owner and operator of ACE.

- The Rail Commission Board will present their own Board approval item for the Rail Commission portion of this joint application in February.
- Project Description: San Joaquin's 9th Daily Round-Trip Stockton to Fresno. This project includes capital improvements towards the extension of the 9th daily round trip on the BNSF corridor from Stockton to Fresno and a reconfiguration of the temporary short run service from Natomas to Stockton.
- Network Integration Planning: Request for additional planning resources for further network integration planning efforts.

Board Comments:

- Vito: Do we need planning studies before accepting any funds? Staff response: We have studied the requested needs in the grant application.

Public comments:

- Asked about the application due dates.

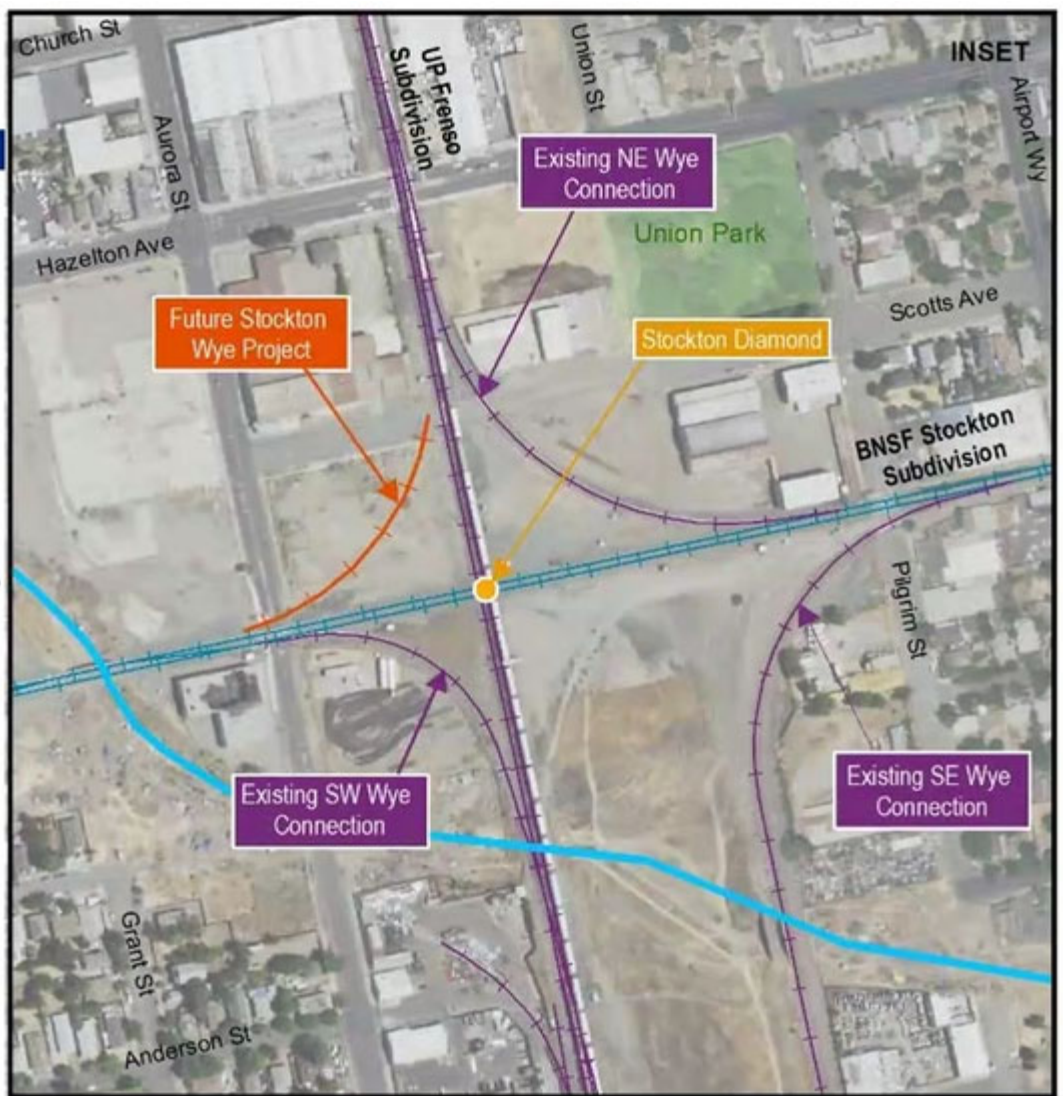
Board Vote:

- All approved.

