



Sacramento Regional Transit District

**BOARD MEETING NOTICE TO THE PUBLIC
& AGENDA**

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

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

Boardcomments@sacrt.com

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

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

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

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



Sacramento Regional Transit District Agenda

REVISED 7/21/2023
– revision to text for
agenda item 2.6

BOARD MEETING
5:30 P.M., MONDAY, JULY 24, 2023
SACRAMENTO REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com
(29th St. Light Rail Station Bus 38, 67, 68)
See notice for Teleconference information.

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

Alternates: Directors Chalamcherla, Sander, Schaefer, Suen

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

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

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: SmarT Ride Update (L. Ham)

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

8. GENERAL MANAGER'S REPORT

8.1 General Manager's Report

a. Major Project Updates

b. SacRT Meeting Calendar

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

9.1 Capitol Corridor Joint Powers Authority Meeting Summary – June 21, 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

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

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

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

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

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

*NOTICE TO THE PUBLIC

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

Public comment may be given on any agenda item as it is called and will be limited by the Chair to 3 minutes or less per speaker. Speakers using a translator will be provided twice the allotted time. When it appears there are several members of the public wishing to address the Board on a specific item, at the outset of the item the Chair of the Board will announce the maximum amount of time that will be allowed for public comment.

Matters under the jurisdiction of the Board and not on the posted agenda may be addressed under the Item "Public addresses the Board on matters not on the agenda." Up to 30 minutes will be allotted for this purpose. The Board limits public comment on matters not on the agenda to 3 minutes per person and not more than 15 minutes for a particular subject. If public comment has reached the 30 minute time limit, and not all public comment has been received, public comment will resume after other business has been conducted as set forth on the agenda. The Board will not act upon or discuss an item that is not listed on the agenda except as provided under Section 3.1.3.6.

This agenda may be amended up to 72 hours prior to the meeting being held. An Agenda, in final form, is located by the front door of Regional Transit's building at 1400 29th Street, Sacramento, California, and is posted on the SacRT website.

This meeting of the Sacramento Regional Transit District will be cablecast on Metro Cable 14, the local government affairs channel on Comcast, Consolidated Communications and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at metro14live.sacounty.gov. Today's meeting replays Thursday, July 27th at 12:00 PM and Saturday, July 29th at 2:00 PM on Channel 14. This meeting can also be viewed at youtube.com/metrocable14.

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

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on SacRT's website, on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District, and are available for public inspection at 1400 29th Street, Sacramento, California. Any person who has any questions concerning any agenda item may call the Clerk to the Board of Sacramento Regional Transit District.

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF JUNE 12, 2023

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
June 12, 2023**

ROLL CALL: Roll Call was taken at 5:30 p.m. PRESENT: Directors Budge, Daniels, Kozlowski, Maple, Serna, Singh-Allen, Valenzuela and Vice Chair Jennings. Absent: Directors Hume, Loloee and Chair Kennedy.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of May 22, 2023
- 2.2 Ordinance: Adopt Ordinance 2023-06-001, Amending and Restating Title V, "Providing a Special Claims Procedure" of Sacramento Regional Transit's Administrative Code (J. Adelman)
- 2.3 Resolution 2023-06-060: Approve Project List for Funding under the Roadway Repair and Accountability Act (SB1) State of Good Repair for Fiscal Year 2024 (L. Ham)
- 2.4 Resolution 2023-06-061: Approve Contract for Trane Chiller and Water Treatment Equipment Preventive Maintenance and On-Call Repair Services with ACCO Engineered Systems, Inc. (L. Ham)
- 2.5 Resolution: 2023-06-062: Approving (1) a Sole Source Procurement and (2) the Eighth Amendment to Contract for Mobile and Online Fare Application with Bytemark, Inc. (J. Johnson)
- 2.6 Resolution 2023-06-063: Adopting a Categorical Exemption for the Revised Watt Avenue/Interstate 80 Transit Center Improvements Project (L. Ham)
- 2.7 Resolution 2023-06-064: Approving the Fourth Amendment to the Contract for SacRT GO Vehicle Cleaning, Fueling, and Maintenance Services with Paratransit, Incorporated to Exercise Contract Option Year 4 (C. Alba)
- 2.8 Resolution 2023-06-065: Declaring Midtown Administrative Complex Properties Excess to Transit Operations as Surplus (J. Adelman)
- 2.9 Conditionally Approving the Third Amendment to the Contract for General Engineering Support Services – 2020 and Conditionally Approving Work Order No. 18 with Mark Thomas & Company, Inc. (L. Ham)

- A) Resolution 2023-06-067: Conditionally Approving the Third Amendment to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc.; and
- B) Resolution 2023-06-068: Conditionally Approving Work Order No. 18 to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. to Provide Design Support During Bid and Construction of the Watt/I-80 Transit Center Improvement Project

2.10 Resolution 2023-06-069: FY 23-24 Insurance Renewals (J. Adelman)

Director Valenzuela requested that item 2.8 be pulled for a future meeting.

Speakers:

Roman Hernandez commented on Item 2.5. Mr. Hernandez stated fare should be free for all and suggested that the money used for these contracts be applied towards free fares for the unhoused.

Roman Hernandez commented on Item 2.8. Mr. Hernandez stated that the funds from the sale of properties should be used to offer free fare for all.

Director Daniels asked Mr. Hernandez for clarification of his statement that public service should not be treated as a business.

Mr. Hernandez confirmed that was his statement and added that taxes should cover the cost of ambulance, fire, police services and public transit.

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

Mr. Bryant stated that the Connect Card machines should be on light rail vehicles to prevent damage.

Mr. Hodgkins supports the contract with ACCO Engineering and rebuilding the Watt/I-80 light rail station. He stated that the restrooms at Watt/I-80 are not available to the public because they are not ADA compliant. He agreed that Connect Card machines should be onboard the trains.

Director Kozlowski asked if there are restrooms that are not available to the public because they are not ADA compliant.

Melissa Noble, Senior Attorney, responded that the restrooms at stations are for operator use during breaks and layovers and not designed for use as a public accommodation under the ADA.

In response to Director Kozlowski's further question about availability of ADA accessible restrooms for operators, Mr. Li stated that staff would look into it and report back.

ACTION: APPROVED - Director Serna moved; Director Kozlowski seconded approval of the consent calendar with the exception of item 2.8. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Kozlowski, Maple, Serna, Singh-Allen, Valenzuela and Vice Chair Jennings. Noes: None; Abstain: None; Absent: Director Hume, Loloee and Chair Kennedy.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

5.1 Public Hearing and Adoption of the Fiscal Year (FY) 2024 Operating and Capital Budgets (J. Johnson)

A. Accept Public Comments; and

B. Resolution 2023-06-070: Adopt the FY 2024 Operating and Capital Budgets

Jason Johnson gave a brief presentation and stated there have not been any changes to the bottom line of the budget since the May 8th draft, however, in consideration of recently concluded negotiations with several union groups, SacRT agreed to an additional 1% salary increase on top of the previously negotiated 3% annual merit increase for both FY23 and FY24 for all OE3 members and MCEG (non-represented) employees.

Mr. Johnson acknowledged the Board for their policy guidance, Mr. Li for his direction, and the entire leadership and management team for making it a collaborative and participatory budget process.

Speakers:

Roman Hernandez recommended eliminating staff checking tickets and instead have them check on rider well-being.

Jeffery Tardaguila recommended larger fonts and line items for significant changes that impact the budget.

Public comment was taken by phone from Rick Hodgkins.

Mr. Hodgkins supports the sale of unused buildings and property.

Director Serna responded to comments regarding free fare for all stating D.C. is a municipal service vs. an independent district and they are now rectifying a \$32M deficit. He asked Mr. Li to speak on this.

Mr. Li stated that the D.C. City Council allocated money from their budget to pay for free rides and added that making transit free has been SacRT's wish and was hoping to do this had Measure A passed. SacRT was the first agency in the nation to make free transit for youth and is able to do this with the help and support of the City, County, and school districts who pay the fare. Also, SacRT does give passes to organizations who help the unhoused so they can also ride free.

Director Serna acknowledged former Board member Jay Schenirer's idea of free fare for youth and stated without the financial commitment from cities and counties to provide free fare, services would need to be cut.

Mr. Li would like to look at potential funding sources to make public transit free.

Public comment was taken by phone from Nick Bryant.

Mr. Bryant is in support of passing the budget.

ACTION B: APPROVED - Director Kolowski moved to close the public comment and adopt Resolution 2023-06-070; Director Budge seconded. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Kozlowski, Maple, Serna, Singh-Allen, Valenzuela and Vice Chair Jennings. Noes: None; Abstain: None; Absent: Director Hume, Loloee and Chair Kennedy.

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Speakers:

Robert Coplin attended an ACE meeting, and they discussed issues which included restrooms at the light rail stations, safety, longer transit hours and free fares.

Jeffery Tardaguila commented about communication regarding the elevators at the Watt/I-80 light rail station.

Roman Hernandez stated riders should be able to give their ticket to another rider and exceptions to policies should be made.

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

Mr. Hodgkins stated that a television campaign should be used to help pass SB1 and Measure A. He also wanted paratransit service drivers to be informed that riders should be dropped off at patient drop off or at the new bus pick up/drop off location.

Mr. Bryant requested for trash along the bushes and the graffiti at the Watt/I-80 light rail station be cleaned up.

7. NEW BUSINESS

7.1 Resolution 2023-06-066: Approval of the FY 2023 Annual Performance Evaluation for the General Manager/CEO, Henry Li (S. Valenton)

Shelly Valenton presented the item. She shared the Board met in closed session on May 22, 2023 and was given a comprehensive report which is included in the Annual Performance Evaluation for the General Manager/CEO, Henry Li staff report. The FY 23 objectives and accomplishments and FY 24 performance objectives and goals presented to the Board are in line with SacRT's FY 2021-2025 Strategic Plan, guided by the four pillars that drive SacRT's strategic priorities: Operational Excellence, Customer Satisfaction, Employee Community Value, and Employee Engagement. Embedded in SacRT's strategic plan is a performance scorecard, which tracks quarterly metrics, tactics, and milestones for achieving SacRT's goals. She referred to SacRT's year to date performance scorecard with an overall score of 95.54, indicating that SacRT is making tremendous progress and consistently delivering results in all performance areas. She reported that the Board determined that the GM/CEO has met, and in most cases, exceeded, the key performance goals set for FY 2023. In recognition of this, it was proposed that the GM/CEO receive a 4% performance-based salary increase, similar to what MCEG and OE3 employees are receiving this year.

Speakers:

Roman Hernandez does not support the 4% increase in salary.

Jeffery Tardaguila stated more communication is needed from Mr. Li.

Director Serna respectfully disagrees with some of the speakers. As a Board member for 13 years and knowing where SacRT was and the fundamental and fiscal challenges that were faced, and knowing where SacRT is now, Mr. Li's leadership has helped to turn things around. Director Serna moved the item.

Director Budge seconded.

Director Singh-Allen shares the same sentiments as Director Serna. She stated that running an organization this size comes with challenges but, she is 110% confident in Mr. Li. Mr. Li's commitment to continuous improvement is evident everyday in the work that he does. She believes also in honoring contracts. There are benchmarks for success that he has met and exceeded in many areas. She thanked Mr. Li.

Director Daniels stated that he already had respect for Mr. Li before joining the Board and now has even more respect for Mr. Li since joining the Board. Director Daniels recognized several components to running a large organization and complimented Mr. Li on the job he is doing. To run things perfectly would be unrealistic. It is an extremely complex operation and Mr. Li does an incredible juggling act to make everything happen. Mr. Li is extremely well respected by the Board, the organization, in this region and beyond.

This town is lucky to have him.

Director Valenzuela echoed her prior colleague's comments. She complimented Mr. Li on his transparency of putting his evaluation on agenda. Mr. Li knows what every transit agency is doing, what is cutting edge and he would like to do it. What he needs more than anything is partnership and support. She commended Mr. Li and the SacRT team for willing to go as far as the public will support them to go.

Director Maple left the meeting at 6:41 PM.

Vice Chair Jennings also respectfully disagrees with the speaker and stated Mr. Li is a passionate leader, a great teammate, committed and wants to be here and do better every day. Vice Chair Jennings is very much in favor of giving Mr. Li the raise of 4% as he has earned it and deserves it.

ACTION: APPROVED - Director Serna moved; Director Budge seconded approval of Item 7.1. Motion was carried by roll call vote. Ayes: Directors Budge, Daniels, Kozlowski, Serna, Singh-Allen, Valenzuela and Vice Chair Jennings. Noes: None; Abstain: None; Absent: Director Hume, Loloee, Maple and Chair Kennedy.

7.2 Information: Sacramento Area Council of Governments Presentation on Green Means Go and Transit Oriented Development (J. Adelman)

Jamie Adelman provided an update on SacRT's Transit Oriented Development (TOD) efforts. SacRT over the past 5 years has sold 8 properties of which 5 are identified as contributing to TOD and more will be coming to the market. She highlighted some of the properties and developments that are in the process of or have been completed.

Ms. Adelman stated future development that SacRT would like to support is TOD at the Meadowview Light Rail station. SacRT partnered with the City of Sacramento to apply for a Planning Green Means Go grant to fund a community driven master plan to encourage joint development of the neighborhood. Ms. Adelman announced that the City and SacRT were successful in the grant process and were awarded \$300,000 by SACOG to further efforts. She then introduced guest James Corless, Executive Director of SACOG, to provide a presentation and updates on the Green Means Go program.

Mr. Corless talked about the importance of the Green Means Go program and getting more houses developed around transit stations and along transit corridors. There currently is a state mandate to reduce greenhouse gas emissions from the transportation plan. To succeed, infrastructure money was needed from the state to build more housing along transit corridors. Much of the region advocated for \$400 million as a pilot program in state funding but, instead, \$600 million was received which translated into \$34 million of Green Means Go funding to fund water, sewer, utility, and infrastructure upgrades.

Mr. Corless used Stockton Blvd. Civic Lab Commercial Corridor as an example of how the City, County, SACOG and SacRT can work together to develop an area. He provided

some locations along the Gold Line with underutilized land and great potential and opportunity for infill development. When developed, the areas would have built-in riders. He shared details regarding the Sunrise Mall project, one of the first major mall re-envisioning, redevelopment projects in the region. Mr. Corless stated under Green Means Go, technical assistance was provided on the North Watt Avenue Corridor which could see as many as 10,000 new housing units.

Mr. Corless closed by stating there is tremendous opportunity around transit corridors and this program is critical to achieving regional greenhouse gas reduction targets, to get long-term ridership for SacRT, and to make a healthy, vibrant, equitable region. He announced a regional workshop on the future of the region will take place on Friday at the Folsom Community Center. Mr. Corless thanked the Board and SacRT for their partnership.

Director Kozlowski left the meeting at 6:58 PM.

Director Singh-Allen asked if there would be additional workshops.

Mr. Corless stated they will be coming out to every county in the fall or spring and the plan will not be adopted until 2025.

Director Singh-Allen said Elk Grove would love to host one of the workshops.

Director Budge congratulated Mr. Corless on the recent article in the Sacramento Bee and offered to host an event.

Mr. Corless stated we are in a housing shortage, a crisis and there is work to be done to convince the region that more housing and affordable housing is needed.

Director Jennings complimented the work being done at SACOG to move the region forward.

Mr. Corless stated the program will only succeed due to the partnerships with SacRT staff, cities, and counties.

Vice Chair Jennings stated Transit Oriented Development is a huge strategy.

Speakers:

Robert Coplin agrees with the program and stated a lot more low-income housing is needed.

Vice Chair Jennings asked if the workshop on Friday is open to the public.

Mr. Corless directed the public to their website sacog.org and mentioned there will be many other opportunities to weigh in.

Public comment was taken by phone from Rick Hodgkins.

Mr. Hodgkins supports Transit Oriented Development. The more housing that is developed the easier the chances to repeal the Costa-Hawkins Rental Housing Act.

Vice Chair Jennings stated the workshop details and thanked Mr. Coreless.

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. SacRT Meeting Calendar
 - c. Semi-Annual Report: EEO Officer
 - d. Semi-Annual Report: General Counsel
 - e. Semi-Annual Report: Internal Auditor

Mr. Li acknowledged several Board member birthdays that fall over the next few weeks.

Mr. Li thanked the Board members for their kind words and support for him and all staff with regards to the General Manager performance evaluation. He stated that this will further motivate SacRT to move the agency to the next level.

Mr. Li recognized National Automotive Service Professionals Day and SacRT mechanics are celebrated for keeping the system operating efficiently and safely for customers.

Mr. Li thanked the Board for their direction and successfully adopting a balanced budget which is often the most difficult process for an agency. He thanked the entire SacRT budget team and the new CFO, Jason Johnson for their hard work to make sure the budget process was smooth and effective.

Mr. Li stated that June is LGBTQ Pride Month, and the 2023 Sacramento Pride Festival was held this past weekend. SacRT partnered with the Sacramento LGBT Community Center to provide free rides to festival attendees.

Mr. Li reminded all that at the end of February, SacRT presented an update to the Board on the 4 Agency Partnership (SacRT, SACOG, SMUD and the Air Quality District). As collaboration and support for shared projects and a zero-carbon future continues, the agencies are coordinating a 4 Agency Joint Board meeting on November 9th. More details and a calendar appointment will be forthcoming.

Mr. Li announced last week the California Transportation Commission (CTC) released its 2023 grant funding recommendations which includes two grants to SacRT. If adopted at the June 28 meeting CTC Board meeting, SacRT would be awarded \$35 million to support the relocation of the train station and tracks at the Sacramento Valley Station and the Gold Line station platform modifications. SacRT is grateful for the support of the CTC.

Mr. Li extended an invitation to everyone to attend the “plug-in” ceremony of SacRT’s highly innovative public private partnership among GiddyUp, State Treasury Department, SMUD and SacRT, the electric charging hub at the Power Inn Light Rail Station. The opening of 10 Level 3 High Speed charges in an underutilized section of Power Inn Light Rail Station will be celebrated. The site will also offer two charging stations designed to accommodate large fleet vehicles. The event is linked to the 36th Electric Vehicle Symposium and Expo. The state estimates needing about 1.2 million chargers by 2030 and currently only about 80,000 public chargers have been installed statewide. The agreement with GiddyUp Inc. means that SacRT will receive monthly property and administrative fees as well as 10% share in all net revenues generated from the chargers. Mr. Li hopes the Board can join State Treasurer Fiona Ma, state energy department heads and political officials at the ceremony.

Mr. Li announced SacRT is excited to celebrate the opening of Salvatore Apartments. In 2018, SacRT sold property for nearly \$1 million, and Community Housing Works has completed construction of a sustainable, transit-oriented community project featuring 120 new apartment homes. Mr. Li invited all to an opening celebration on June 22nd.

Mr. Li noted that there will be a comprehensive Board update on the Watt I-80 elevators.

Mr. Li shared how proud he is of entering year five of the RydeFreeRT fare-free rides for youth program. The program allows all 265,000 students to ride all buses and light rail trains for free, all day, any day of the year. Students account for nearly 25% of all SacRT riders over the last year. Ridership is on pace to carry nearly 3.5 million youth in FY 2023, double what it was in 2019, pre-pandemic.

In closing, Mr. Li announced with a heavy heart the passing of Elk Grove bus operator, Dean Lucas on May 28th. He asked to join him in a moment of silence in remembrance of SacRT valued team member.

Speakers:

Robert Coplin requested for SacRT to apply for more grants for buses and bus operators.

Jeffery Tardaguila requested a revised timetable and progress update on the Los Rios and Folsom projects and a report on free rides and how it translates into increased ridership.

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

Mr. Hodgkins complimented Mr. Li on the job he has done and recommended auditory announcements onboard the light rail trains to inform riders when elevators are down.

Mr. Bryant congratulated Mr. Li on a great job and asked for the elevators and garbage in the bushes at the Watt I-80 light rail station be addressed.

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

9.1 San Joaquin Joint Powers Authority Meeting Summary - May 19, 2023

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 7:22 p.m.

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

13. CLOSED SESSION

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

a. One Case

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

a. Anderson v. SacRT
Case Number 34-2020-00279573

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

There was no Closed Session Report.

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 7:42 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, VP, Procurement, Real Estate and Special Projects
SUBJ: DECLARING MIDTOWN ADMINISTRATIVE COMPLEX PROPERTIES EXCESS TO TRANSIT OPERATIONS AS SURPLUS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

If adopted, this action will allow the Sacramento Regional Transit District (SacRT) to list the properties for sale, following state and federal surplus disposition processes.

FISCAL IMPACT

The declaration of surplus does not, in and of itself, result in a fiscal impact. Any subsequent transaction resulting in disposition of one or more of the properties will be brought to the Board for approval, at which time the fiscal impacts, including the costs associated with vacating the properties, will be discussed in detail. In general, with respect to properties acquired with Federal Transit Administration (FTA) assistance, the use of at least a portion of sales proceeds will be restricted to FTA-eligible capital projects.