Item 8. 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 \$10,961,738 for the Stockton Wye (Angela Miller)

Staff Comments:

- Senate Bill 1 (SB 1) created the State Rail Assistance (SRA) Program by directing a portion of new revenue specifically to intercity rail and commuter rail.
- SB1 directs a 0.5% portion of new diesel sales tax revenue for allocation, with half going to the five commuter rail providers and half to intercity rail corridors.
- SRA was created to provide operating and capital assistance for commuter and intercity rail agencies.
- The Authority has been preserving an available balance in SRA funding of \$26,670,000 because the larger Madera Station, Stockton Wye and Oakley Station projects that are underway and will require additional funding due to post-pandemic price increases.
- Many materials are 12-18 months out for delivery.
- The Stockton Wye project will construct a northwest track connection between the two railroads at the Stockton Diamond where a connection does not currently exist.
- The connection provides a critical connection for Amtrak San Joaquin trains running north-south to connect with San Joaquin trains running east-west.
- It will also improve the operation efficiency of ACE, BNSF, UPRR and short-haul freight trains.
- The original cost estimate for the Stockton Wye was completed in early 2019 at approximately \$9-\$11 million.
- The updated project cost is estimated at \$17.5 million.
- The requested funding for the Stockton Wye would leave an existing SRA balance of nearly \$16 million for other projects.



Board Comments:

- Vito: How much funds enter the program each year? Staff response: The program gains around \$5-6 million a year from allocations.

Public comments:

- N/A

Board Vote:

- All approved.

Item 9. Approve a Resolution of the Governing Board of the San Joaquin Powers Authority Approving an Agreement with Resource Systems Group, Inc. for Passenger and Market Research Services for an Amount Not-To-Exceed \$875,026 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project (David Lipari/Autumn Gowan)

Staff Comments:

- As the San Joaquin's continue to recover in ridership from the pandemic, it is important to understand more about the passengers and potential ridership market.
- In 2019, a similar effort to this scope of work was performed. The data from this new project will help the agency understand how the ridership and market has changed.
- There will be onboard Passenger Research and Market Research preformed in tandem with SJRRC for ACE.
- The project is setup to have research performed on a bi-annual basis.
- FY 22/23 is the first research year, and the contract amount covers the three research years and optional fourth year.
- Awarded to Resource Systems Group, Inc.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- All approved.

Item 10. Election of Officers (Vice Chair Espinosa)

Staff Comments:

- N/A

Board Comments:

- Pat Hume elected Chair.
- Rodrigo Espinosa elected chair.
- Doug Verboon elected vice chair.

Public comments:

- N/A

Board Vote:

- All approved.

Item 11. DB Travel Time Reductions and Express Service Analysis and Conclusions (Dan Leavitt/Michael Weaver)

Staff Comments:

- The consultants were tasked with identifying travel time savings, and the identification of potential operational issues and/or benefits. The study was delayed from 2017 due to the pandemic and other priorities.
- The major goal was to reduce travel time from northern California to Bakersfield to under six hours.

Several initiatives were explored to reduce trip time on the San Joaquin Corridor with three options recommended for additional study