DISCUSSION

As a result of recently executed leases for office and warehouse space at 1102 Q Street and 2710 R Street, respectively, SacRT is in the process of vacating the following parcels, all of which are within 0.3 miles of the 29th Street light rail station. Moving to these leased properties allowed SacRT to reduce its overall office footprint for administrative functions, increase efficiency and reduce overhead costs, while planning and securing capital funds for a permanent administrative campus. The soon-to-be vacant properties require expensive and ongoing maintenance and repairs to preserve state of good repair with their ages ranging from 45 years to almost 110 years old.

Staff recommends that the Board declare the following properties excess to transit operations and move forward to dispose of them as surplus property, with the restriction that the properties may not be used for the following purposes: auto - sales, storage, rental; auto service, repair; cannabis cultivation; cannabis manufacturing, nonvolatile; drive-through restaurant; equipment - rental, sales yard; gas station (excluding electric

vehicle charging facilities, which will be permitted); manufacturing, service and repair; mini storage; locker building; plant nursery; warehouse; distribution center; or wholesale store. These restrictions are generally consistent with current restrictions in the City of Sacramento's transit-oriented development ordinance (some of these uses might be permitted by the City through a conditional use permit for parcels between ¼ and ½ mile of a light rail station; as a condition of sale, SacRT would prohibit these uses even if the City might otherwise approve a conditional use permit).

Parcel List:

- 1516 29th Street (Assessor Parcel Numbers (APN) 007-0274-012 and -013): These parcels contain an office building of approximately 5,680 square feet with 8 adjacent parking stalls on a lot totaling approximately 6,800 square feet. The property was purchased by SacRT in 1998 with State Transit Assistance funds and was most recently used for the Finance Department. With the relocation of Finance staff to 1102 Q Street, the property is now vacant.
- 2831 P Street (APN 007-0274-026): This parcel is approximately 22,748 square foot and contains a 63-space parking lot. It was purchased by SacRT in 1981 with Fed 80%/20% Local funds and is currently used for employee parking. With the relocation of most administrative staff to 1102 Q Street, parking can be consolidated onto the leased Caltrans lots under the freeway between P and Q Streets.
- 2811 O Street (APN 007-0273-014 and -015): These parcels contain an office building of approximately 11,024 square feet, a 2,000 square foot portable building, 6 parking stalls, and a generator connected to 1400 29th Street on a total lot of approximately 17,067 square feet. The parcels were purchased by SacRT in 1986 with CA-90-X145 Fed 80%/20% Local funds. With the relocation of staff to 1102 Q Street and the consolidation of Operations Staff into 1400 29th Street, the property will soon be vacant, with the exception of the emergency backup generator, which will require an easement for as long as SacRT requires the generator to support Bus Operations at 1400 29th Street. Consequently, title to this parcel is conveyed, SacRT will reserve an easement for itself so that the generator can continue to be housed on that parcel.
- 2824 N Street (APN 007-0273-004): This parcel contains an office building of approximately 6,674 square feet. It was purchased by SacRT in 1973 with local funds. With the relocation of staff to 1102 Q Street, the property will soon be vacant.
- 2812 N Street (APN 007-0273-003): This parcel contains a building of approximately 21,695 square feet on a lot of approximately 19,200 square feet. It was purchased by SacRT in 1981 with CA 03-0063 Fed 80%/20% Local funds. It was most recently used for multiple departments and warehouse space. With the relocation of staff to 1102 Q Street and 2710 R Street, the property will soon be vacant.

In addition to the above parcels, while SacRT has currently consolidated Bus Operations staff within the building at 1400 29th Street (APNs 007-0273-008 and -022), SacRT's long-term plan is to build another Bus Maintenance and dispatch facility in the south area in the next 5-10 years, at which time the Bus Operations and maintenance functions would be redistributed. SacRT also currently has critical radio and network infrastructure located at 1400 29th Street.

Because the property at 1400 29th Street is significantly more valuable in combination with the adjacent vacant parcels on N Street, Staff is recommending that it be conditionally declared surplus, with the conditions that any proposed purchaser either:

- (1) Allow SacRT to lease back the property at no cost for a sufficient period of time to allow SacRT to complete a permanent relocation of all functions currently at the site; or
- (2) Provide SacRT with a suitable replacement property in close proximity to SacRT's bus storage and maintenance facilities through either a lease or purchase and compensate SacRT for the costs of relocation of staff, the server room, and the radio communication equipment and other associated cost.

The parcels known as 1400 29th Street contain an office building of approximately 23,000 square feet on a 12,800-square foot lot. The property purchased by SacRT in 1974 with CA 03-0063 Fed 80%/20% Local funds.

To dispose of the properties, SacRT will follow state Surplus Land Act (SLA) requirements (Government Code Section 54220 and following, as well as the Surplus Land Act Guidelines issued by the State Department of Housing and Community Development (HCD) in April 2021), federal requirements set out in 49 U.S.C. Section 5334 and FTA Circular 5010.1E, and Title VII of SacRT's Administrative Code.

The SLA requires that SacRT issue a Notice of Availability (NOA) to HCD notifying the HCD of the availability of SacRT's surplus properties and provide the NOA to statutorily-specified agencies and to entities on the state's list of affordable housing developers. The SLA provides a period of 60 days for a qualifying entity or association to notify SacRT of its interest in the property.

If a notice of interest is provided, SacRT must engage in a 90-day period of good faith negotiations to determine a mutually-satisfactory sales price and terms or lease terms. If agreement cannot be reached with a purchaser qualified under the SLA, the properties may then be marketed to the public at large, with the caveat that if housing is to be developed on the property, a portion of the units must be set aside for affordable housing through a restrictive covenant that is recorded against the property.

For FTA-assisted properties, the FTA requires that SacRT request disposition instructions and obtain FTA approval prior to transferring a real estate interest. To the extent that SacRT intends to sell a property, the FTA requires that sales procedures "be followed that provide for competition to the extent practicable and result in the highest possible return or at least payment of appraised fair market value."

Title VII of the SacRT Administrative Code Section 7.6.04, written to reflect FTA guidelines at the time, requires surplus property acquired with federal funds to be sold to the “highest bidder.”

Because there may be other factors driving SacRT’s determination of the best overall proposal for SacRT, which may not be from the highest bidder and because the SLA requires SacRT to enter into an agreement with the offeror who will produce the most housing, not the highest bidder, Staff recommends that the Board waive the requirement that SacRT sell these parcels to the highest bidder, since that runs counter to the requirements set out in the SLA Guidelines and are inconsistent with what the FTA now allows.

Offers on the properties will be presented in the future to the Board for review and consideration. Concurrence from the state and the FTA, as applicable, will be required prior to final disposition.

RESOLUTION NO. 2023-07-071

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

July 24, 2023

DECLARING MIDTOWN ADMINISTRATIVE COMPLEX PROPERTIES EXCESS TO TRANSIT OPERATIONS AS SURPLUS

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

THAT, subject to the terms and conditions set out below, the real properties described as Assessor Parcel Numbers: 007-0274-012 and -013, -026, 007-0273—004, 014, -015, 007-0273-008 and -022 are hereby declared to be surplus to transit operations in accordance with the California Government Code Section 54221 (California Surplus Land Act), federal requirements, and Section 7.6.01 of Title VII of Sacramento Regional Transit's (SacRT) Administrative Code.

THAT, the Board hereby waives the requirement in Section 7.6.04 of Title VII of SacRT's Administrative Code that federally purchased properties be sold to the "highest bidder" after an Invitation to Bid or Request for Proposals.

THAT, as required under California Government Code Section 54222, the General Manager/CEO is hereby authorized and directed to prepare and issue a Notice of Availability (NOA) as required under the California Surplus Land Act (SLA) and engage in negotiations with any qualified offerors responding to the NOA, for presentation to the Board for final approval.

THAT, if SacRT does not receive any notice of interest under the SLA or if negotiations under the SLA do not result in mutually-satisfactory sales price and terms, the General Manager/CEO is hereby authorized and directed, in accordance with Chapter 6 of the Title VII of SacRT's Administrative Code, to begin the process of soliciting offers from members of the general public to purchase the properties and to begin negotiating any offers received for disposition of the above-referenced surplus properties, for presentation to the Board for final approval.

THAT, the terms and conditions for any purchase of any of the properties under either the SLA or through competitive marketing to the general public will include, at a minimum:

- (1) The offeror must pay at least appraised fair market value for the property.
- (2) To the extent applicable, the FTA must approve the disposition of the property.
- (3) The purchaser is solely responsible for compliance with any applicable environmental requirements and entitlements related to the proposed development.
- (4) Use of property will be restricted to prohibit the following uses as a covenant running with the land: auto - sales, storage, rental; auto service, repair;

cannabis cultivation; cannabis manufacturing, nonvolatile; drive-through restaurant; equipment - rental, sales yard; gas station (excluding electric vehicle charging facilities, which will be permitted); manufacturing, service and repair; mini storage; locker building; plant nursery; warehouse; distribution center; or wholesale store.

- (5) As to APNs 007-0273-008 and -022, the offeror must either: (a) allow SacRT to lease back the property at no cost for a sufficient period of time to allow SacRT to complete a permanent relocation of all functions currently at the site; or (b) provide SacRT with a suitable replacement property in close proximity to SacRT's bus storage and maintenance facilities through either a lease or purchase and compensate SacRT for the costs of relocation of staff, the server room, the radio communication equipment and other associated cost.
- (6) To minimize SacRT's transaction costs, to the extent the other conditions are met and as permitted by applicable law and regulations, preference may be given to an offeror prepared to purchase the greatest number of the surplus properties in a single transaction if SacRT determines it is in its interest to do so.

THAT, nothing in this Resolution is intended to limit or restrict the Board from later determining that one or more of the foregoing properties qualify as "exempt surplus land" under the SLA and rescinding the surplus declaration as to that property.

THAT, nothing in this Resolution is intended to limit or restrict the Board from later determining that one or more of the foregoing properties is necessary for SacRT's use and rescinding the surplus declaration as to that property.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, VP, Procurement, Real Estate and Special Projects
SUBJ: APPROVING THE FIFTH AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH DENISE STANDRIDGE

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolution will amend the Personal Services Contract for Denise Standridge, extending the contract through June 30, 2024, and increasing the total consideration to \$165,140.

FISCAL IMPACT

The current contract value is \$125,000, with a proposed increase in consideration in this amendment of \$40,140, to bring the total contract value to \$165,140. This additional amount is included in the FY24 Operating Budget.

DISCUSSION

On February 5, 2020, SacRT entered a Personal Services Contract with Denise Standridge to provide assistance to the Risk Management Department in managing and representing SacRT in personal injury tort claims filed against SacRT. Ms. Standridge continues to provide expert guidance and support in litigation matters.

Ms. Standridge will also be providing training, assistance, and consultation to the Attorney III, Artak Paskevichyan, in the Risk Department with handling litigation matters. This includes but is not limited to reviewing medical records; drafting legal documents and pleadings; taking and/or defending depositions; reviewing case files; interacting with experts; and making court appearances. With multiple trials set for fall of 2023, Ms. Standridge will also assist with trial preparation documents. This position will also be available to cover the sole Attorney III handling litigation whenever he is not available.

Ms. Standridge brings with her unique set of skills. She was general counsel and litigator for AC Transit and has extensive experience in transit and California public law. She has been in the transit industry since 2001 and has been handling civil litigation for 30 years.

She also spent 5-6 years litigating in Sacramento and was acting as settlement conference judge pro tem. She has handled 30 jury trials, thousands of depositions, and about 1,000 arbitrations and mediations. With trials being postponed due to Covid for the past couple years, 2023 and 2024 are anticipated to be extremely busy litigation years. SacRT's Attorney III will require the assistance and support of Ms. Standridge throughout the busy year to effectively defend lawsuits against SacRT.

RESOLUTION NO. 2023-07-072

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

July 24, 2023

APPROVING THE FIFTH AMENDMENT TO THE PERSONAL SERVICES CONTRACT WITH DENISE STANDRIDGE

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

THAT, the Board approves the execution of the Fifth Amendment to the Personal Services Contract Senior Attorney between Sacramento Regional Transit District, therein referred to as "SacRT," and Denise Standridge, therein referred to as "TEMPORARY EMPLOYEE," whereby the term is extended to June 30, 2024, and the total consideration is increased by \$40,140, to \$165,140, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: APPROVING THE FIRST AMENDMENT TO THE AMENDED AND RESTATED LIGHT RAIL SYSTEM OPERATIONS AND MAINTENANCE AGREEMENT WITH THE CITY OF SACRAMENTO

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the First Amendment to the Amended and Restated Light Rail System Operations and Maintenance Agreement with the City of Sacramento will define project-specific maintenance responsibilities for facilities constructed as part of the Dos Rios Light Rail Station Project.

FISCAL IMPACT

SacRT will assume additional operating costs associated with ongoing maintenance of specific features constructed as part of the Dos Rios Light Rail Station Project. The exact future cost of these maintenance responsibilities cannot be determined at this time. There is no impact to the operating budget for fiscal year 2024.

DISCUSSION

On July 1, 2018, Sacramento Regional Transit District and the City of Sacramento executed the Amended and Restated Sacramento Light Rail System Operations and Maintenance Agreement. This Agreement incorporated previous project agreements, defined project cost bearing, and expanded the agreement language to include future extensions. The intent of the agreement was to comprehensively detail ongoing maintenance responsibilities, including those associated with future expansion projects.

The Dos Rios Light Rail Station Project is a project in partnership with the City of Sacramento and the Sacramento Housing and Redevelopment Agency to provide public transportation for the new mixed-income, mixed-use community of the Twin Rivers Transit-Oriented Development. The new Dos Rios Light Rail Station requires track realignment, signaling modifications, systems upgrades, along with the new station.

There are features that will be constructed as part of the Dos Rios Light Rail Station Project that, under the terms of the 2018 agreement, would be the City's responsibility to maintain, as well as some features that are not explicitly addressed by the 2018 agreement. These include sidewalk retaining walls and handrails, planter areas outside of the platform, guard rail, and concrete barriers that are being constructed as part of the station project. Under the terms of the First Amendment to the 2018 agreement, SacRT would assume responsibility for the ongoing maintenance of these features.

RESOLUTION NO. 2023-07-073

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

July 24, 2023

APPROVING THE FIRST AMENDMENT TO THE AMENDED AND RESTATED LIGHT RAIL SYSTEM OPERATIONS AND MAINTENANCE AGREEMENT WITH THE CITY OF SACRAMENTO

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 Amended and Restated Light Rail System Operations and Maintenance Agreement by and between the Sacramento Regional Transit District (therein "RT") and the City of Sacramento (therein "CITY"), whereby SacRT agrees to assume maintenance responsibilities for specified features to be constructed as part of the Dos Rios Light Rail Station Project, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jamie Adelman, VP, Procurement, Real Estate and Special Projects
SUBJ: APPROVING NEW GROUND LEASE FOR PARKING PURPOSES WITH GARY NAZARENO

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of a new lease will allow continuation of the ground lease for parking purposes with Gary Nazareno through August 31, 2033.

FISCAL IMPACT

Revenues generated from the lease will be \$770 per month for the first five years (09/01/2023-08/31/2028 totaling \$46,200) and \$847 per month for an additional five years (09/01/2028-08/31/2033 totaling \$50,820).

DISCUSSION

On July 1, 2018, Sacramento Regional Transit District (SacRT) entered into a short-term lease with Gary Nazareno (Lessee) where SacRT (Lessor) leased a portion of its right of way parcel (APN 010-0010-005) for parking adjacent to Mr. Nazareno's property at 1815 Stockton Boulevard in East Sacramento.

This property was initially leased to the prior owner of 1815 Stockton Blvd beginning in 1989 and has been the subject of several subsequent leases since that time. Staff could not find evidence that the Federal Transit Administration (FTA) ever reviewed this use of FTA-funded property and will be seeking formal concurrence to ensure that SacRT is fully compliant with its obligations as a grant recipient. If the FTA does not concur in the leased use, SacRT will terminate the lease pursuant to the termination for convenience provision. While SacRT does not currently have a day-to-day need to use the property, the lease provides SacRT the right of access if needed and allows SacRT to terminate for convenience on 30 days' advance notice.

The current lease was to expire on July 1, 2023 but was extended through August 31, 2023, under General Manager authority to consider Mr. Nazareno's request for a ten-year

lease, which requires SacRT Board approval. Staff negotiated a 10% rate increase over the 2018 rate and another 10% rate adjustment in five years.

Staff recommends approval of the ten-year lease at the rates described above with no other changes to all other terms of the original contract.

RESOLUTION NO. 2023-07-074

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

July 24, 2023

APPROVING NEW GROUND LEASE FOR PARKING PURPOSES WITH GARY NAZARENO

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

THAT, a ten-year Ground Lease for Parking Purposes by and between Sacramento Regional Transit District (therein "SacRT") and Gary Nazareno (therein "Lessee") at the rate of \$770 per month for five years and \$847 per month for an additional five years on a portion of Assessor Parcel Number 010-0010-005 adjacent to 1815 Stockton Boulevard subject to SacRT's 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 lease.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: CELEBRATING THE 33RD ANNIVERSARY OF THE AMERICANS WITH DISABILITIES ACT

RECOMMENDATION

Adopt the Attached Resolution.

FISCAL IMPACT

There is no fiscal impact as the estimated reduction in fare revenue **will be reimbursed as part of the grant that was provided by Caltrans and California Air Resources Board (CARB) through the Low Carbon Transit Operations Program (LCTOP), which allows SacRT to offer a limited number of systemwide free ride days on all of our Sacramento services, including light rail, bus, SmaRT Ride and SacRT GO paratransit services through Fiscal Year 2024.** ~~is already included in the FY 2024 Operating Budget. The Board of Directors previously approved RESOLUTION NO. 2023-02-017 "Delegating authority to the General Manager/CEO to authorized up to 10 Free Ride Days per calendar year on bus and/or light rail to encourage ridership."~~

DISCUSSION

On July 26, 1990, President George H.W. Bush signed the world's first comprehensive declaration of equality for individuals with disabilities, when he signed the Americans with Disabilities Act (ADA). The 33rd anniversary of the Americans with Disabilities Act (ADA) is a significant milestone in the progress towards equality and inclusion for people with disabilities. This date marks the official beginning of the ADA's enactment and the start of its implementation in the United States. The ADA was the result of extensive advocacy efforts by disability rights activists and organizations who pushed for comprehensive legislation to protect the rights and promote the inclusion and independence of individuals with disabilities in all aspects of daily life. Its passage was a significant milestone in advancing disability rights and has remained a crucial piece of legislation to this day. July 26th is recognized annually as National Disability Independence Day, commemorating the signing of the ADA into law.

In recognition of this historic milestone, the Sacramento Regional Transit District (SacRT) is offering a **Systemwide** Free Ride Day on Wednesday, July 26, 2023, on National Disability Independence Day, ~~as authorized under Resolution No. 2023-02-017.~~ The systemwide free rides will be available on fixed-route bus, light rail, SmaRT Ride and SacRT GO and SacRT e-van paratransit services.

RESOLUTION NO. 2023-07-075

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

July 24, 2023

CELEBRATING THE 33RD ANNIVERSARY OF THE AMERICANS WITH DISABILITIES ACT

WHEREAS, on July 26, 1990, the Americans with Disabilities Act (ADA) was signed into law by President George H.W. Bush; and

WHEREAS, as a result of the enactment of the ADA the United States of America (USA) created the world's first comprehensive declaration of equality for people with disabilities; and

WHEREAS, this landmark legislation has been a driving force in moving America closer to the promise of equal opportunity, full participation, independent living, and economic self-sufficiency for the 61 million individuals with disabilities in the USA; and

WHEREAS, the ADA prohibits disability discrimination by State and local governments; provides standards for access to places of public accommodation; protects people with disabilities from discrimination in the workplace; and ensures equal access to health care, social services, transportation, and telecommunications; and

WHEREAS, the ADA enshrines the idea that everyone is deserving of equal dignity, respect, and opportunity.

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

THAT, we celebrate the 33rd anniversary of the ADA, reflect on the progress made and renew the commitment to achieving the ADA's full promise of advancing disability equity, dignity, access, and inclusion.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
 Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: SMART RIDE UPDATE

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

No Recommendation – For Information Only.

FISCAL IMPACT

SacRT's June 16, 2023 grant agreement with the Sacramento Transportation Authority (STA) commits SacRT to expected expenditures of \$20,774,871 on SmaRT Ride for the three-year period ending on June 30, 2026. The STA grant will cover \$2,401,200. Additional secured funding includes \$1,637,343 of State of California Low Carbon Transit Operations Program (LCTOP) funds, \$1,600,000 of American Rescue Plan funds and \$101,454 from Sacramento County. The remaining \$15,034,874 for the three-year period will be covered by other state, local, and federal funds, including California Transportation Development Act (TDA) funds, and Sacramento County Measure A funds. SacRT's Fiscal Year 2024 operating budget includes these revenues and expenditures.

DISCUSSION

Effective Monday, August 28, 2023, three changes will be made to the SmaRT Ride system, including a size reduction to the Citrus Heights-Antelope-Orangevale and Downtown-East Sacramento-CSUS zones, an enlargement of the Franklin/Gerber zone, and a reduction in service hours to 7:00 am to 7:00 pm across the board, in response to reduced funding levels for SmaRT Ride. The table on Page 5 provides a more detailed description. Maps of the three zones with changes are included on Pages 6 to 8.

SacRT's expanded SmaRT Ride program dates to 2018, when a \$12 million contribution from the Sacramento Transportation Authority's Neighborhood Shuttle program allowed SacRT to begin scaling the initial single-zone pilot project in Citrus Heights to today's system of nine on-demand microtransit zones, encompassing over 165 square miles and serving a population of almost 788,000.

As one of the largest and most successful microtransit projects in the industry, SmaRT Ride has brought nationwide acclaim and recognition to SacRT. More importantly, it has brought transit to underserved residents throughout SacRT's service area—yielding benefits both in terms of personal mobility as well as public support for transit.

Since 2018, a total of \$14 million in Neighborhood Shuttle funds have covered most of the operational costs of SmaRT Ride, which today operates a fleet of 45 cutaway buses and battery-electric vans, all funded by SacRT. However, with the failure of Measure A at the ballot in November 2022, SmaRT Ride remains without a permanent full-funding source.

June 30, 2023, marked the end of Cycle 1 of STA's Neighborhood Shuttle funding program, which provided \$1,800,808 for SmaRT Ride for Fiscal Year 2023. With that funding source coming to an end, staff has been considering major service reductions or complete elimination of the SmaRT Ride pilot program, while at the same time seeking new grants and other funding sources, to support continued operation of SmaRT Ride over at least another three years.

On June 16, 2023, the STA Board approved an award of \$2,401,200 for SmaRT Ride operations for the three-year period ending on June 30, 2026, amounting to approximately \$800,000 per year, from Cycle 2 of the Neighborhood Shuttle program.

SacRT's application for Cycle 2 discussed the need to reduce costs through service reductions, including reductions to the Citrus Heights-Antelope-Orangevale and Downtown-East Sacramento-CSUS zones, the splitting in two of the Natomas-North Sacramento and Citrus Heights-Antelope-Orangevale zones, and the reduction of service hours to 7:00 am to 7:00 pm across the board. At the same time, SacRT's application and its grant agreement commit SacRT to continuing service to all nine existing zones and maintaining six of the zones unchanged.

In addition to the Cycle 2 Neighborhood Ride funds, SacRT has also been awarded \$1,637,343 in State of California Low Carbon Transit Operations Program (LCTOP) funds for the two-year period ending June 30, 2025 for the Downtown, Natomas/North Sacramento, and Rancho Cordova zones. SacRT also has an agreement with Sacramento County providing approximately \$50,727 per year to support the cost of SmaRT Ride service to the Vineyard area (part of the Florin-Gerber zone).

California Transportation Development Act (TDA) funds that flow to SacRT through the City of Citrus Heights and the City of Folsom have also been designated for SmaRT Ride in the amounts of \$651,031 and \$949,421 per year, respectively, plus annual cost escalation. For Citrus Heights, this represents a commitment to maintain SmaRT Ride or a comparable service at least within the city limits, where it was originally being operated with the same funds, before SacRT's large Neighborhood Shuttle grant. For Folsom, this represents a commitment to maintain a city-wide general public demand response service, because the City of Folsom was already operating a general public dial-a-ride, prior to SacRT's takeover, which was eliminated because of redundancy with SmaRT Ride.

A detailed discussion on SmaRT Ride's performance to date as well as the basis for SacRT's changes can be found in Agenda Item No. 9 of the Sacramento Transportation Authority's May 11, 2023 Board of Directors packet and has been included for reference as Attachment 1.

A key fact to note is that SacRT proposed to match \$800,000 per year of Neighborhood Shuttle funds with \$5.9 to \$7.2 million of other funds, for each of the three years in the application. SacRT's FY 2024 budget reflects these assumptions.

Reducing hours of service to 7:00 am to 7:00 pm was deemed to be the least harmful way to save money, overall. This affected only the Downtown and Citrus Heights zones, which currently operate from 6:00 am to 9:00 pm.

As SacRT's application to the Neighborhood Shuttle describes, all nine SmaRT Ride zones have compelling reasons to continue service, including strong ridership and lack of other transit options, for parts of many zones. Ultimately, equity was one of the top deciding factors in shaping SacRT's proposal. The part of East Sacramento where SmaRT Ride will be eliminated is only 8 percent low-income. For the parts of Orangevale and Fair Oaks that will be eliminated, only 7 percent and 8 percent of households are low-income. This compares to 15 percent of households in SacRT's overall service area being low-income.

Following the May 11, 2023 presentation to STA, a few minor changes were made to the plan, based on input from stakeholders. First, service to the Antelope area, which was originally slated for elimination, was retained as its own new zone. Second, the Florin-Gerber zone was enlarged, to cover approximately two more square miles between Fruitridge Road and 14th Avenue. Third, the Downtown zone, which had been planned to be eliminated east of 16th Street, was revised to be eliminated only east of Alhambra Blvd. These three changes were reflected in the grant agreement approved by STA on June 16, 2023.

Two additional changes were made following this grant award. First, instead of Antelope becoming its own new zone, it will continue to be part of the Citrus Heights zone. Second, the planned division of the Natomas and North Sacramento zones into two separate zones was found to be infeasible. Natomas/North Sacramento will remain one zone, without any changes to boundaries or destinations. Initially, SacRT had proposed divisions in these two zones, to require riders to use SmaRT Ride as a feeder to fixed-route service, rather than making long-distance trips entirely on SmaRT Ride. Staff reversed this recommendation after consultation with SacRT's software provider, who indicated there might be technical difficulties implementing the split with the shared corridors and hot spots that SacRT wanted to retain between the two neighboring zones.

To date, SmaRT Ride remains a pilot program, not subject to the approval requirements that fixed-route service is subject to, such as a 30-day public review and a Title VI service equity analysis prior to major changes, with all changes approvable solely by the General Manager/CEO. Federal law and grant conditions similarly exempt non-fixed route service from the public involvement and equity analysis requirements imposed on fixed-route changes. SacRT may in the future introduce service standards and formal approval procedures (with or without a federal requirement to do so); however, with SmaRT Ride

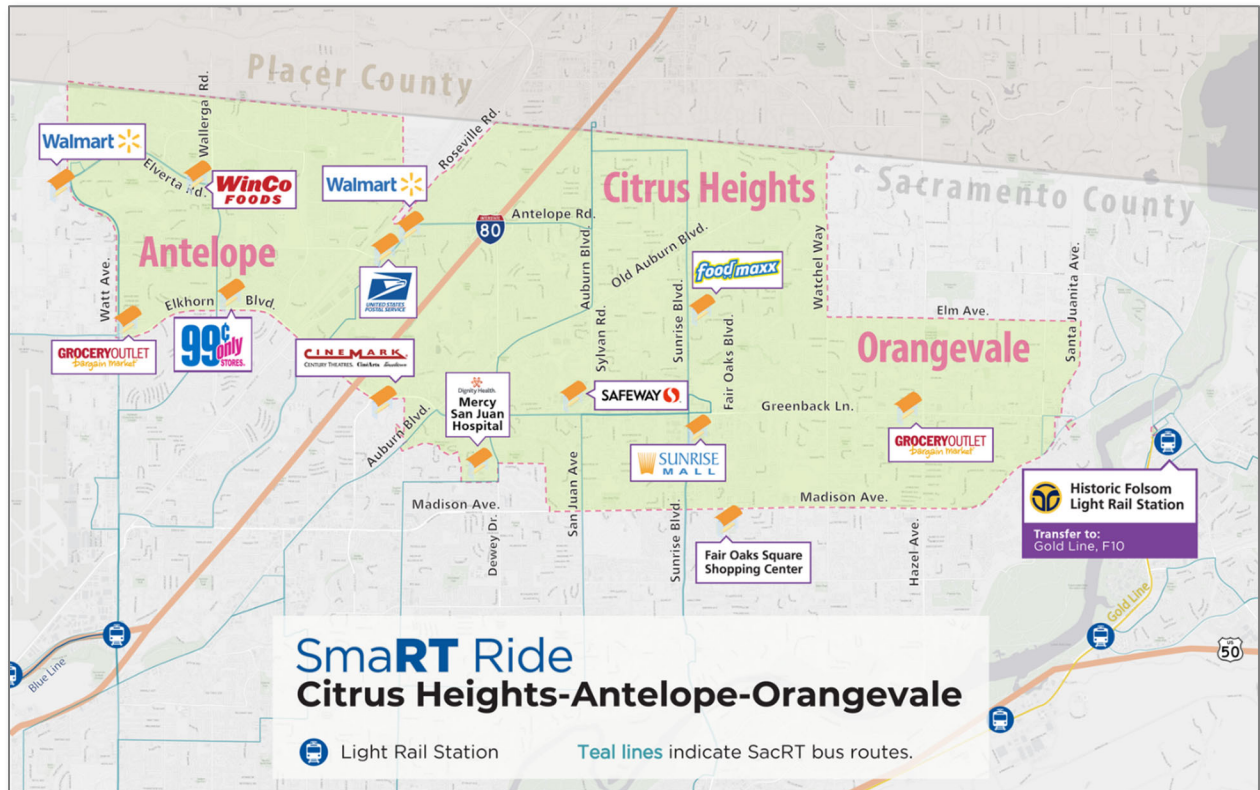
still lacking permanent funding, staff does not believe that it is inappropriate for SmaRT Ride to lack more formal approval requirements at this time. If and when permanent funding is secured, as a matter of fiscal prudence, consistency with public involvement expectations, and assurance of non-discrimination, SacRT will at that time develop more formalized approval procedures.

**SmaRT Ride Changes
Effective August 28, 2023**

Zone	Changes
Arden Carmichael	No changes
Citrus Heights Antelope Orangevale	Eliminate service south of Madison Ave Eliminate service north of Elm Ave and east of Wachtel Way Shorten hours to 7am to 7pm
Elk Grove	No changes
Folsom	No changes
Downtown Midtown	Eliminate east of Alhambra Blvd Maintain service to Marisol Village and Science Museum Shorten hours to 7am to 7pm
Franklin	No changes
Natomas North Sacramento	No changes
Rancho Cordova	No changes
Florin Gerber	Expand zone north from Fruitridge Rd to include area bounded by 14th Ave, Power Inn Rd, and Stockton Blvd

New Smart Ride Boundaries Citrus Heights – Antelope – Orangevale

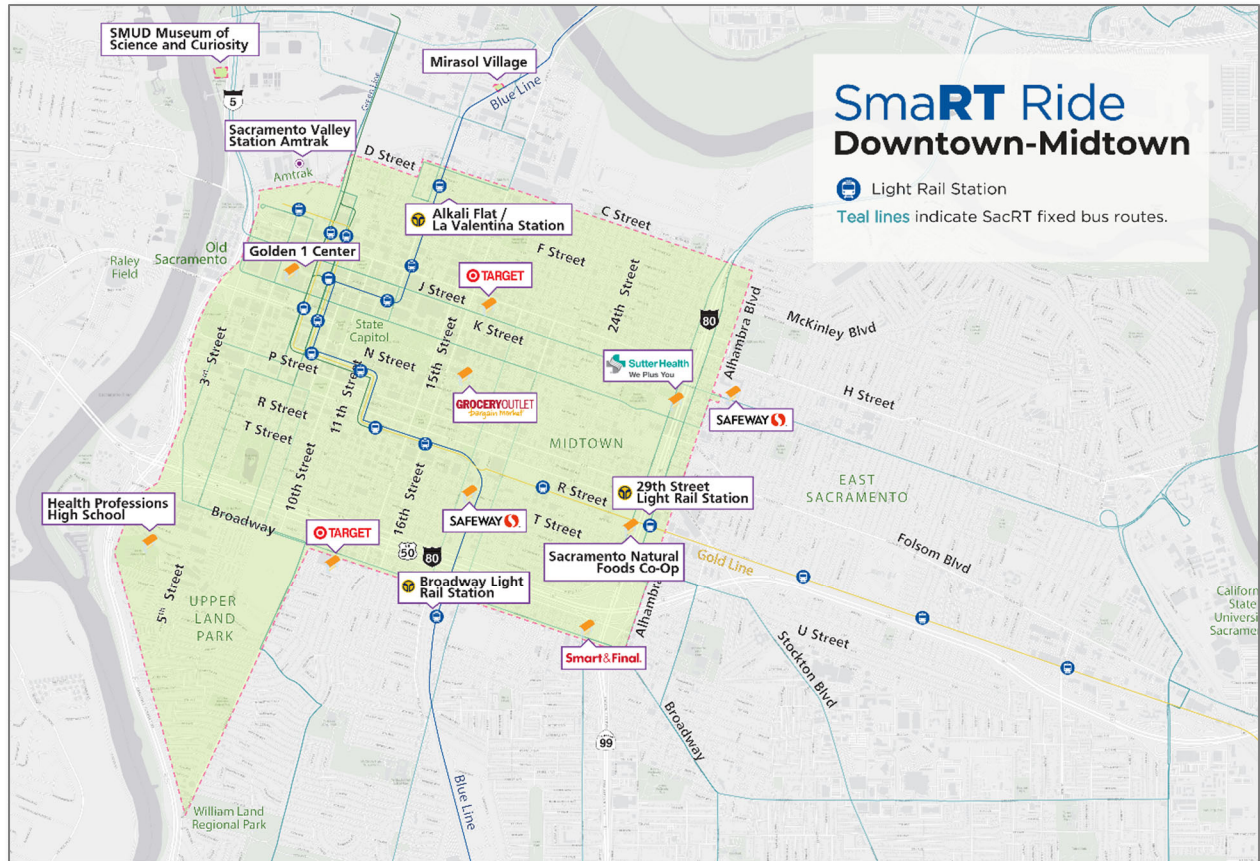
Effective August 28, 2023



- Eliminate service south of Madison Ave
- Eliminate service north of Elm Ave and east of Wachtel Way
- Shorten hours to 7am to 7pm

New Smart Ride Boundaries Downtown – Midtown

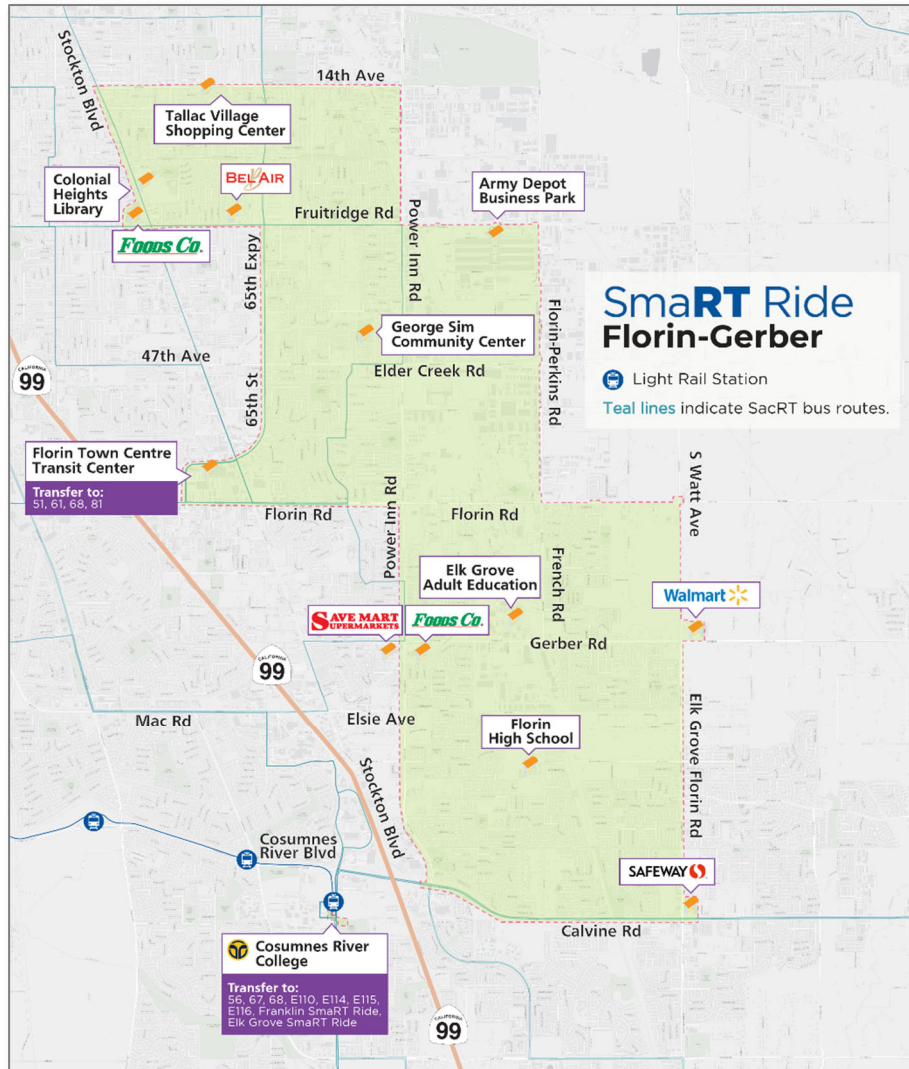
Effective August 28, 2023



- Eliminate east of Alhambra Blvd Maintain service to Marisol Village and Science Museum
- Shorten hours to 7am to 7pm

New Smart Ride Boundaries Florin – Gerber

Effective August 28, 2023



- Expand zone north from Fruitridge Rd to include area bounded by 14th Ave, Power Inn Rd, and Stockton Blvd

Smart Ride Update

Attachment 1

SacRT Smart Ride Application

to

Sacramento Transportation Authority

Neighborhood Shuttle Program – Cycle 2

As presented to the STA Board of Directors

On

May 11, 2023



Regional Transit

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

**Customer Service &
Sales Center**
1225 R Street
Sacramento, CA 95811

**Route, Schedule & Fare
Information**
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
sacrt.com

Public Transit Since 1973

April 14, 2023

Kevin Bewsey
Executive Director
Sacramento Transportation Authority
801 12th Street, Floor 5
Sacramento, CA 95814

Dear Mr. Bewsey,

The Sacramento Regional Transit District is pleased to submit the attached proposal for STA's Neighborhood Shuttle Cycle 2 Competitive Grant Funding. SacRT is seeking a total of \$2.4 million in program funding (\$800,000 per year) to continue operation of SacRT's SmART Ride on-demand microtransit program.

SacRT's partnership with STA on SmART Ride dates to 2018, when the STA Board awarded SacRT \$12 million to scale its SmART Ride pilot from a single zone to a system of nine zones encompassing over 165 square miles and serving a population of almost 788,000.

This partnership has brought Sacramento nationwide acclaim and recognition within the transit industry as the largest microtransit implementation in the country. More importantly, it has brought transit to underserved residents throughout Sacramento County—yielding benefits both in terms of personal mobility as well as public support for transit.

Since 2018, a total of \$14 million in Neighborhood Shuttle funds have covered most of the operational costs of SmART Ride, which today operates a fleet of 45 buses, all funded by SacRT. While these service levels can no longer be sustained, through a combination of careful reductions and greater use of matching funds, SacRT proposes to maintain approximately 80 percent of existing SmART Ride service levels with just 25 percent of current annual STA Neighborhood Shuttle funding.

SacRT thanks you for your continued support of SacRT and the SmART Ride program and I look forward to continuing this outstanding partnership.

Sincerely,

A handwritten signature in blue ink, appearing to read "Henry Li".

Henry Li
General Manager/CEO

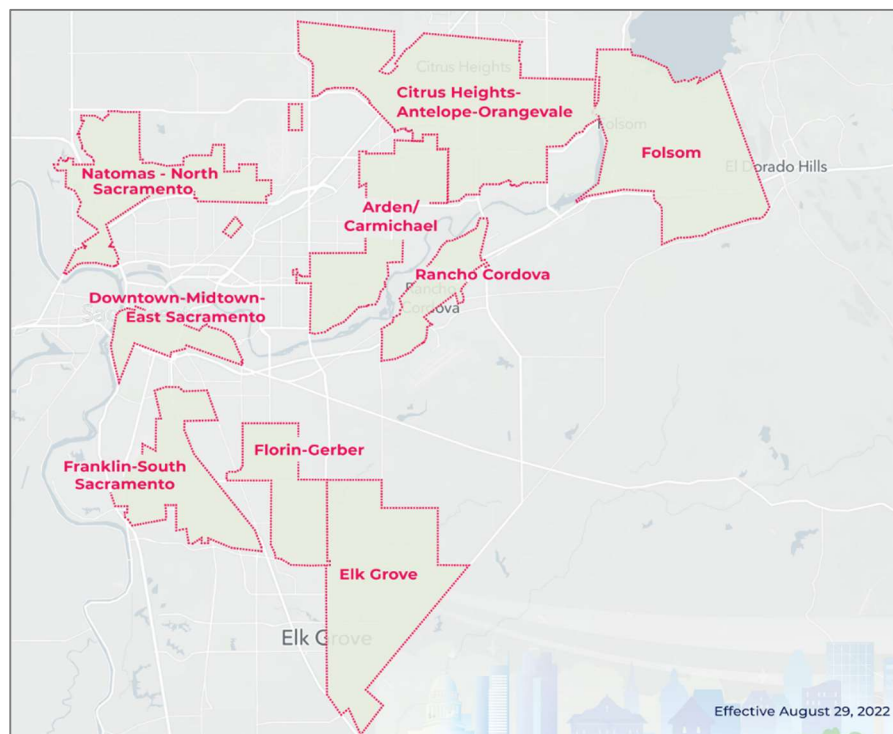
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2. Experience

The Sacramento Regional Transit District (SacRT) is the public transit provider for the urbanized part of Sacramento County. SacRT services include 80 bus routes, three light rail lines, nine SmaRT Ride microtransit zones, and complementary paratransit. SacRT's active fleet includes 252 full-size buses, 76 light rail vehicles, and 193 smaller buses. SacRT's service area is 434 square miles and includes 1.49 million residents. Approximately 1.29 million persons (87 percent) reside within three quarters of a mile of fixed-route transit.¹ That figure grows to 1.41 million persons (95 percent) if SmaRT Ride is counted. SacRT's Fiscal Year 2022-23 Operating Budget totals \$231 million.