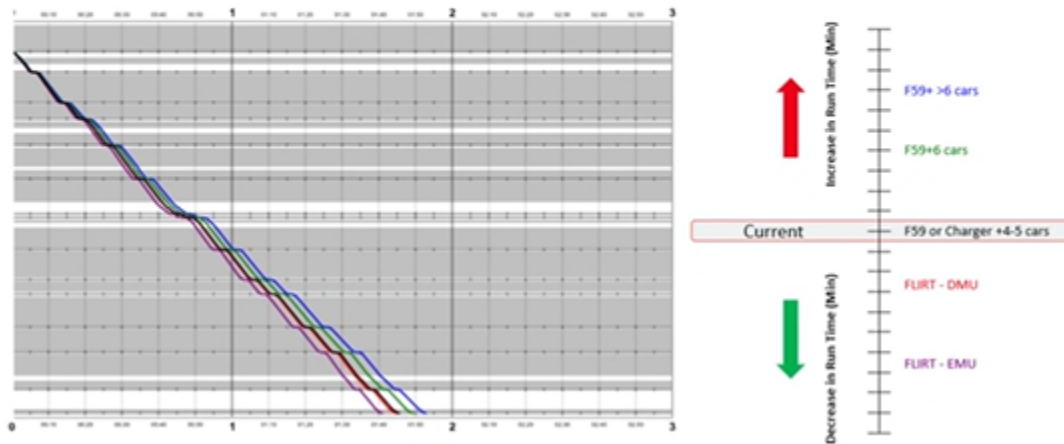


Explored Options	Results	Study Area	Recommended for further study
1 90 mph track speed upgrade + enhanced pulse ^{1A2}	42 minutes 12 minutes	Entire Corridor North of Merced	✓
2 Elimination of Merced Crew Change	Up to 7 minutes	North of Merced	✓
3 Terminate at Emeryville	10 minutes	North of Merced	✗
Bakersfield Skip-Stop	13-24 minutes		
4 Bakersfield Express (First westbound, last eastbound)	36 minutes	Entire Corridor	✗
Bakersfield Express (90 mph)	68 minutes		
5 Upgrade permanent speed restrictions	2 minutes	North of Merced	✓

(1) 90 mph runtimes calculated using Viriato
 (2) Savings on pulse assumes optimized service plan and 5% distributed recovery time



Optimizing consists, including reducing coaches and using newer Charger locomotives, will have modest travel time reductions



General comment: not much difference with other equipment

Raising speeds to 90 mph reduces trip time and allows for a more efficient schedule pattern



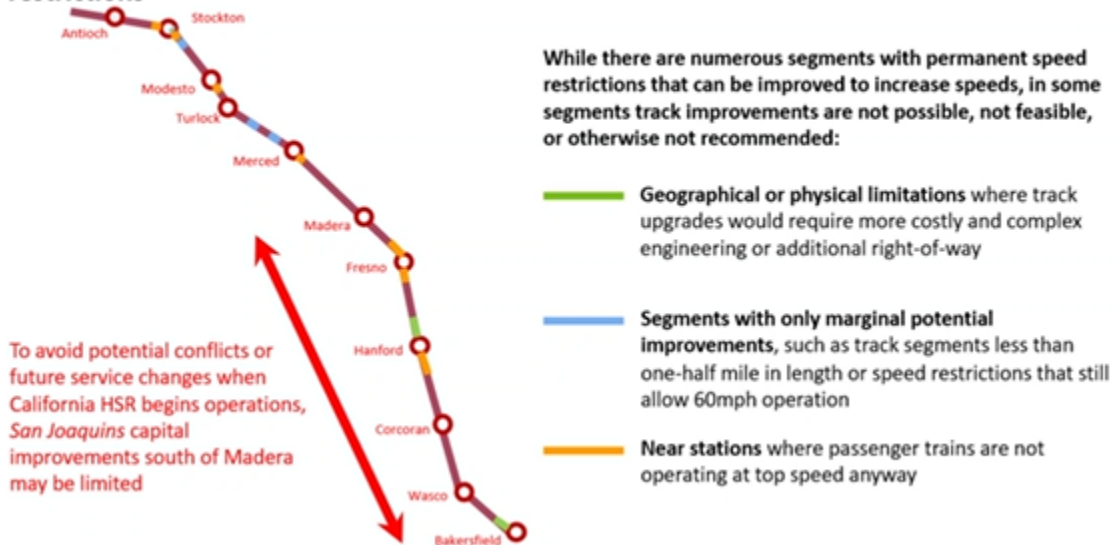
90 mph maximum and curve speeds



*General: faster speed allows for better operations of tracks.

90 mph maximum and curve speeds

There are limited opportunities to increase speeds of permanent speed restrictions



Once trip time is below 6 hours, mid-route engineer change will not be required which will have additional time savings



Eliminate Crew Change

Opportunity

- 10-minute Merced station dwell can be reduced with elimination of the engineer change

Time Savings

- 7 minutes

Other Considerations

- Increased lodging costs for crews in Bakersfield or Oakland
- Cost of crew base closure at Merced

Additional Analysis

Amtrak labor rules require **penalty payments** if a work assignment scheduled for less than 6 hours requires more than 6 hours **10 times in a 15-day period**.