Existing SmaRT Ride Service

Since July 2018, SacRT has operated SmaRT Ride microtransit service with funds from the Sacramento Transportation Authority's (STA's) Neighborhood Shuttle program. SmaRT Ride is an app-based, on-demand microtransit service providing corner-to-corner shared ride services to the general public within nine zones located throughout Sacramento County.² SmaRT Ride is operated and maintained by SacRT, with a fleet of 45 cutaway buses and vans using a combination of Compressed Natural Gas, gasoline, and diesel propulsion. SacRT's standard fixed-route transit fare is in force on SmaRT Ride, which includes a \$2.50 one-way adult fare, unlimited free rides for K-12 students, and several other discount pass programs.



¹ Source: SacRT's Draft Title VI Program Update (2023), Appendix G, Page 86. Available online at: https://www.sacrt.com/apps/wp-content/uploads/Title-VI-Draft-Document_for-Web.pdf

² Exception: Curb-to-curb service is provided in the Citrus Heights/Orangevale/Fair Oaks/Antelope zone.

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Key Stats – Existing Service

SmaRT Ride currently averages 750 passenger boardings per day and has exceeded 188,000 passenger boardings over the twelve months ended March 31, 2023. Productivity averages 3.2 boardings per revenue hour. Eight of nine zones range from 2.8 to 3.3 boardings per revenue hour while the Rancho Cordova zone averages almost 5.3 boardings per revenue hour.³ Direct operating and maintenance costs for SmaRT Ride will total an estimated \$8.3 million for FY 2022-23, at a rate of \$138 per scheduled revenue hour and \$44 per passenger boarding.

Zone	Created	Passengers Per Day	Revenue Hrs Per Day	Passengers Per Hr	Cost Per Psgr
Citrus Heights	Apr 2018	134	50.0	2.7	\$51.34
Franklin	Aug 2018	80	26.7	3.0	\$46.09
Gerber	Sep 2019	41	14.1	2.9	\$47.53
Rancho Cordova	Nov 2019	123	23.0	5.3	\$25.83
Downtown/CSUS	Jan 2020	143	47.3	3.0	\$45.63
Natomas/North Sac	Jan 2020	86	28.7	3.0	\$45.70
Arden/Carmichael	Jan 2020	39	14.1	2.8	\$49.40
Folsom	Jan 2020	63	18.8	3.3	\$41.20
Elk Grove	Jul 2021	41	14.1	2.9	\$47.71
TOTAL		748	236.7	3.2	\$43.51

³ All figures are per scheduled revenue hour. Actual revenue hours may vary from scheduled revenue hours on a day-to-day basis (e.g., due to varying demand levels). Productivity is typically 10-11 percent better per actual revenue hour than per scheduled revenue hour; however, scheduled revenue hours are a better indicator of operating cost, and are therefore used for this analysis (i.e., to compute cost per passenger).

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Today, Smart Ride serves an area of 165 square miles and 788,000 residents. Zones range in size from 7 to 39 square miles with an average size of 18 square miles. Population ranges from 46,000 to 215,000 per zone, with an average of 87,000 residents.

	Zone	Sq Mi	Population	Jobs	Minority	Poverty	Car Free	Pop Per SqMi	Jobs Per SqMi
1	Citrus Heights	39.2	215,000	34,000	38%	10%	4%	5,485	867
2	Franklin	14.2	112,000	16,900	87%	20%	10%	7,887	1,190
3	Gerber	10.3	57,400	11,700	86%	18%	6%	5,573	1,136
4	Rancho Cordova	7.0	46,300	7,700	52%	14%	8%	6,614	1,100
5	Downtown/CSUS	8.1	56,100	76,700	45%	14%	17%	6,926	9,469
6	Natomas/North Sac	15.8	76,100	18,200	74%	11%	4%	4,816	1,152
7	Arden/Carmichael	15.6	78,300	22,900	35%	11%	5%	5,019	1,468
8	Folsom	28.7	78,500	29,500	44%	5%	3%	2,735	1,028
9	Elk Grove	26.4	68,700	10,400	68%	11%	3%	2,602	394
	TOTAL	165.3	788,400	228,000	56%	12%	6%	4,770	1,379

Demographic figures for each zone are computed using Remix software. Source data from U.S. Census Bureau, primarily American Community Survey, 2017-2021. Supporting maps and statistics can be found in Section 6.



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3. Service Plan

Effective on or after July 1, 2023, the following changes would be made to each of the nine existing Smart Ride zones:

Zone	Changes
Arden/Carmichael	No changes
Citrus Heights (includes Antelope, Orangevale, Fair Oaks)	Eliminate Antelope, parts of Fair Oaks, and parts of Orangevale Shorten hours to 7am to 7pm
Elk Grove	No changes
Folsom	No changes
Downtown Sacramento (includes East Sacramento, CSUS, UC Davis Medical Center)	Eliminate East Sacramento and Midtown Maintain service to Alder Grove/Marina Vista neighborhood Maintain service to Amtrak, Target, Safeway, Marisol Village, Museum Shorten hours to 7am to 7pm
Franklin	No changes
Natomas/ North Sacramento	Split zone into two zones along Truxel Road Shared hot spots at Walmart, Safeway, Natomas Library, ARC
Rancho Cordova	No changes
Florin/Gerber	No changes

A detailed discussion on the justifications for these changes can be found later in this section.

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Proposed Service Area Characteristics

The new service would include ten zones, all of which would operate Monday to Friday, excluding holidays, from 7:00 am to 7:00 pm. All zones would have corner-to-corner service, except Citrus Heights, which would have curb-to-curb service.

	Zone	Square Miles	Population	Buses
1	Citrus Heights	21.3	119,000	4
2	Franklin	14.0	105,800	4
3	Gerber	10.0	52,600	2
4	Rancho Cordova	6.9	43,100	3
5	Downtown/CSUS	2.1	13,400	2
6	Natomas	15.1	72,200	2
7	North Sacramento	7.9	35,600	2
8	Arden/Carmichael	15.0	72,900	2
9	Folsom	27.9	76,100	3
10	Elk Grove	26.4	69,900	2
	TOTAL	146.6	660,600	26

A total of 26 existing SmaRT Ride-branded vehicles would be deployed each day on 26 operator shifts, each approximately 8 hours in length. Including seven spares, fleet dedicated to the service would total 33 small buses and would be 100% wheelchair accessible, consisting of either 27-foot cutaways or vans.

Greenpower battery-electric vans would be dedicated to the Franklin zone. Renewable Natural Gas-fueled cutaways would be used for the Downtown Sacramento, North Sacramento, and Rancho Cordova zones. The remainder of zones would be served with 27-foot cutaways using either Renewable Natural Gas, gasoline, or diesel. SacRT is not seeking capital funds for fleet replacement as part of this proposal and will replace depreciated vehicles with comparable vehicles at each vehicle's end of useful life.

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Plan Consistency

SacRT's Short Range Transit Plan (SRTP) for Fiscal Years 2022-2027 was adopted in April 2022 and can be found on sacrt.com. The SRTP plans for Smart Ride service levels to continue at approximately 56,000 to 60,000 revenue hours per year (Table 4.4). At the time of the SRTP's preparation, SacRT was hoping to secure permanent funding for Smart Ride; however, with the failure of the 2022 Measure A local funding measure in Sacramento County, SacRT is now attempting to fund as much of the existing Smart Ride system as possible with a variety of smaller and limited-time sources.

One of the key features and benefits of Smart Ride is its ability to provide public transit service to areas with lower transit demand (e.g., lower-density areas) that tend to have little or no transit service. Lower-density suburban, rural, and industrial areas tend to not only lack fixed-route bus service, but also often have deficient pedestrian infrastructure (e.g., gaps in sidewalks and/or safe street crossings) which makes Smart Ride's corner-to-corner service particularly helpful in improving safety and accessibility.

One of SacRT's objectives for the Smart Ride program has been to encourage the use of Smart Ride as a means to get to fixed-route transit, rather than as a replacement for fixed-route transit. This has been accomplished largely by confining Smart Ride to zones of limited size. The average passenger trip on Smart Ride is 2.6 miles, compared to over 8 miles for SacRT Go (i.e., SacRT's ADA paratransit service) which can be ridden transfer-free across SacRT's entire service area. The shorter average trip length is indicative of the Smart Ride system being used more to feed the fixed-route system than as an alternative to it. Shorter ride distances also increase seat turnover on Smart Ride which increases productivity and decreases cost per passenger trip.



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Fiscal Impact

SacRT requests \$800,000 per year for each of the three years of the program for a total of \$2,400,000 in Neighborhood Shuttle funds for SacRT’s direct operating and maintenance costs, including fuel, labor, management, supervision, and software, but excluding general administration. No capital funds are requested; SacRT would use existing fleet and will replace existing fleet with other funds.

	FY 2024	FY 2025	FY 2026	Total
Revenue hours	46,969	46,969	46,969	140,907
Direct rate	\$142.40	\$147.38	\$152.54	
Operating cost	\$6,688,141	\$6,922,226	\$7,164,504	\$20,774,871
STA funds requested	\$800,000	\$800,000	\$800,000	\$2,400,000
SacRT match	\$5,888,141	\$6,122,226	\$6,364,504	\$18,374,871
Total operating funds	\$6,688,141	\$6,922,226	\$7,164,504	\$20,774,871
STA share	12.0%	11.6%	11.2%	11.6%
SacRT match	88.0%	88.4%	88.8%	88.4%
Passenger boardings	154,877	154,877	154,877	464,630
Cost per passenger	\$43.18	\$44.70	\$46.26	\$44.71
STA funds per passenger	\$5.17	\$5.17	\$5.17	\$5.17
Quarterly bill to STA	\$200,000	\$200,000	\$200,000	

The total operating cost for the project would range from \$6.7 to \$7.1 million per year, assuming 3.5 percent growth per year in SacRT’s operating costs for Smart Ride, which are currently \$137.58 per revenue hour. The Neighborhood Shuttle program would pay approximately 11.6 percent of operating costs for the three-year project. Ridership is estimated at approximately 155,000 passenger boardings per year or 610 passengers per day. Compared to existing ridership of 750 per day, this would be an approximate 20 percent reduction in ridership, reflecting a 22 percent reduction in scheduled revenue hours.

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Innovation

STA's Neighborhood Shuttle Cycle 1 program funded the majority of operating costs for Smart Ride from 2018 to present. Over those five years, service was expanded gradually to the current nine zones. A key factor in choosing the communities where Smart Ride was deployed was geographic balance, i.e., avoidance of the exclusion of any major communities in the SacRT service area, in the hopes of building a broad base of public awareness and support for additional local funding options to sustain Smart Ride and public transit in general.

This proposal would necessarily make a modest reduction to the Smart Ride program, due primarily to reduced funding levels; however, SacRT proposes to maintain a similar strategy of trying to serve a broad and balanced geographic area.

In preparation for this proposal, SacRT considered much more drastic reductions to Smart Ride, and as part of that effort, staff considered a variety of cost-reduction strategies, including:

- Eliminating entire zones
- Eliminating parts of zones
- Combining two lower-ridership zones into one
- Lengthening wait times
- Reducing the hours of service
- Running service midday only
- Running service only on certain days of the week
- Raising fares
- Limiting stops to only major hubs
- Completely restructuring the program into a rideshare scrip program

The proposal primarily employs a combination of partial eliminations and reducing hours of service as the least impactful way to achieve the necessary cost reductions. The pros, cons, and applicability of each approach is discussed in more detail in Section 6.

Another notable change would be splitting the Natomas/North Sacramento zone into two separate zones, to encourage use of the zone for fixed-route feeder service and discourage longer-distance trips that are more likely to compete with fixed-route service. The two new zones would use a comingled fleet and operator pool, which is an emerging best practice, increasingly adopted by peer agencies and by other clients of SacRT's on-demand software provider.

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Justifications

Perhaps even more than fixed-route bus routes, SacRT has found that every SmaRT Ride zone is different, with its own unique travel patterns, design challenges, and other considerations. For each of SacRT's nine zones, SacRT has made a careful evaluation of existing performance, which has guided the current proposal.

Staff's analysis employed both a quantitative/data driven analysis and a qualitative approach, interviewing operations managers and considering input received from riders and other community members on their transportation needs. In addition to the cost reduction strategies discussed above, for evaluating zones and potential changes, SacRT considered the following factors:

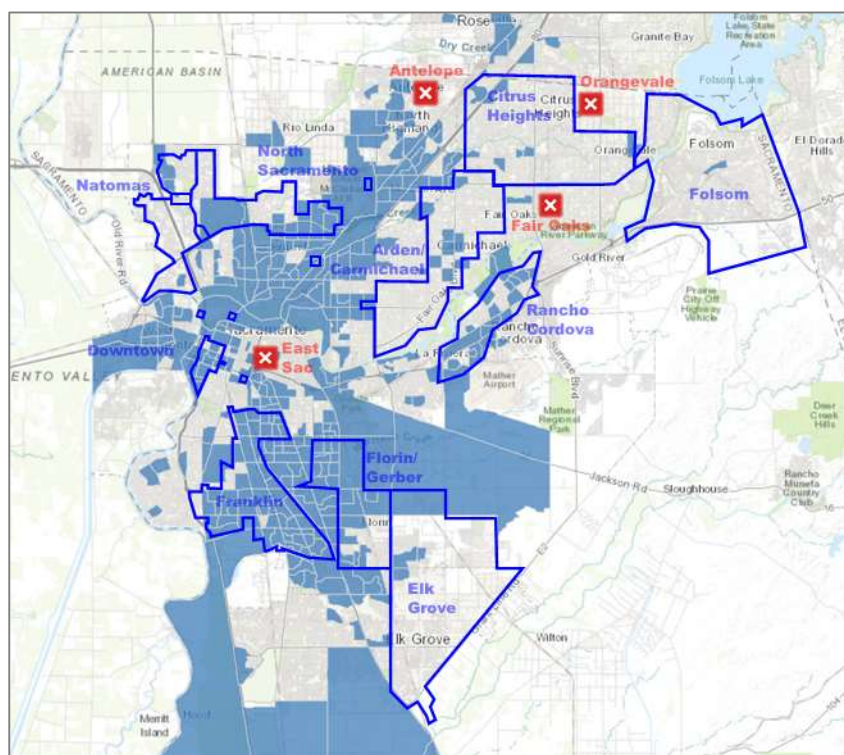
Productivity	Most zones have similar productivity, measured in passengers per revenue hour. The Rancho Cordova zone is a notable overperformer. There were no notably poor performers.
Redundancy	How much fixed-route service does the zone already have? Does it compete with fixed-route transit? Can it be modified to be less redundant without eliminating other more desirable use cases?
Coverage	To what extent does the zone serve an area without any other transit options? Does it complement fixed-route transit well?
Equity	Does the zone serve a high percentage of minority and low-income populations?
Total Cost	Compared to other zones, the Citrus Heights and Downtown zones are considerably more expensive and consume an outsized share of the overall program budget.
Start Date	Given that SmaRT Ride is still a pilot program, without permanent funding, SacRT felt that newer zones ought to be given somewhat more favorable consideration, so that residents get more chance to experience and benefit from SmaRT Ride.

These and other considerations that fed into the proposal for each zone are discussed in more detail in Section 6. The benefits of the overall SmaRT Ride program to disadvantaged communities are also discussed in Section 4.

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4. Disadvantaged Communities

SmaRT Ride, like most transit service, tends to be heavily used by low-income populations. Passenger surveys conducted in 2021 determined that approximately 26 percent of SmaRT Ride customers have household income under \$25,000.⁴ This compares favorably to the 20 percent rate of households under \$25,000 in household income throughout SacRT’s service area.⁵ Smart Ride customers are only 37 percent minority,⁶ which is below the 57 percent rate for SacRT’s service area.⁷ However, the areas that are served by SmaRT Ride are 56 percent minority,⁸ almost identical to the 57 percent rate that minority populations make up of SacRT’s overall service area. SmaRT Ride is therefore being made available to minority populations in proportion to their representation in the overall population; they just are not using it at a proportionate rate. How to increase their utilization of SmaRT Ride is an important goal for further exploration.



As shown in the map above, the parts of the Downtown zone Citrus Heights zone (i.e., in Antelope, Fair Oaks, and Orangevale) that SacRT is proposing to eliminate are not predominately in Disadvantaged Communities⁹ (shown in blue).

⁴ Source: Survey data collected for *A Glimpse of Microtransit at an Early Stage: The SmaRT Ride Consumer Market in the Sacramento Area*. Xing, Yan. University of California, Davis (2022).

⁵ Source: [SacRT’s Draft Title VI Program Update \(2023\)](#), Appendix G, Page 86. f

⁶ Xing (2022).

⁷ SacRT (2023)

⁸ See Section 2, Page 4.

⁹ Base map is 2020 Disadvantaged Communities, provided via SACOG’s Open Data Portal.

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5. Leveraging

SacRT match would come from three sources—LCTOP, TDA, and Sacramento County CSA-10 levies. SacRT will be applying for \$1.6 million of LCTOP funds for FY 2024 in May 2023. SacRT also expects to execute an agreement with Sacramento County to provide \$103,450 in funds for the Elk Grove zone for FY 2024 and FY 2025. The remaining SacRT match would come from SacRT’s Transportation Development Act (TDA) funds.

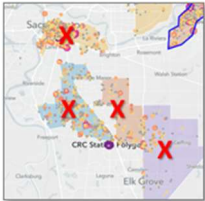
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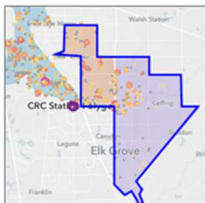
6. Supportive Information/References

Cost Reduction Strategies

As discussed in Section 5, SacRT evaluated a number of different potential design strategies for cost reduction, all with different pros, cons, and applicability:



Eliminating entire zones and eliminating parts of zones are effective ways to reduce cost; however, they both have a direct impact on customers. Many zones are also irreducibly small already. For example, the Gerber, Elk Grove, and Arden/Carmichael zones each use just two buses per day—one morning and one afternoon bus each. Even if these zones were reduced in size, the single morning and afternoon buses would still be needed to maintain the basic 7:00 a.m. to 7:00 p.m. service hours, so there would be no savings. Nevertheless, the inability of other options to achieve certain savings led SacRT to propose elimination of parts of several zones, as a means to achieve definite cost reductions.



Combining two neighboring low-ridership zones can be an efficient and low-impact way to reduce cost. This strategy was actually employed in 2021, when the formerly separate Arden and Carmichael zones were merged into one combined Arden/Carmichael zone. Ridership on each of the original zones had been low enough that the entire combined area could be served with the buses from just one of the zones. So this change essentially cut costs in half, without any severe impacts to customers. This strategy was considered for the Gerber and Elk Grove zones, which are adjacent to one another and which both have had lower ridership. Ultimately, however, it was felt that this strategy would not work for these two zones, because (1) ridership has grown on both zones recently, and (2) a combined zone would be almost 11 miles from end-to-end, through many highly-congested areas. It was felt that one bus alone would be insufficient to serve a combined area such as this at close to existing standards for reliability and wait times.

If *longer wait times* were deemed acceptable, cost could theoretically be reduced on some zones by simply assigning fewer vehicles to the zone; however, many Smart Ride zones already operate with just one bus at certain times, so there is no way to run fewer buses. With the larger multi-zone buses, reduced staffing is an option; however, current Smart Ride wait times are already over 30 minutes on average. Compared to microtransit at many other agencies, 30 minutes is relatively long. Many agencies target 15-minute wait times. The 30-minute wait times on Smart Ride are basically a reflection of Smart Ride being spread very

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thin.¹⁰ SacRT believes this is an appropriate tradeoff; however, earlier in the pilot program, when wait times were *over* 30 minutes, SacRT found that complaint volume were substantially greater, such that 30-minute wait times were informally adopted as an approximate policy ceiling.



Reducing hours of service was felt to be a relatively fair way to reduce cost. Most SmaRT Ride zones operate from 7:00 a.m. to 7:00 p.m.; however, the Citrus Heights and Downtown Sacramento zones currently operate from 6:00 a.m. to 9:00 p.m. As proposed, these service hours would be reduced to 7:00 a.m. to 7:00 p.m., like the remainder of the SmaRT Ride system. This measure alone is projected to save approximately \$950,000 per year.