Starting and ending service at Emeryville would reduce trip time by 10 minutes compared to starting and ending at Oakland



Terminate at Emeryville



Pros	Cons
10 minutes time savings	73,391 on/off's in FY 2018 at Oakland
Reduction in train volume between Oakland and OMF	Loss of one seat ride between Bakersfield to Oakland
Reduction in crew on duty time	Complication of bus connections



Near term, this option would strand a high ridership station

Oakland will continue to be a major market on San Joaquin service

Skip Stop

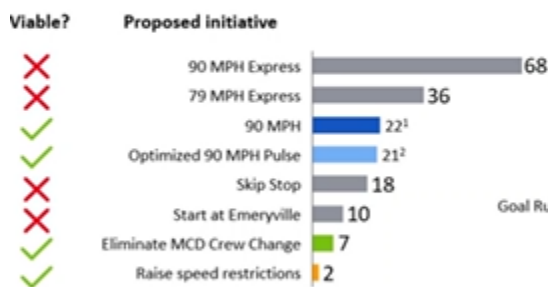
Skip stop and express service would disconnect smaller markets from the California rail network



Multiple stopping patterns disrupt the streamlined operational patterns of the all-day pulse schedule and significantly restrict or eliminate trips offered between intermediate stops

Reducing end-to-end run times below 6 hours prior to introduction of HSR can be achieved through multiple initiatives

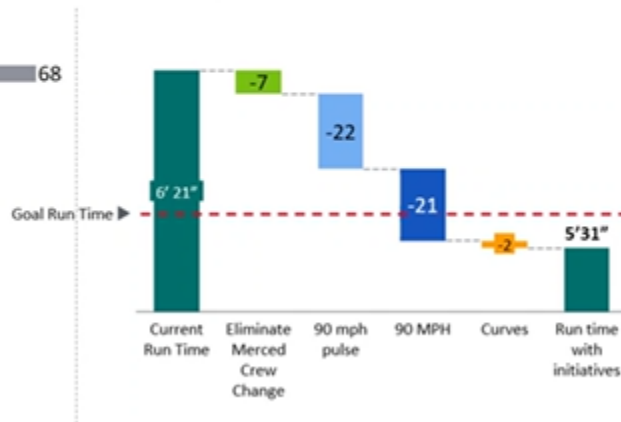
Summary of savings by concept (minutes)



✓ Viable ✗ Non-viable

(1) 90 mph runtimes calculated using Viriato
(2) Savings on pulse assumes optimized service plan and 5% distributed recovery time

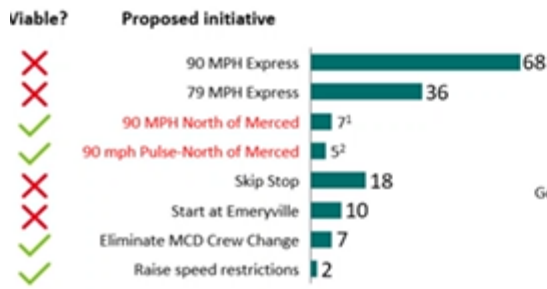
Implementing multiple initiatives will achieve the run time goal



If near term investments are targeted only north of Merced, there will not be sufficient time savings to achieve targeted trip times



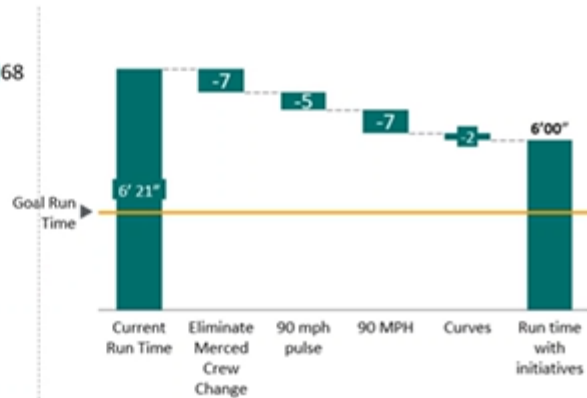
Summary of savings by concept (minutes)



✓ **Viable**
✗ **Non-viable**

1) 90 mph runtimes calculated using Viriato
 2) Savings on pulse assumes optimized service plan and 5% distributed recovery time

Implementing multiple initiatives will achieve the run time goal



Board Comments:

- Vito: These graphs show the competitiveness of making changes to rail.

Public comments:

- Thank you for the pros and cons of changes to rail service.