Staff also explored the possibility of reducing certain zones to *midday hours only*, e.g., from 9:00 a.m. to 4:00 p.m. This would cut the operating cost in half for typical 7:00 a.m. to 7:00 p.m. zones, reducing the vehicle requirement for small zones from two to one bus. It would necessarily abandon the market for student travel in the morning. Ridership data has shown this to be a strong market for SmaRT Ride, despite on-demand microtransit not necessarily being the best service model for everyday fixed-schedule travel. But compared to cutting some zones entirely, there is a basis to instead cut some or all zones down to midday service only, which would at least preserve a baseline level of service to more people for medical and other essential appointments. Midday service from 9:00 a.m. to 4:00 p.m. would also preserve the afternoon school market. If parents could get their children to school in the morning (e.g., by dropping them off on the way to work) SmaRT Ride would at least be an option for students needing to return home on their own. Ultimately, however, SacRT felt this option was too drastic and is instead proposing to find additional funds to preserve more of SmaRT Ride, so that this drastic step need not be taken.



Limiting service to just *certain days of the week* is another option used, for example, by Sacramento County for very low-demand areas, to keep costs minimal. Because SacRT operators are all guaranteed five days a week of work, this would be an option only if it was employed on multiple zones and would introduce considerable rigidity to SacRT's workforce management and scheduling. Nevertheless, for customers, it might be preferred over midday only service. In the end, however, SacRT also declined to suggest this option, and is instead proposing to find additional funds to preserve more of SmaRT Ride as-is.

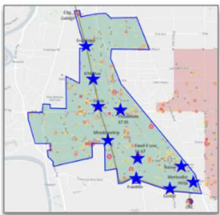
¹⁰ For example, King County Metro's microtransit service includes more than twice as many vehicle hours per day per zone than SmaRT Ride on zones that are only a third the size of SmaRT Ride zones. (KCM's zones average less than 5.5 square miles and fewer than 30,000 residents.)

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Raising fares was also considered as an option to reduce the net cost of Smart Ride. Typically, microtransit fares are priced between fixed-route and paratransit fares, to try to encourage migration of customers from paratransit to microtransit without competing with fixed-route transit.¹¹ SacRT elected to honor the standard fixed-route fare on Smart Ride for two reasons. First, for simplicity. Between single, daily, and monthly passes, regular and discount pricing levels, cash, smart card, and mobile app payment channels, and many other special pass types, there are already more than a hundred different ways to pay a SacRT fare. A new price for Smart Ride would have, at a minimum, required a discount price, as well as called into question the pricing of daily and monthly passes, all of which would have required a Title VI equity analysis and many other administrative hurdles. Secondly, total fare revenue for Smart Ride is less than \$200,000, less than two percent of the approximate \$8.3 million existing annual operating cost. Approximately 80 percent of Smart Ride passengers also board with a pass, which would further diminish the impact of raising the Smart Ride one-way fare, unless pass use was eliminated.

There is potentially greater potential for cost reduction from a fare increase by reducing ridership than by increasing revenue. Typically, doubling the fare will decrease ridership by a third. Because Smart Ride costs vary, essentially according to ridership demand, reducing demand is theoretically an equitable way to reduce cost. However, realization of those savings depends on Smart Ride being scalable, which for most zones, is not the case, because they are already operating with only one bus in service in the early morning and late afternoon.



Restricting zones to certain hubs or hot spots is another option SacRT explored to potentially reduce ridership and allow a reduction in cost. For customers using the app, placement of the second “pin” indicating their destination would be restricted so that trips must either begin or end at one of several hubs defined in advance by SacRT. Careful selection of hot spots could also be a way to reduce cases of Smart Ride competing with fixed-route for riders so that Smart Ride’s limited capacity is used more for first/last mile trips feeding and extending the reach of the fixed-route network.

Staff confirmed that this could be implemented by SacRT’s existing software provider and that they have existing clients using this system; however, they have only one such client: King County Metro in Seattle. Staff reviewed the KCM program and felt that its presentation was understandable to the public; however, KCM staff reported that they are moving away from this approach to a traditional corner-to-corner approach (like Smart Ride).

¹¹ San Joaquin RTD is a notable exception, charging \$4.00 for their VanGo microtransit, compared to a \$1.50 fixed-route fare and a \$3.00 paratransit fare.

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Reasons for KCM’s decision to abandon a hot spot-based approach included customer requests for more destinations, customer and agency preference for simplicity, and belief that there would be minimal difference in operating cost.



Rideshare scrip is an altogether different approach to personal mobility that was also explored by SacRT. For example, rather than directly operating Smart Ride, SacRT could provide customers with discount codes to partially cover their fare on taxi or rideshare service. These programs are more common with cities and other non-transit agencies, but some transit agencies operate such services.¹²

For the operating agency, the advantage of such programs is a fixed and limited contribution per-ride. For example, it is common to offer customers a maximum discount of \$5 per ride. Costs are essentially transferred to the customer, who remains bears the cost for the remainder of the cost to ride; however, this may be an appropriate tradeoff for the operating agency trying to ration limited funds.

Another advantage of rideshare scrip programs is a scalable and variable fleet and staff. Because it is essentially operated by rideshare drivers, who are treated as independent contractors and paid a market price, service need not be limited to Smart Ride’s current Monday to Friday service days and typical 7:00 a.m. to 7:00 p.m. hours. However, if market prices do not attract many drivers to a particular neighborhood or time, the operating agency also lacks any ability to change that.

SacRT operated a pilot program of this type called Station Link for approximately six months, ending in early 2017. Although the program succeeded in containing costs, it failed to attract an enthusiastic following. Complaints also arose in three general areas. First, SacRT’s operators’ union opposed encouragement and subsidy of non-union, independent contractor-based transportation companies. Second, the program was criticized on equity grounds, based on the perception—justified or not—that the program favored higher-income populations. Third, disabled persons expressed concerns that accessibility of rideshare and taxi service did not meet expectations.

These concerns notwithstanding, staff felt that the cost-limiting aspects of this program made it compelling. However, a program such as this would essentially be a completely new program, with no real relation to Smart Ride, beginning from scratch with research, budgeting, public engagement, vendor solicitation, contract negotiation, program initiation, staff training, contract management, etc.

¹² For example, see Livermore Amador Valley Transportation Authority’s [Go Tri Valley](#) program and Central Contra Costa Transit Authority’s [Go San Ramon](#) programs.

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Zone Evaluations

As discussed in Section 5, SacRT evaluated each zone according to the strategies discussed above and guided by the prioritization criteria discussed in Section 5:

Citrus Heights

Includes Antelope, Orangevale, and Fair Oaks

Proposed Changes

Eliminate Antelope, parts of Fair Oaks, parts of Orangevale
Shorten hours to 7am to 7pm

At approximately \$1.9 million per year, the Citrus Heights zone is one of the two most expensive Smart Ride zones, due to its large area of 39.2 square miles and 215,000 residents. It is below-average for minority and low-income populations.

The Citrus Heights zone includes four sub-areas—Citrus Heights itself, Antelope, Orangevale, and Fair Oaks. The zone originally included only Citrus Heights, which was the first zone with which SacRT originally piloted Smart Ride service, prior to STA’s Neighborhood Shuttle Cycle 1 grant, and which replaced a traditional general public dial-a-ride service operated within the city limits. Because of this pre-existing condition, SacRT is committed to maintaining Smart Ride within the Citrus Heights city limits, despite some redundancies with fixed-route transit service.

The Antelope, Orangevale, and Fair Oaks sub-areas all have less fixed-route service, especially Orangevale and Fair Oaks, although the demographics in Orangevale and Fair Oaks are less favorable for transit need and utilization. Although all three sub-areas were felt to be good fits for Smart Ride and to have unmet needs, due to the severity of the funding gap for Smart Ride and the priority on maintaining at least some service in each of the existing nine zones, and the high cost for the very large Citrus Heights zone, SacRT felt that reductions to parts of the Citrus Heights zone were necessary.

Although the Antelope and Fair Oaks sub-areas have strong cases for service, the Orangevale area was felt to be slightly higher priority because (1) Smart Ride replaced a former fixed-route bus service in this area, and (2) with the loss of that fixed-route bus, Smart Ride became the only transit option directly from Citrus Heights to Folsom. Without Smart Ride, transit users going between Citrus Heights and Folsom would have to ride Route 21 all the way down Sunrise Blvd to the Gold Line in Rancho Cordova.

On this basis, SacRT is proposing to eliminate the Antelope and Fair Oaks parts of the Citrus Heights zone, and parts of the Orangevale area.

Hours of service are currently 6:00 a.m. to 9:00 p.m. and would be reduced to 7:00 a.m. to 7:00 p.m. to save money and be consistent with other zones.

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Franklin**Proposed Changes**

No changes

At approximately \$950,000 per year, the Franklin zone is a mid-level zone, in terms of annual operating cost. Although the Franklin zone has the highest rate of minority and low-income populations, the Franklin zone was considered for reductions primarily because much of it is already relatively well-served by fixed-route transit. Moreover, origin/destination data has shown that many customers use the Franklin SmaRT Ride zone for longer-distance north/south travel, somewhat or largely in competition with light rail and other major bus routes.

For this reason, one option that was considered for the Franklin zone was to reduce the size of the zone primarily by eliminating it north of Fruitridge Road and south of Mack Road. By forcing customers to transfer to north/south fixed-route service, the hope was that SmaRT Ride would have greater availability for shorter-distance trips feeding fixed-route service, and possibly that ridership might decrease enough to reduce operator shifts from four to three or two.

The exception would have been that service would have been maintained to Kaiser Hospital and Methodist Hospital on Bruceville Road. Although these destinations are well-served by fixed-route, SacRT felt that maintenance of a direct SmaRT Ride connection to these destinations would have been justified, because customers have reported the importance of the Franklin zone for seniors residing in scattered and isolated enclaves throughout the Franklin zone.

Ultimately, staff felt that between the uncertainty of savings from reducing the zone's size and the high percentage of disadvantaged populations, that the zone should be preserved as-is for now, if possible.

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Gerber**Proposed Changes**

No changes

With just one morning bus and one afternoon bus, options are limited for reducing the cost of the Gerber zone. Staff considered combining the Gerber zone with the adjacent Elk Grove zone. Both zones were historically lower-ridership, so it might have been possible for one bus at a time to have served the entire combined zone, were it not for the large size of the zones and the great length from one end to another. Over the past six months, ridership has also grown on both zones, which would further stretch availability and wait times.

Other reasons to avoid reductions to the Gerber zone include the fact that it is well above average, for SmaRT Ride, for minority and low-income populations and the fact that it was launched partly as a replacement for Route 5, which formerly provided all-day service on Elsie Ave.

Rancho Cordova**Proposed Changes**

No changes

The Rancho Cordova zone is approximately average, for SmaRT Ride, for minority and low-income populations, serving a mixture of older, less-affluent communities and newer, more-affluent communities.

The zone mostly covers areas that already have fixed-route bus or light rail service; however, it is an area that has consistently generated customer complaints about the inability of customers to utilize fixed-route bus or light rail service, because it is geared primarily toward longer-distance east/west trips out of the community. SmaRT Ride has been well-received as a more convenient way to make shorter distance north/south trips.

Rancho Cordova has been the most productive SmaRT Ride zone, averaging 5.3 passenger boardings per revenue vehicle hour. Rancho Cordova also did not see as great an increase in local bus service from the SacRT Forward new bus network (2019) as many other areas. For these two reasons, SacRT believes it is a high priority to preserve Rancho Cordova zone.

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Downtown Sacramento

Includes Midtown, East Sacramento, CSUS, and UC Davis Medical Center

Proposed Changes

Eliminate East Sacramento and Midtown

Maintain service to:

- Alder Grove/Marina Vista
- Amtrak
- Target, Safeway, Grocery Outlet, Smart and Final
- Marisol Village
- Science Museum

Shorten hours to
7am to 7pm

At approximately \$1.7 million per year, the Downtown zone is the second most expensive SmaRT Ride zone (after Citrus Heights).

Given the high cost, the low rate of disadvantaged communities in East Sacramento, and the high level of fixed-route transit in the Downtown area, reductions in cost on this zone were felt to be justified.

One exception is the Alder Grove/Marina Vista neighborhood (south of Broadway and west of Riverside Blvd). This neighborhood includes many low-income families residing in housing developments that rely on transit. But due to the lack of through streets, the neighborhood lacks and cannot be efficiently served by fixed-route transit. Availability of SmaRT Ride has been an alternative for these residents, and based on the frequency of service requests from residents, SacRT determined that preservation of SmaRT Ride to this neighborhood must be a high priority.

The proposed changes would reduce the Downtown zone considerably, so that it essentially serves only the Alder Grove/Marina Vista neighborhood, providing direct connections to other fixed-route service, grocery stores, and Amtrak. This would reduce costs considerably, to approximately \$475,000 per year.

Service would also be maintained to the new Marisol Village housing development on North 12th Street, which SacRT committed to serve as part of a grant agreement, and to the SMUD Museum of Science and Curiosity on Jibboom Street. Hours of service are currently 6:00 a.m. to 9:00 p.m. and would be reduced to 7:00 a.m. to 7:00 p.m. to be consistent with other zones.

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Natomas/North Sacramento

Proposed Changes

Split zone into two zones along Truxel Road with shared hot spots at Walmart, Safeway, Natomas Library, ARC

The Natomas/North Sacramento zone is well above average for minority populations but relative average for low-income populations, relative to other SmaRT Ride zones. The cost for the zone is approximately \$950,000 per year and it requires four buses per day.

The eastern half of the zone serves a more disadvantaged population, so SacRT considered preserving only that half, to save money. One of the main purposes of the zone is to fill a gap in east/west travel from Del Paso Heights to shopping on the Truxel Road corridor.

The western half of the zone, though less disadvantaged, has considerable need for SmaRT Ride due to the low level of fixed-route transit service and numerous poorly served neighborhoods.

SacRT has also sought to reduce the incidence of customers using the zone to make long end-to-end trips (e.g., from North Natomas to Marconi light rail station). Long trips such as these can absorb available capacity and diminish availability of buses for the zone's core function (i.e., transporting persons from unserved areas to fixed-route transit).

For this reason, SacRT is proposing to maintain the entire zone, but split it into two zones at Truxel Road. Major destinations on the Truxel corridor would be served by both zones (i.e., they would be transfer points). Vehicles would also be comingled between the two zones. In other words, customers would see the service as two separate zones, but vehicles would be shared between the two zones, able to respond to calls from either zone.

Folsom

Proposed Changes

No changes

The Folsom zone replaced a traditional general public dial-a-ride service that SacRT inherited from the City of Folsom upon the city's annexation into the SacRT district. For this reason, SacRT considers it an essential commitment to maintain SmaRT Ride (or a comparable service) in Folsom on the same approximate service levels.

The Folsom zone has also been a strong performer, at 3.3 passenger boardings per revenue hour, despite being the third largest zone, having the second lowest population density, and the highest automobile availability of any zone. This may be due to the relative lack of fixed-route transit in Folsom or a tendency toward shorter-distance trips (which allows greater seat turnover).

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**Arden/
Carmichael**

Proposed Changes

No changes

With just one morning bus and one afternoon bus, options are limited for reducing the cost of the Arden/Carmichael zone. Residents are only 35 percent minority, which is the lowest of all SmaRT Ride zones, but are 11 percent low-income, which is approximately average. Productivity is 2.8 passenger boardings per revenue hour, which is the second-lowest zone, but still relatively close to the 3.2 average for SmaRT Ride.

The part of the zone south of Arden Way (i.e., Arden Park) is only 4 percent low-income, much lower than the rest of the zone, but eliminating it would not necessarily result in any savings, because the service is already irreducibly small. The area south of El Camino Ave, is entirely unserved by fixed-route transit, and totals 6 square miles and 23,000 residents, which singlehandedly makes up approximately a fifth of the 122,000 residents who live outside the 3/4-mile catchment of fixed-route service but who are served by SmaRT Ride. The northeast part of the zone, while better served by transit, still includes an “island” of 4 square miles that lacks all-day fixed-route transit, despite being in the heart of SacRT’s service area.

For these reasons, the Arden/Carmichael zone was also designated as important to maintain.

Elk Grove

Proposed Changes

No changes

The Elk Grove zone, like Folsom, covers a large area over 25 square miles with low population density. The Elk Grove zone was intentionally designed to serve only (or primarily) the lower-density rural and industrial areas east of the city, where fixed-route transit is completely absent. Productivity is only 10 percent below average at 2.9 passenger boardings per revenue hour, despite population density being the lowest of all zones.

Like the Arden/Carmichael zone, the Elk Grove zone provides service to approximately 25,000 residents who live outside the 3/4-mile catchment of fixed-route transit, making up more than a fifth of the 122,000 total residents for whom SmaRT Ride is their only available transit service.

The Elk Grove zone is also the newest SmaRT Ride zone, being launched only in July 2021. Given that SmaRT Ride is still a pilot program, SacRT feels that residents of the Elk Grove zone deserve more time to use SmaRT Ride.

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The Elk Grove zone also enjoys a partial subsidy of approximately \$50,000 per year from Sacramento County for the part of the zone that serves the Vineyard area, from Florin Road to Gerber Road, between Elk Grove Florin Road and Bradshaw Road.

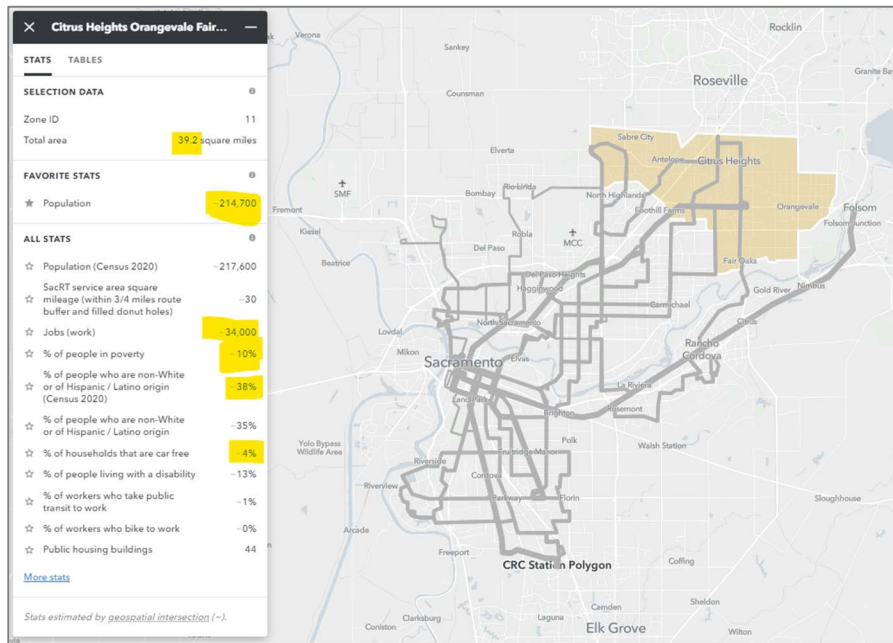
For these reasons, the Elk Grove zone is recommended for continuation as-is.

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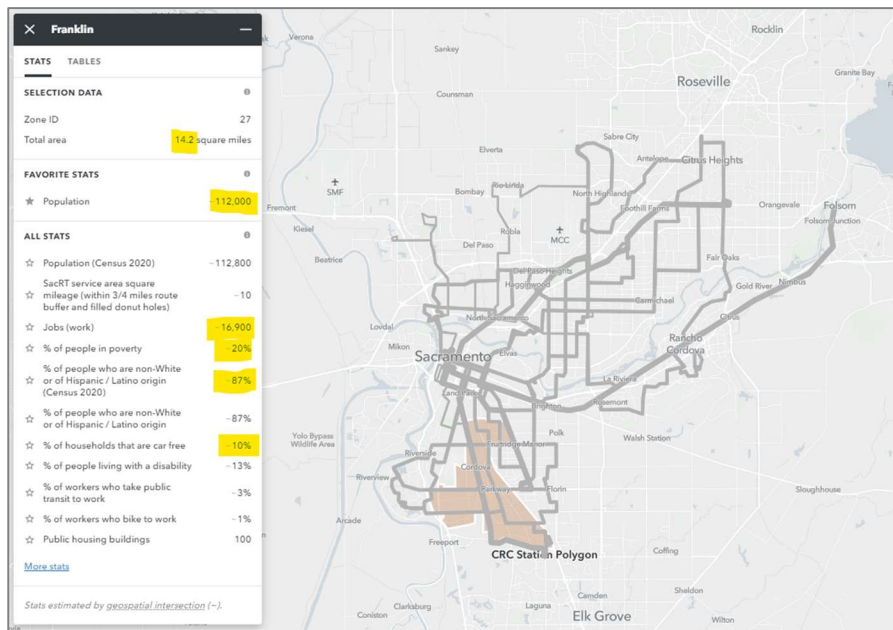
Demographic Maps

SacRT uses Remix software to estimate demographics for each Smart Ride zone. Supporting data on each existing zone has been provided here, as follows:

Citrus Heights/Orangevale/Fair Oaks

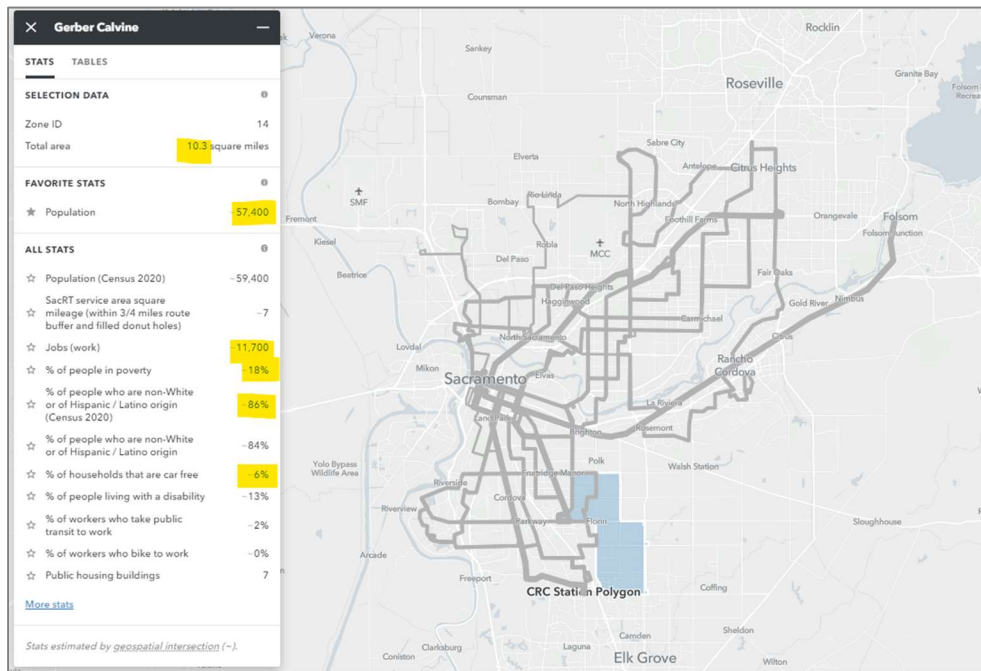


Franklin

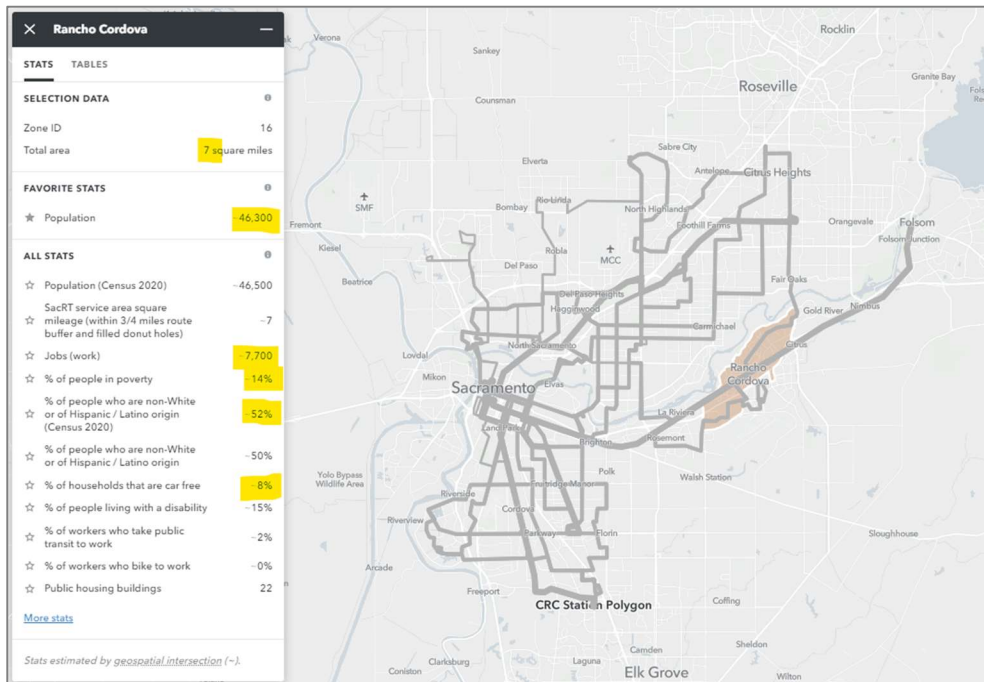


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Gerber

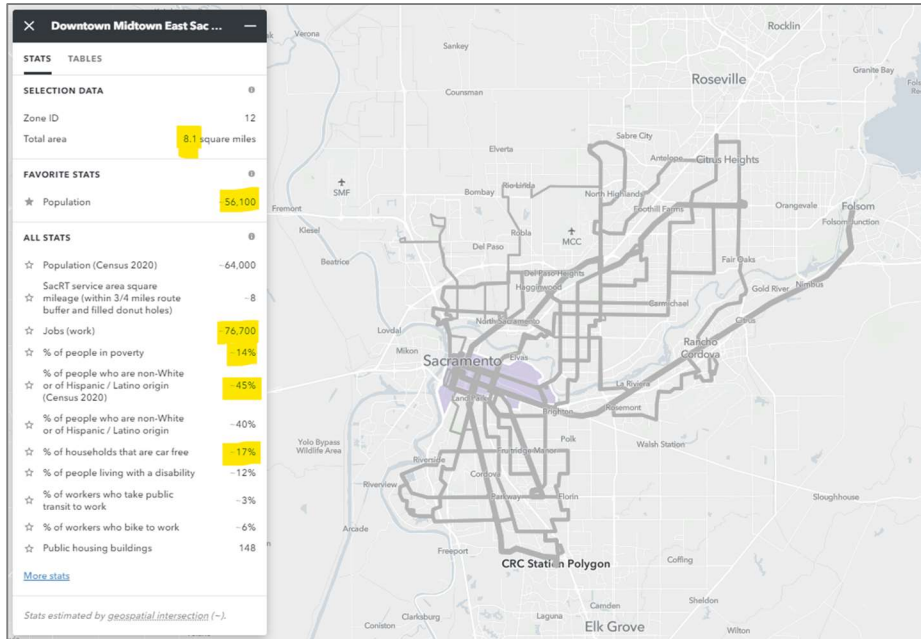


Rancho Cordova

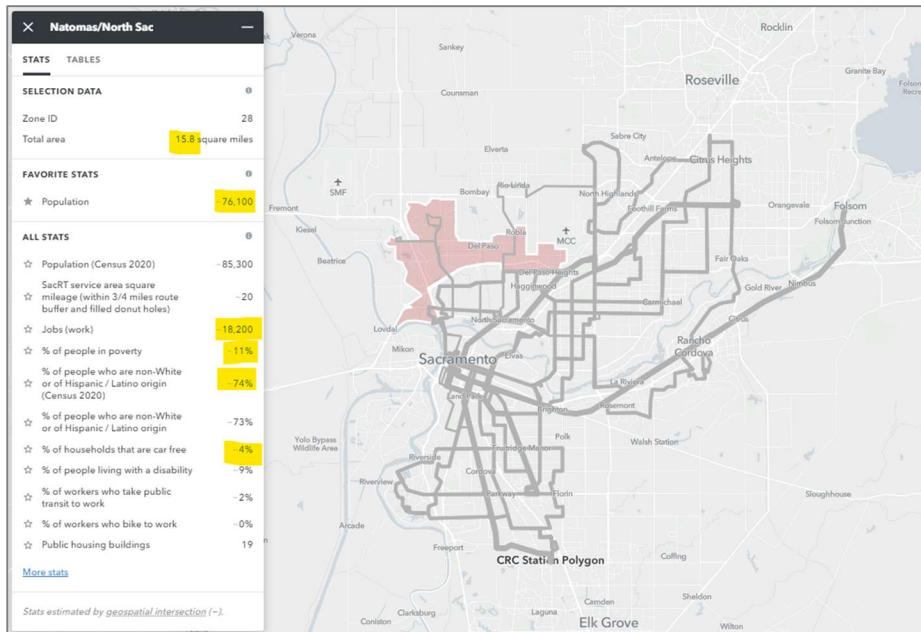


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Downtown/East Sacramento/CSUS

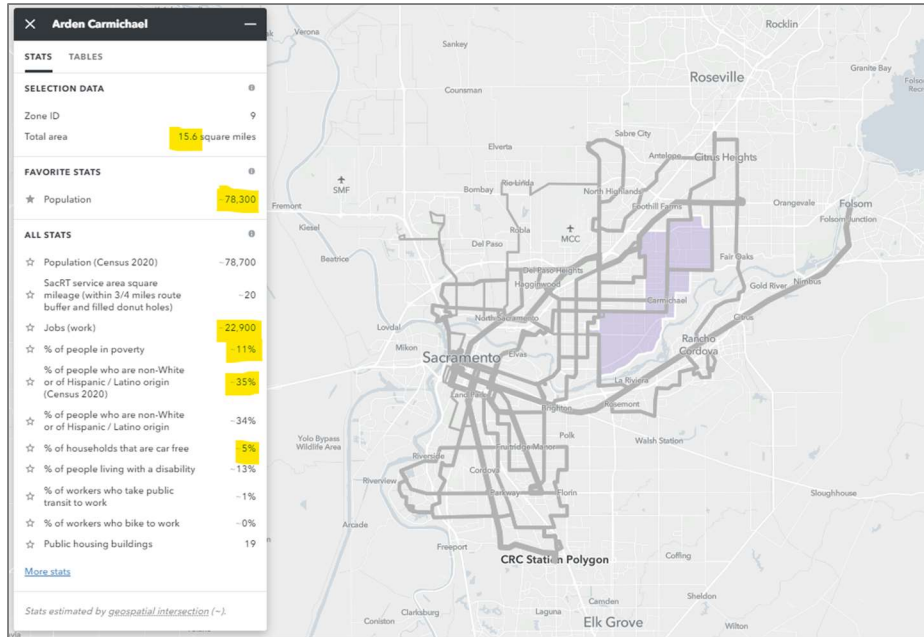


Natomas/North Sacramento

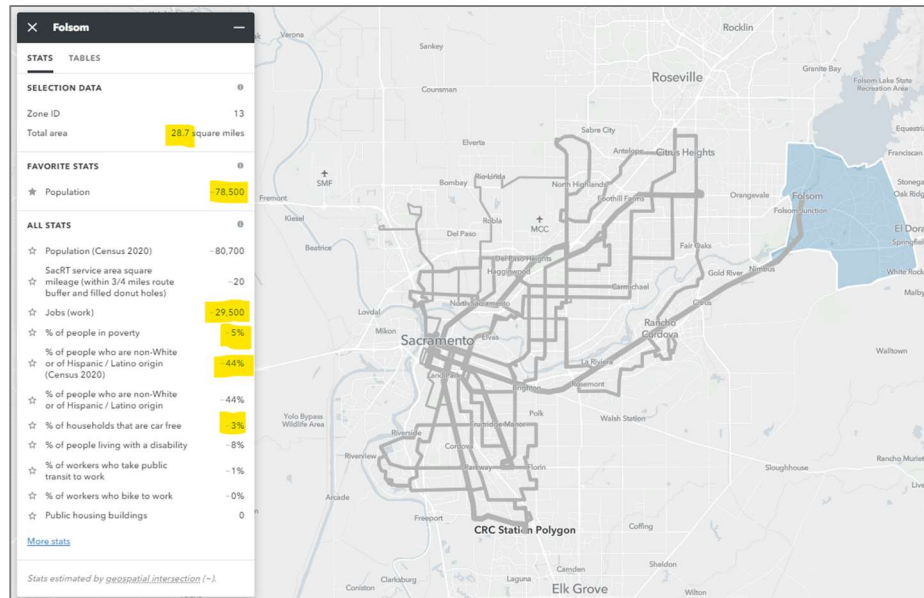


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Arden/Carmichael

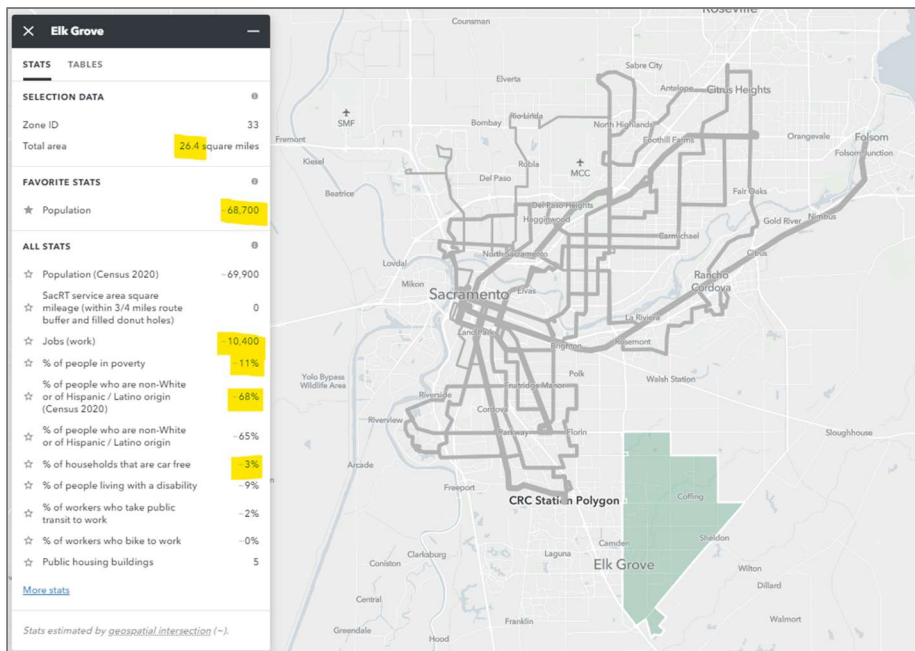


Folsom



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Elk Grove



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7. Grant Agreement

SacRT has reviewed the STA's Grant Agreement (Attachment C to the RFP). Alterations and specifications are noted here:

PROPOSAL NAME

SmaRT Ride Microtransit

Agency Name

Sacramento Regional Transit District (SacRT)

Section 2

Description of Services

The services funded by this Agreement are nine on-demand microtransit zones operating telephone and app-based shared-ride on-demand corner-to-corner public transportation Monday to Friday (except SacRT holidays) from 7:00 a.m. to 7:00 p.m. using a fleet of 100-percent accessible cutaway buses and vans and subject to SacRT's fare structure.

Section 6(d):

Reimbursement requests from SacRT to STA will total \$800,000 per year and \$66,666.66 per month for duration of the agreement, not to exceed SacRT's actual O&M cost of service. Reimbursement requests will be supported by statistics indicating SacRT's actual O&M cost and reimbursement request, broken down by zone, as shown in the tables below. Actual revenue hours may vary depending on holidays and number of weekdays per year. Hourly rate shown in table below assumes 3.5 percent annual cost escalation; however, hourly rate in reimbursement requests will be SacRT direct cost per scheduled revenue hour for SmaRT Ride service, as approved in SacRT's Operating Budget for each fiscal year.

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Fiscal Year 2024 7/1/23 to 6/30/24						
Zone	Rev Hours Per Year	FY 2024 Rate	O&M Cost	Percent of Total	Reimburse Request	Monthly Request
1 Citrus Heights	8,128	\$142.40	\$1,157,389	17.31%	\$138,442	\$11,536.84
2 Franklin	6,773	\$142.40	\$964,491	14.42%	\$115,368	\$9,614.00
3 Gerber	3,577	\$142.40	\$509,372	7.62%	\$60,928	\$5,077.33
4 Rancho Cordova	5,842	\$142.40	\$831,873	12.44%	\$99,504	\$8,292.00
5 Downtown/CSUS	3,577	\$142.40	\$509,372	7.62%	\$60,928	\$5,077.33
6 Natomas	3,577	\$142.40	\$509,372	7.62%	\$60,928	\$5,077.33
7 North Sacramento	3,577	\$142.40	\$509,372	7.62%	\$60,928	\$5,077.33
8 Arden/Carmichael	3,577	\$142.40	\$509,372	7.62%	\$60,928	\$5,077.33
9 Folsom	4,763	\$142.40	\$678,158	10.14%	\$81,118	\$6,759.84
10 Elk Grove	3,577	\$142.40	\$509,372	7.62%	\$60,928	\$5,077.33
TOTAL	46,969		\$6,688,141	100.00%	\$800,000	\$66,666.66

Fiscal Year 2025 7/1/24 to 6/30/25						
Zone	Rev Hours Per Year	FY 2025 Rate	O&M Cost	Percent of Total	Reimburse Request	Monthly Request
1 Citrus Heights	8,128	\$147.38	\$1,197,898	17.31%	\$138,442	\$11,536.84
2 Franklin	6,773	\$147.38	\$998,248	14.42%	\$115,368	\$9,614.00
3 Gerber	3,577	\$147.38	\$527,200	7.62%	\$60,928	\$5,077.33
4 Rancho Cordova	5,842	\$147.38	\$860,989	12.44%	\$99,504	\$8,292.00
5 Downtown/CSUS	3,577	\$147.38	\$527,200	7.62%	\$60,928	\$5,077.33
6 Natomas	3,577	\$147.38	\$527,200	7.62%	\$60,928	\$5,077.33
7 North Sacramento	3,577	\$147.38	\$527,200	7.62%	\$60,928	\$5,077.33
8 Arden/Carmichael	3,577	\$147.38	\$527,200	7.62%	\$60,928	\$5,077.33
9 Folsom	4,763	\$147.38	\$701,893	10.14%	\$81,118	\$6,759.84
10 Elk Grove	3,577	\$147.38	\$527,200	7.62%	\$60,928	\$5,077.33
TOTAL	46,969		\$6,922,226	100.00%	\$800,000	\$66,666.66

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Fiscal Year 2026 7/1/25 to 6/30/26						
Zone	Rev Hours Per Year	FY 2026 Rate	O&M Cost	Percent of Total	Reimburse Request	Monthly Request
1 Citrus Heights	8,128	\$152.54	\$1,239,824	17.31%	\$138,442	\$11,536.84
2 Franklin	6,773	\$152.54	\$1,033,187	14.42%	\$115,368	\$9,614.00
3 Gerber	3,577	\$152.54	\$545,652	7.62%	\$60,928	\$5,077.33
4 Rancho Cordova	5,842	\$152.54	\$891,124	12.44%	\$99,504	\$8,292.00
5 Downtown/CSUS	3,577	\$152.54	\$545,652	7.62%	\$60,928	\$5,077.33
6 Natomas	3,577	\$152.54	\$545,652	7.62%	\$60,928	\$5,077.33
7 North Sacramento	3,577	\$152.54	\$545,652	7.62%	\$60,928	\$5,077.33
8 Arden/Carmichael	3,577	\$152.54	\$545,652	7.62%	\$60,928	\$5,077.33
9 Folsom	4,763	\$152.54	\$726,459	10.14%	\$81,118	\$6,759.84
10 Elk Grove	3,577	\$152.54	\$545,652	7.62%	\$60,928	\$5,077.33
TOTAL	46,969		\$7,164,504	100.00%	\$800,000	\$66,666.66

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Guidelines for Proposal

The following guidelines are provided for standardizing the preparation and submission of proposals. The intent is to assist respondents in the preparation of their submissions and to assist the Authority by simplifying the review process providing standards for comparison of submissions.

Statements submitted in response to this RFP shall include a complete response to the requirements in this section in the order presented. Statements should be a straightforward delineation of the respondent's capability to satisfy the intent and requirements of this RFP.

Proposals shall be submitted electronically to kevin@sacta.org by 5:00 p.m., **April 14, 2023**.

Proposals shall be page limited. Sections 1, 2, 3, 4, & 5 are limited to 12 pages, total.

Proposals shall contain the following information in the sections listed:

1. Introductory letter

The introductory letter should be addressed to:

Kevin Bewsey
Executive Director
Sacramento Transportation Authority
801 12th Street Floor 5
Sacramento, CA 95814

The letter shall include the transit provider's name submitting the proposal, mailing address, telephone number, and contact name. The letter shall address the transit provider's understanding of the Neighborhood Shuttle Program based on this RFP and any other information the Transit Provider has gathered. Include a statement discussing the transit provider's interest and experience for this type of work. A representative of the transit provider authorized to submit this proposal shall sign the letter.

2. Experience

Describe the existing transit services provided by the respondent, including number of routes, types of service, and fleet size. Describe the total population served and percentage of population served with transit. Provide your Annual Budget for Fiscal Year 2022-2023.

If you have provided similar transit services to the Neighborhood Shuttle Program, describe the location and type of service performed in the last five (5) years. Include metrics like boardings per hour per zone, cost per hour per zone, and zone service area size and population served. Where feasible separate out your metrics between pre and post pandemic.

3. Service Plan

The service plan must state your plan to provide a neighborhood shuttle program. The service plan must include the size of each area served, population served, type of service, and fleet vehicles planned per area served.

The service plan must document how the proposed neighborhood shuttle service plan aligns with the Measure A Transportation Expenditure Plan and Definitions of Eligible Expenditures as described below:

Measure A Transportation Expenditure Plan:

Neighborhood Shuttle System. At least \$30 million in sales tax revenues will fund the development of additional Neighborhood Shuttles throughout Sacramento County. The Authority shall develop a program that will allow local jurisdictions to compete for these funds.

Definitions of Eligible Expenditures

Neighborhood Shuttle System. A competitive grant program among local public transit providers to

STA Neighborhood Shuttle Cycle 2
SacRT Proposal – Smart Ride Microtransit – May 2023

promote the development or expansion of shuttle routes in residential and commercial areas that have no—or infrequent—transit service. The objective is to connect neighborhoods to the light rail system and to bus routes on major arterials.