Board Vote:

- N/A

Item 12. Update on 2023 SJJPA Business Plan (Dan Leavitt)

Staff Comments:

- Purpose: Identify SJJPA’s intentions for the next two State Fiscal Years approved by the State and used to develop annual appropriations requests to the State Legislature.
- Public review draft of the plan will be released in late February 2023.
- Final draft will be presented to the board on March 24, 2023.
- The draft plan will highlight impacts from ridership and revenue.
- There is also discussion of next steps for the full return of San Joaquins service, including reintroduction of the 7th roundtrip for the Sacramento region and additional thruway bus service.
- There will be details of the expanded Valley Rail Program planning for 2030 including the Valley Rail extension north from Sacramento to Butte County.

Board Comments:

- No comments

Public comments:

- Comments about train connections to Sacramento.

Board Vote:

- N/A

Item 13. Report to the Legislature on SB 742 Implementation (Dan Leavitt)

Staff Comments: SB 742, signed by Governor Newsom in 2019, removed the requirement for intercity passenger rail/thruway bus services to sell companion rail ticket as condition of the sale. This is the follow up report:

SB 742 Report to Legislature

- Between January 2022 and November 2022, the average bus-only (non-connecting) monthly ridership for each of the routes offering bus-only ticketing associated with the San Joaquins was as follows:
 - Route 1C (Bakersfield – Santa Monica) = 488
 - Route 7 (Martinez – Santa Rosa – Arcata) = 389
 - Route 10 (Santa Barbara – Bakersfield – Las Vegas) = 1,042
 - Route 15 (Merced/Fresno – Yosemite) = 4,725
 - Route 18 (Visalia – Hanford – Santa Maria) = 232
 - Route 19 (San Bernardino – Pasadena – San Bernardino) = 557
- SJJPA staff believe the impacts of SB 742 implementation efforts have been minimal to privately operated motor carrier services.

Board Comments:

- N/A

Public comments:

- Question about connections from bus service along I-5 and rail connections.

Board Vote:

- N/A

Item 14. Board Member Comments

- N/A

Item 15. Executive Director's Report Adjournment

- Potential program to get funds for double tracking along corridors. Updates to follow this year.

The next regular meeting is scheduled for: March 24, 2023 – 9:00 am

STAFF REPORT

DATE: February 27, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Michael Cormiaie Director, Light Rail Maintenance
SUBJ: CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING
SUMMARY OF FEBRUARY 15, 2023.

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board Members present: Bret Daniels, Caity Maple.

RESULT OF RECOMMENDED ACTION

AGENDA

- I. Call to Order 10:01
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action-Passed*
 1. Approve Continuation of Virtual Meetings During the COVID-19 Pandemic
Public comment: M. Barnbaum.
 2. Approve Minutes of the November 16, 2022, Meeting
 3. Authorize Federal-State Partnership for Intercity Passenger Rail Grant Applications to Support the Sacramento to Roseville and Link21 Projects
- V. Action and Discussion Items
 1. Authorize FY 2022-23 CCJPA/Amtrak Operating Agreement *Action - Passed*
 2. Approve Right-of-Way Acquisition and Utility Relocation for Sacramento to Roseville Third Main Track Phase One Project. *Action - Passed*
 3. California Integrated Travel Project (Cal-ITP) Update. *Info*
Public Comment: M. Barnbaum. Director Comment: Suds, Saltzman,
 4. Capital Project Update – *Info*
 - a. Capital Project Spotlight: Corridor Identification and Development Program
 - b. CCJPA Capital Project Portfolio
Public Comment: M. Barnbaum. Director Comment: McConnell.
 5. Legislation and Funding Update – State and Federal
 6. Managing Director's Report *Action*
Public Comment: M. Barnbaum. Director Comment: Houdesheldt, Daniels, Torres.
 7. CCJPA Project and Program Updates *Info*
 - a. CCJPA Annual Independent Audit (FY 2021 & FY 2022). *Info*
 - b. Marketing and Communications Activities.
 - c. Sacramento to Roseville Third Track.

- d. South Bay Connect.
- e. Link21.
- f. Davis Crossover and Signal Replacement.
- g. Stege Crossover and Signal Upgrade
- h. Agnew Siding
- i. California Passenger Display System (CalPIDS) Modernization.
- j. Right-of-Way Safety & Security Program
- VI. Board Director Reports
- VII. Public Comments
 - Public Comment: Paul, Support rider advisory committee.*
- X. Adjournment

Next Meeting Date: 10:00 a.m., April 19, 2023 – Solano Transportation Authority, Suisun, CA