The service plan must document how the proposed neighborhood shuttle service plan aligns with the transit provider's Short-Range Transit Plan (SRTP) or other planning document.

The service plan shall document the amount of funds requested from the Neighborhood Shuttle Program, including the hourly rate and revenue vehicle hours for the services proposed. The service plan fee shall include proposed costs (line-item descriptions and pricing) under both capital and operations. The fee structure shall be proposed in such a way that the reimbursement will not exceed the available Measure A revenue for reimbursement. The maximum award range per transit provider is \$2,100,000 to \$2,400,000 and the minimum award per transit provider is \$150,000.

The service plan shall document the cost effectiveness of the services proposed.

The service plan shall document how proposed service has been improved or innovated from previous experience with the Neighborhood Shuttle Program, Cycle 1 or similar services.

4. Disadvantaged Communities

Document how the proposed neighborhood shuttle program would benefit disadvantaged communities who are more reliant on transit. Disadvantaged communities can be defined using local, regional, state, or federal definitions. However, local and regional definitions such as environmental justice areas in general plans or SACOG's definition from the 2020 MTPS/SCS are preferred.

5. Leveraging

Provide the total cost per fiscal year of the proposed neighborhood shuttle program, proposed funding contribution from Measure A, and funding from local, regional, state, and federal sources. Document funds secured vs unsecured funds. For unsecured funds document status.

Describe how Measure A funds are being used to leverage additional local, regional, state, and federal sources and if there are any grants being pursued to either fully fund the program or expand the program.

6. Supportive Information/References

This section may include maps, graphs, charts, photos, references, and any other relevant information in support of the proposal.

7. Grant Agreement:

Attached to the RFP (Attachment C) is a copy of the Authority's Neighborhood Shuttle Program Cycle 2 Grant Agreement (Agreement). The Authority's Agreement may be modified, in the Authority's sole discretion, to address the specific provisions of this RFP and transit providers should note that any specifications or other requirements specific to this RFP shall be included in the Agreement and exhibits following an award of the Agreement. Please review the Agreement carefully and note in your proposal any exceptions or desired alterations to the Agreement.

STA Neighborhood Shuttle Cycle 2
SacRT Proposal – Smart Ride Microtransit – May 2023

ATTACHMENTS

Attachment A: Evaluation and Selection Criteria

The following represent the evaluation and selection criteria, which will be considered during the evaluation process:

Experience: Experience in performing work of a closely similar nature and size.

Service Plan: Benefits of the service proposed, population served, alignment with the Measure A Transportation Expenditure Plan and Definitions of Eligible Expenditures for the Neighborhood Shuttle Program, cost effectiveness of service plan, and innovations or improvements from previous or existing similar services.

Disadvantaged Communities: Benefits to disadvantaged communities.

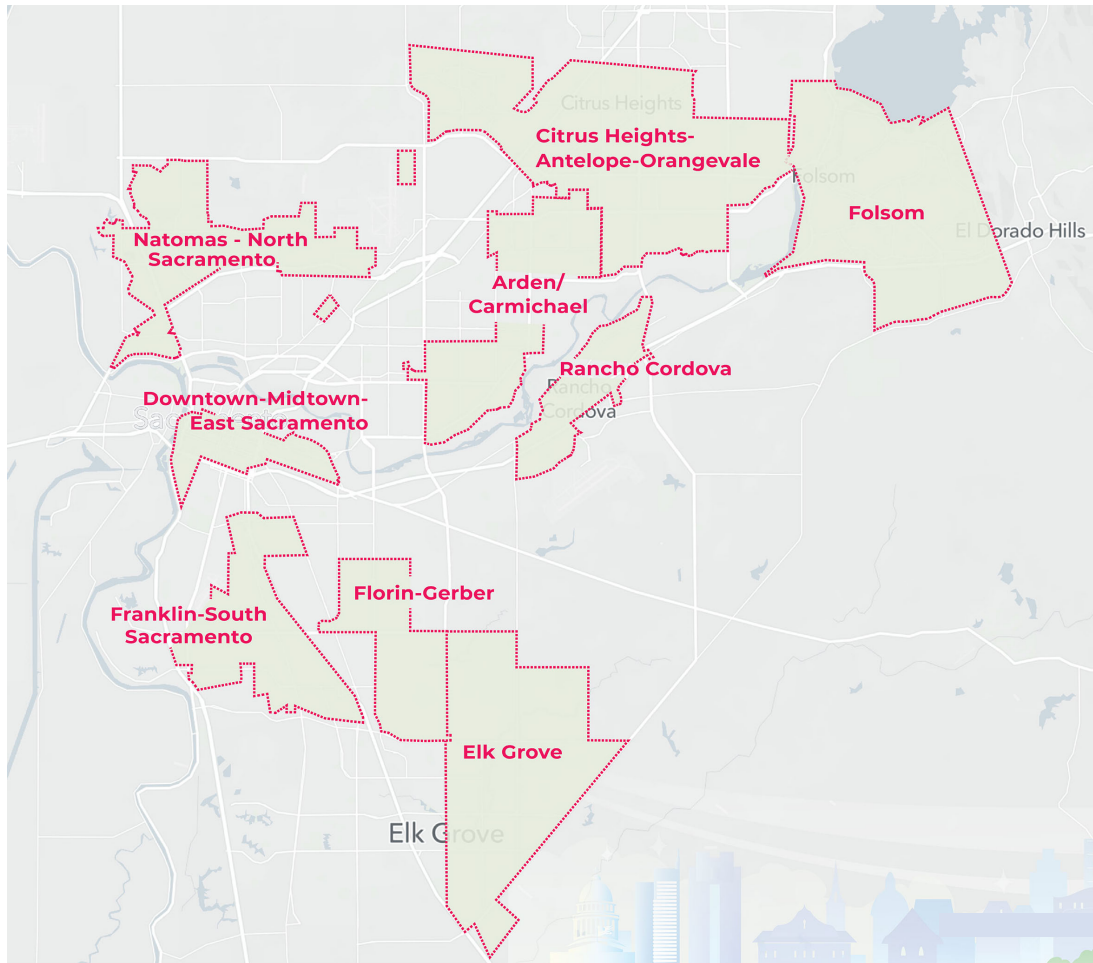
Leveraging: Leveraging of local, regional, state, and federal funds with Measure A dollars.

Quality and Responsiveness of the Proposal: Completeness of response in accordance with the RFP instructions.



Smart Ride Update

July 2023



Smart Ride **microtransit service** is a **form of on-demand transportation** that allows users to **request a ride via a smartphone app**, phone call or online.

Customers can monitor where the **SmaRT Ride vehicle is on the route by checking the free smartphone app**. Riders will receive alerts when the bus is approaching through the Smart Ride app.

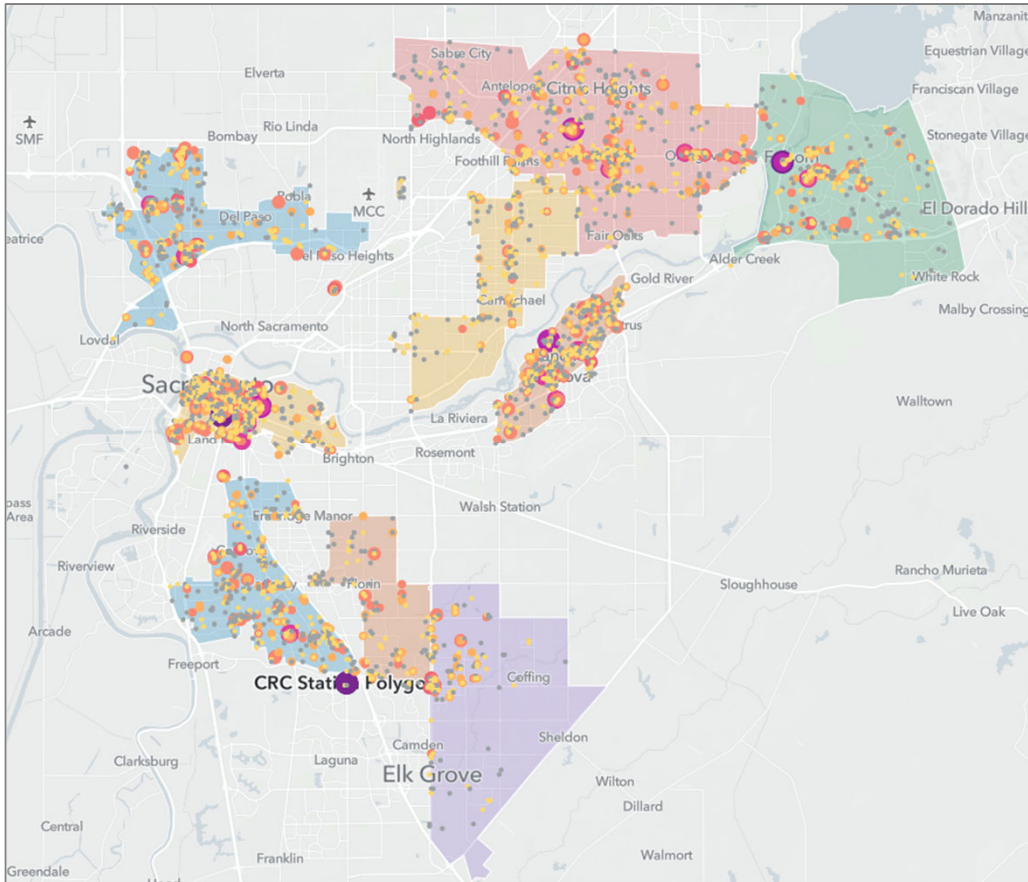
All riders **pay basic fare** (\$2.50 for a single ride) **unless eligible for discount fare** (\$1.25 for a single ride). SacRT daily and monthly passes are valid for unlimited rides. **Groups of five or more people traveling from the same location to the same destination ride for free.**

Smart Ride Service Area – 9 Zones

Secured Funds	FY 2024	FY 2025	FY 2026	Total
STA Neighborhood Shuttle	\$800,000	\$800,000	\$800,000	\$2,400,000
LCTOP	\$1,637,343	\$1,637,343	\$1,637,343	\$4,912,029
Amer Rescue Plan Supplemental	\$800,000	\$800,000	-	\$1,600,000
Citrus Heights TDA	\$651,031	\$673,817	\$697,401	\$2,022,249
Folsom TDA	\$949,421	\$982,651	\$1,017,044	\$2,949,115
Sacramento County	\$49,730	\$51,725	-	\$101,455
Other SacRT operating funds	<u>\$1,800,616</u>	<u>\$1,976,690</u>	<u>\$3,012,717</u>	<u>\$6,790,023</u>
Total revenues	\$6,688,141	\$6,922,226	\$7,164,504	\$20,774,871
SmaRT Ride O&M Cost	\$6,688,141	\$6,922,226	\$7,164,504	\$20,774,871

Assumes 3.5% annual growth in Citrus Heights and Folsom TDA contributions
LCTOP has been secured for FY 2024 only, but eligible and assumed for FY 2025-26
Excludes SacRT's capital contributions to the service, including a fleet of 45 vehicles

Fiscal Impact

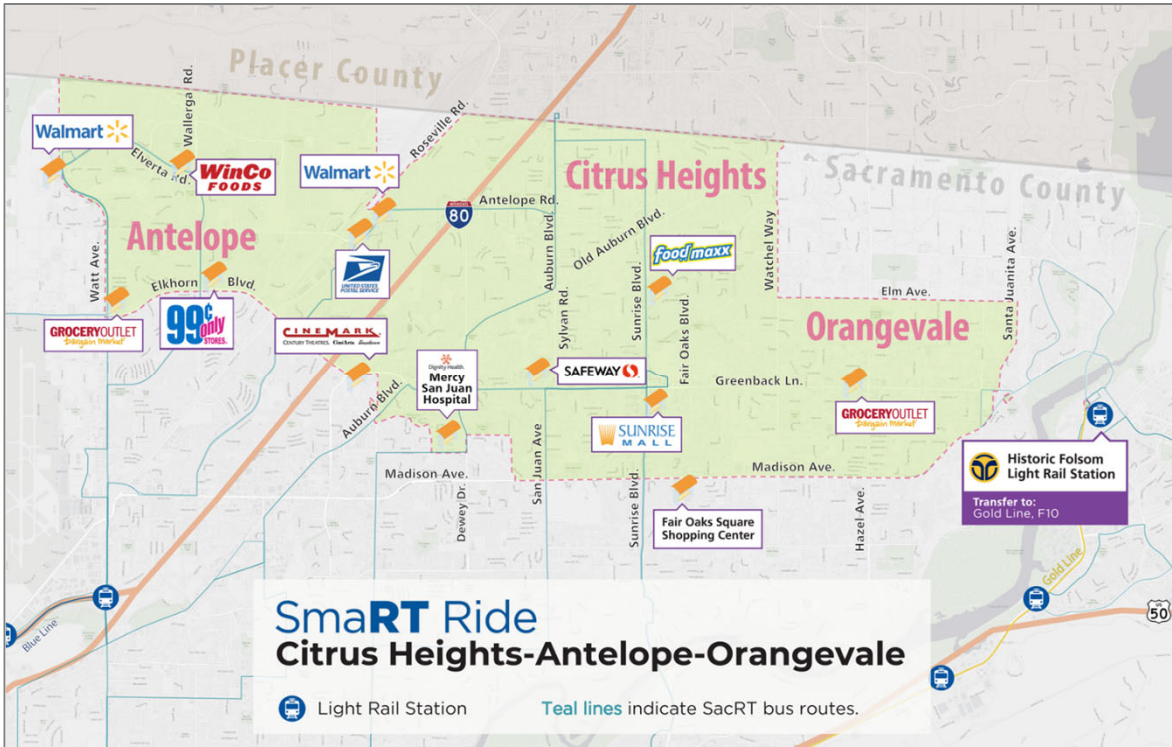


Zone	Changes
Arden/Carmichael	No changes
Citrus Heights/ Antelope	Eliminate service south of Madison Ave Eliminate service north of Elm Ave and east of Wachtel Way Shorten hours to 7am to 7pm
Elk Grove	No changes
Folsom	No changes
Downtown	Eliminate east of Alhambra Blvd Maintain service to Marisol Village and Science Museum Shorten hours to 7am to 7pm
Franklin	No changes
Natomas/North Sac	No changes
Rancho Cordova	No changes
Florin/Gerber	Expand zone north from Fruitridge Rd to include area bounded by 14th Ave, Power Inn Rd, and Stockton Blvd

7am to 7pm service for all zones

Smart Ride Adjustments

Effective August 28, 2023

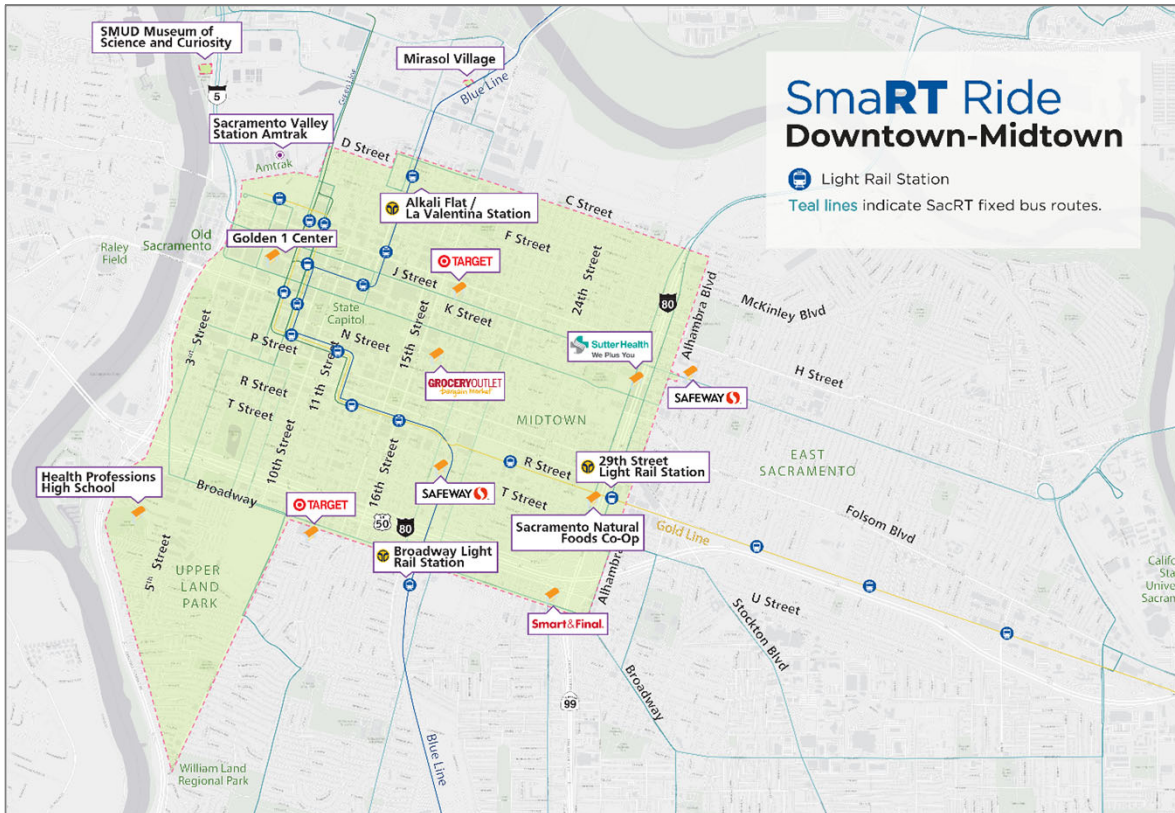


Citrus Heights Service Changes:

- Discontinue service south of Madison Avenue
- Discontinue service north of Elm Avenue and east of Watchel Way
- Shorten hours to 7am to 7pm

New Citrus Heights-Antelope-Orangevale Zone

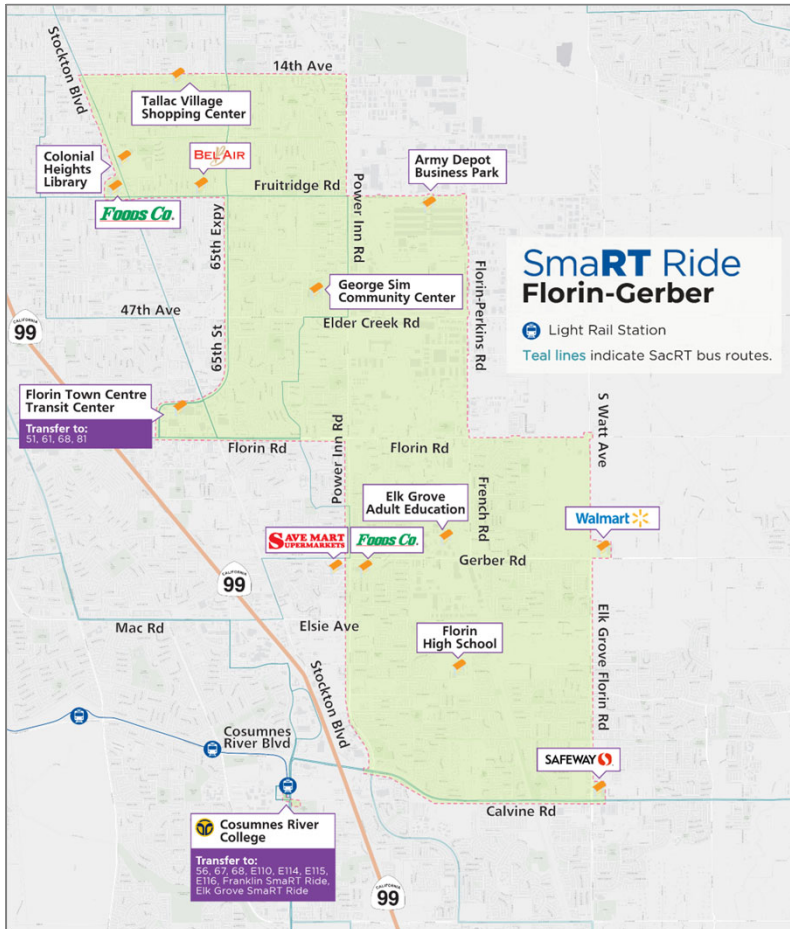
Effective August 28, 2023



Downtown Service Changes:

- Discontinue east of Alhambra Boulevard
- Maintain service to Marisol Village and SMUD Museum of Science
- Shorten hours to 7am to 7pm

New Downtown Zone
Effective August 28, 2023



Florin-Gerber Service Changes:

- Expand zone north from Fruitridge Road to include area bounded by 14th Avenue, Power Inn Road, and Stockton Boulevard

New Florin-Gerber Zone
Effective August 28, 2023

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: PRESENTATION ON ONGOING PROJECTS AND INITIATIVES

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

This will be the first in a series of presentations to provide updates on Sacramento Regional Transit District's ongoing projects and initiatives.

Ongoing Projects and Initiatives

July 24, 2023

Shelly Valenton, Deputy General Manager/CEO

Devra Selenis, VP, Partnership and Communications

Laura Ham, VP, Planning and Engineering

Lisa Hinz, VP, Security, Safety, & Customer Satisfaction



New initiatives to be implemented:

- Community advocate recognition program
- Bring back the secret shopper program
- Partnerships with schools and potential school advocates to further increase student ridership

Improved communication on ongoing initiatives/concerns:

- Reimagine Watt/I-80 project status
- Low Floor light rail train concerns and public outreach
- Expand messaging/communication when there are trip cancelations during peak hours

Report on suggestions that are already being implemented:

- Leveraging technology (consolidated app, etc.)
- Homelessness and social equity program

Response to questions / analysis of potential initiatives suggested:

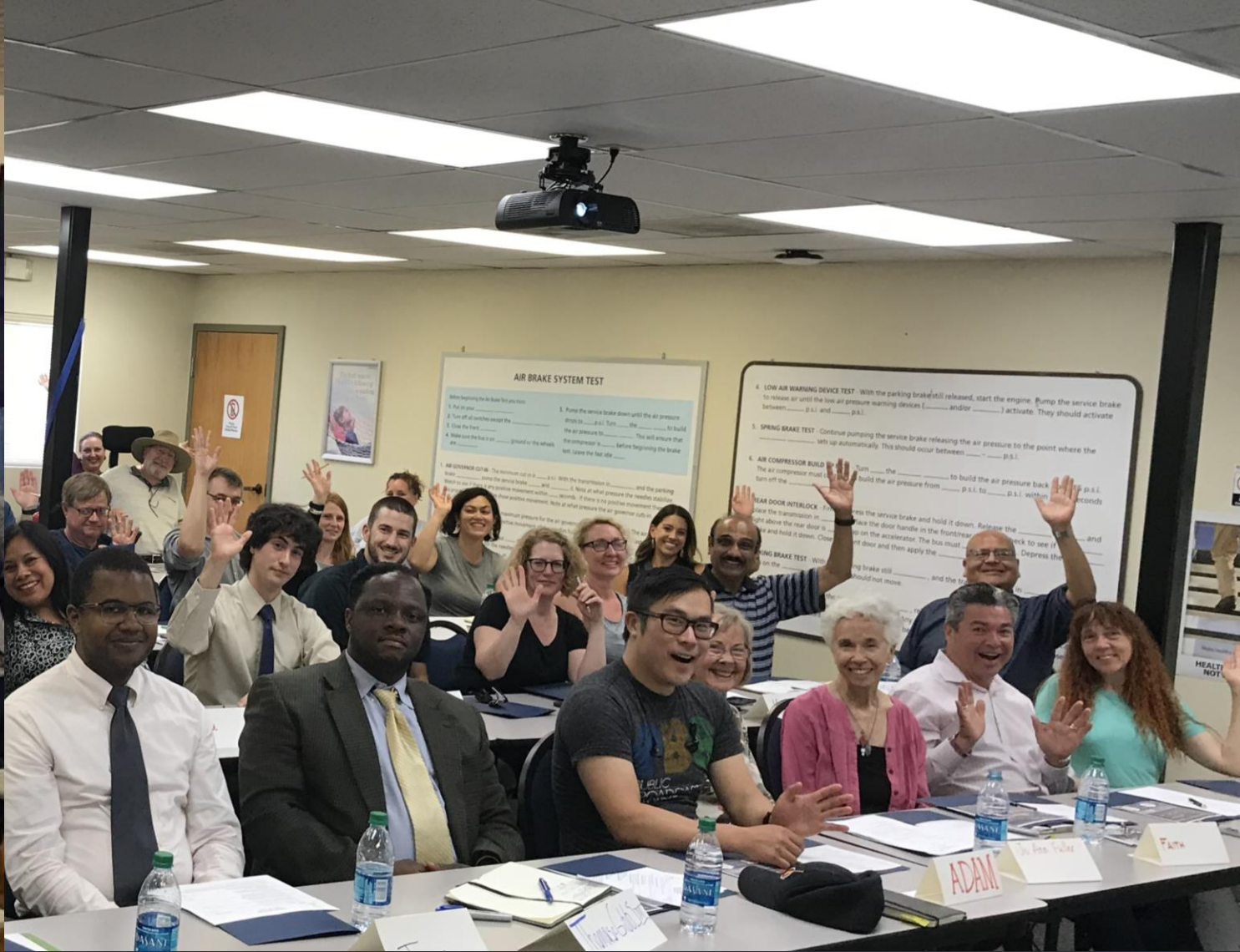
- Fare free program analysis
- Analysis on bus efficiency and use of smaller buses for low ridership routes
- Analysis re challenges with a “horizontal region” (TOD/Green Means Go presentation)
- Next route optimization study
- Response to customer feedback

July Meeting (TODAY):

- Community advocate recognition program
- Reimagine Watt/I-80 project status
- Low Floor Light Rail Train concerns and public outreach
- Homelessness and social equity program

August Meeting:

- Leveraging technology
- Bus efficiency and use of smaller cutaways
- Secret shopper program
- Fare free program analysis



Community Transit Advocate Recognition Program

Devra Selenis, VP of Communications and Partnerships





WHY?

Community Transit Advocate Recognition Program would help create goodwill among constituents, as it would give a few deserving transit supporters a formal “thank you.”



Participating Board members and General Manager/CEO **choose one constituent** for recognition of their role in transit advocacy.

Couple of ways to choose nominee:

1. Board member and General Manager/CEO submits the person's name, contact info, and one sentence describing that person's involvement.
2. Or ask district constituents to nominate a potential candidate, and then select the transit advocate.

HOW Community Transit Advocate Recognition Program Works



Edit profile

Sacramento Regional Transit

@RideSacRT

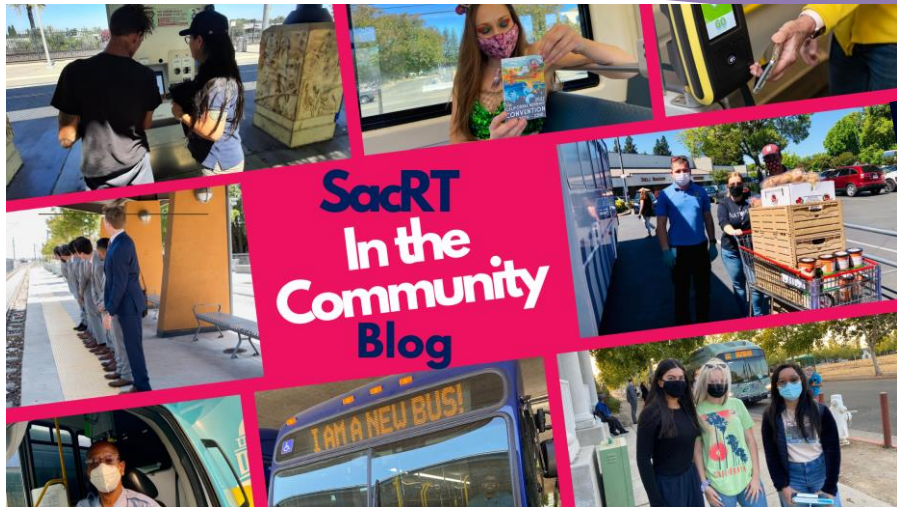
Bus, Light Rail Service, Smart Ride and SacRT GO Paratransit Services for the Sacramento Region

Travel & Transportation Sacramento, CA

Sacramento Regional Transit

NEXT STOP NEWS

Sacramento Regional... 9+



Sacramento Regional Transit District



Advocate Recognition



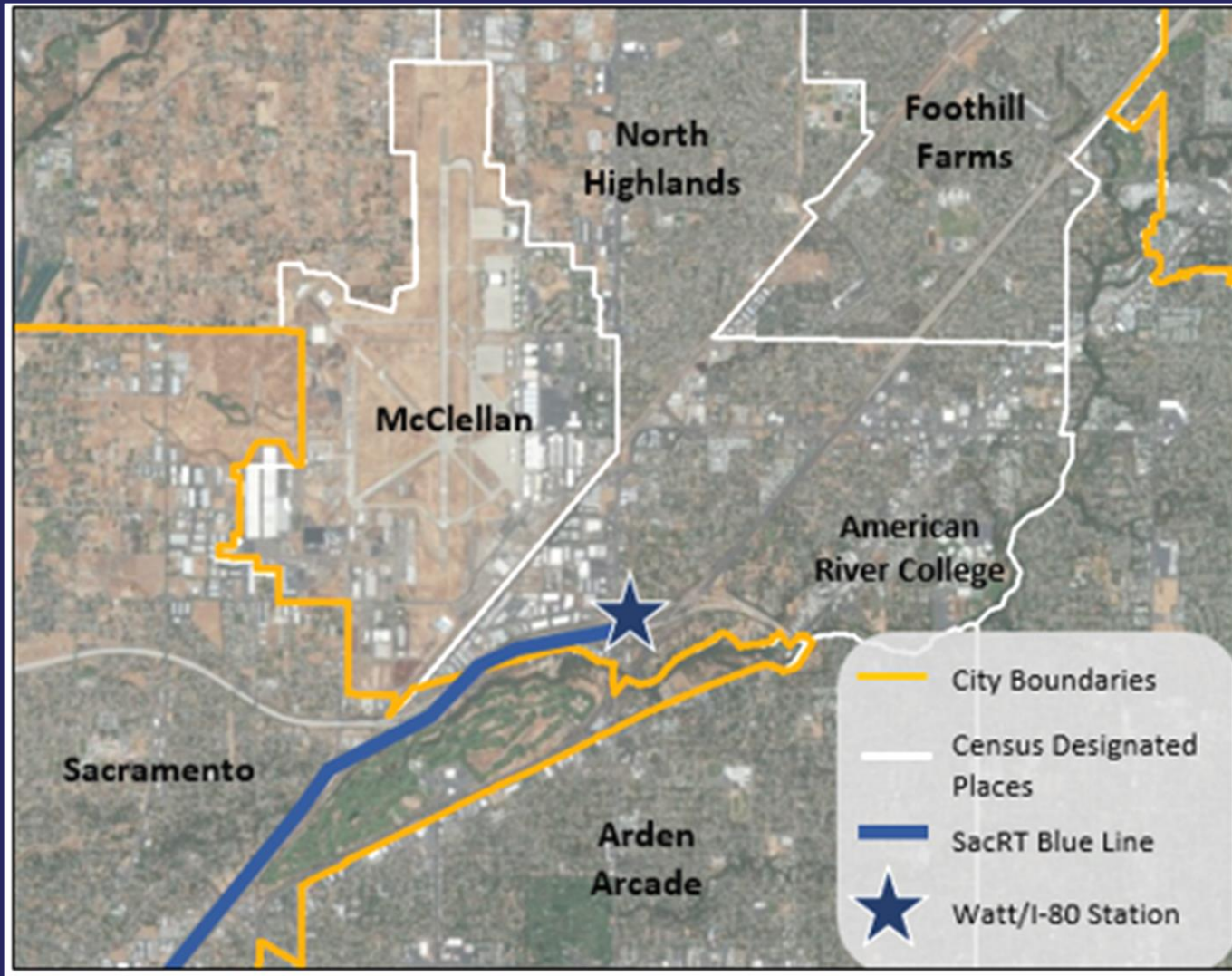


Goal is to have 2023 nominees in hand by mid-September and **present certificates during an October Board meeting.**



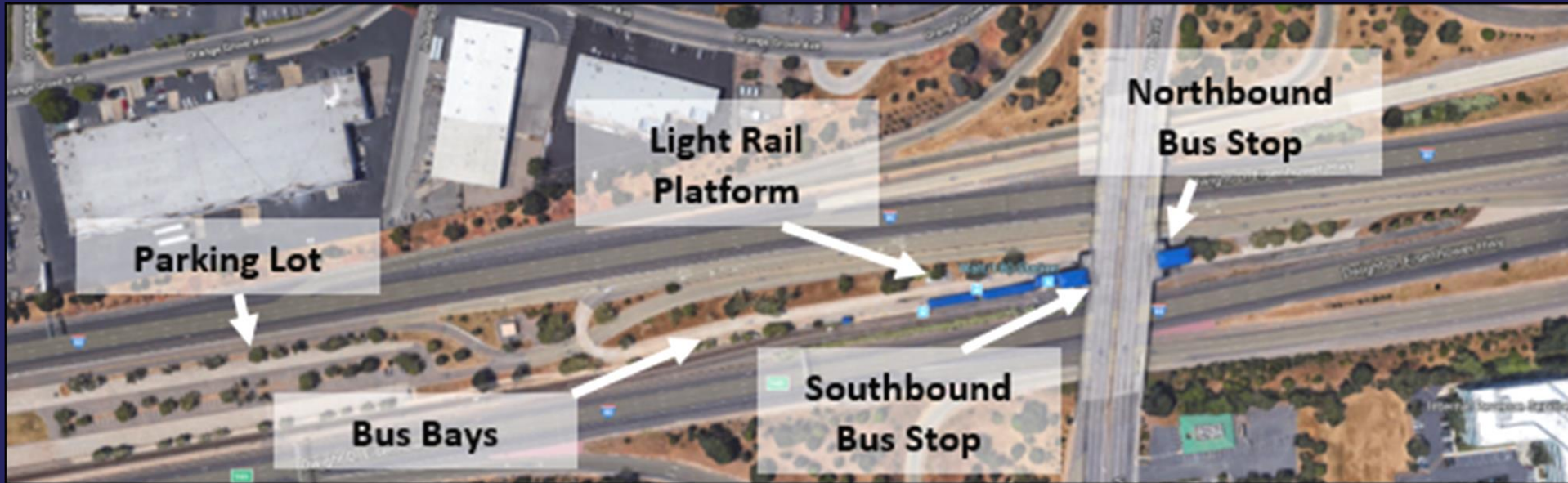
Re-Imagine Watt/I-80 Transit Center Master Plan Update

Laura Ham, VP, Planning and Engineering



- Located in North Highlands
- In the median of I-80 at Watt Ave and on Watt Ave
- Northern Terminus of the Blue Line

Watt/I-80 Transit Center Location and Orientation



- High Use Transit Center
- 1,430 avg daily LR boardings
- At risk community
- Multi-level station

Watt/I-80 Transit Center Location and Orientation



- 2017-2018
- Surveys
- Walk Audits
- Community Meetings

Watt/I-80 Transit Master Plan Process

What We Heard: *Project Priorities*



Transfers should be **safe, reliable, and convenient**



Greater safety should be achieved through a combination of **enforcement and design**



Consistent maintenance is necessary for sustained cleanliness and functionality.



Station amenities should improve **user experience and comfort** + encourage **positive activity**

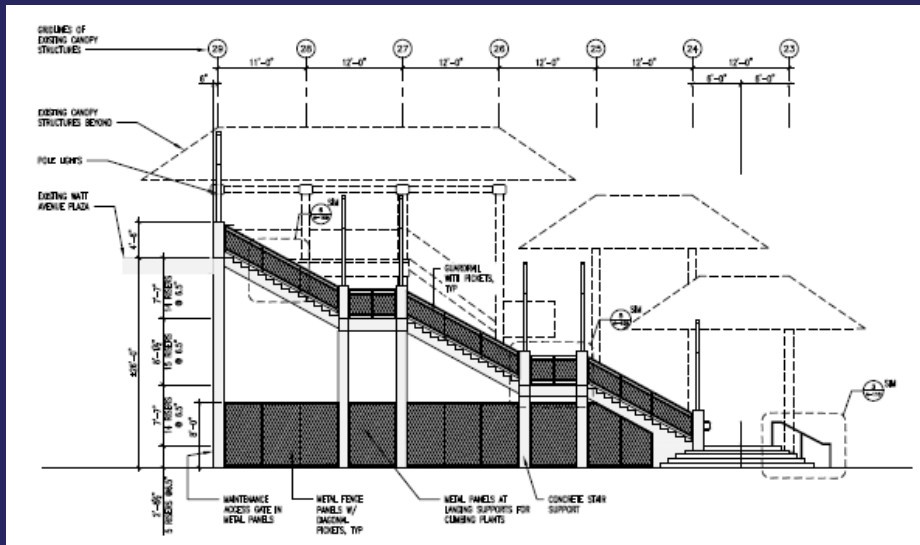


Pedestrian, bicycle, and ADA access is a **priority**

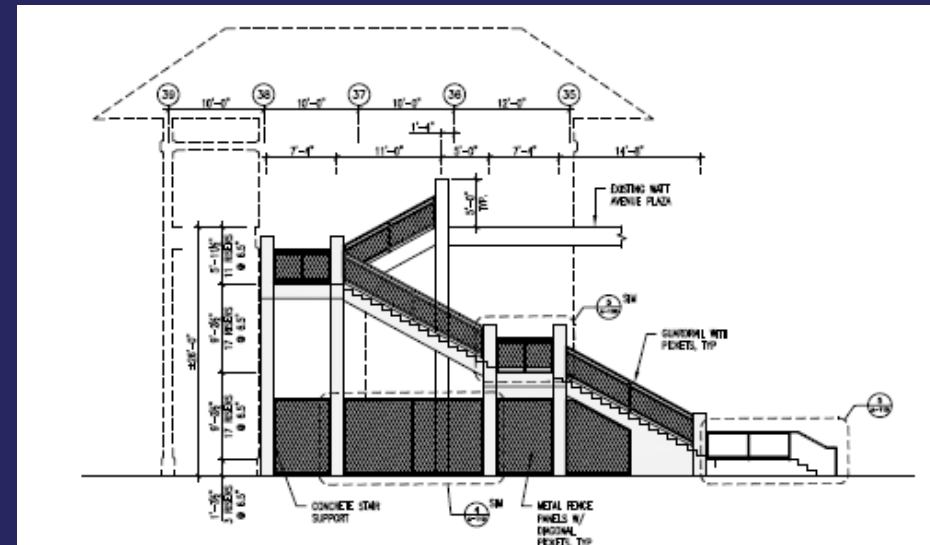
Project Highlights New Station

driven by community input

- New redesigned stairwells to be more open and accessible
- Increased lighting
- Removing and restricting access to hiding places
- Enhance pedestrian, bicycle and drop-off vehicle access, as well as user-friendliness and comfort
- \$19M investment



West Stairwell



East Stairwell



All outreach participants indicated they felt more comfortable/safe using the 36" wide ramp than a 30" ramp with side barriers.



"I have an extra wide wheelchair and the 36-inch-wide ramp made it easier. Thank you." – Helen O'Connor

Low-Floor Light Rail Train Public Outreach

Laura Ham, VP, Planning and Engineering

- Same ramp design and configuration as San Diego MTS with 8-inch platforms combined with a ramp. **The slope meets all ADA requirements.**
- On June 6th, **FTA Administrator Nuria Fernandez** notified SacRT in writing that it **approves the accessibility and usability of our ramp design**, as recommended by the FTA Office of Civil Rights.

Usable ramp
area is 6" wider
than MTS



SacRT – 36" wide ramp



San Diego MTS -30" wide

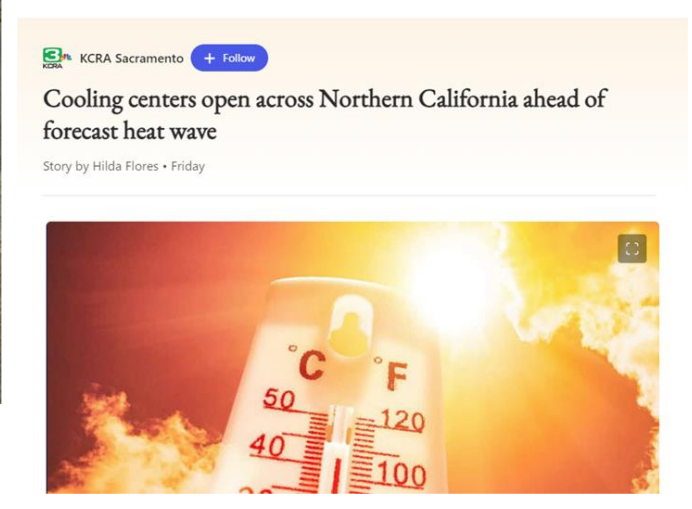


(Click on the image to play the video)



Low-Floor Light Rail Train Public Outreach

January 2023



Snapshot of initiatives:

- Free fares through local non-profit organizations and public agencies
- Free rides to cooling/warming shelters
- Free ride days due to inclement weather (over 60 days since Jan 2023)
- Free monthly passes to asylum seekers; complimentary passes for seniors in senior housing
- Free rides to voting centers and vaccine centers
- Wi-Fi bus for telework, telehealth and school during Covid
- Food delivery assistance during Covid
- Transit Ambassador Program
- Social Service Practitioner
- RydeFree Students Program

SacRT's Social Equity Program

Lisa Hinz, VP, Safety, Security and Customer Satisfaction



SacRT's Social Equity Program – Transit Ambassador Program

Rose Arteaga, MSW, ASW Social Services Practitioner

- Initially joined SacRT as a Master's degree social work intern from the Sacramento Police Department in 2020.
- Holds an **AA in Psychology & American Sign Language**, a **Bachelor's degree in Social Work** & a minor in Child Education, and a **Master's degree in Social Work**.
- Previously worked in crisis intervention residential programs for adults with severe mental illness, behavioral health settings for children, and caregiving settings for children with developmental disorders



SacRT's Social Services Practitioner is dedicated to connecting with underserved community members including:

- low-income families/individuals
- individuals experiencing homelessness (or at-risk of homelessness)
- individuals experiencing mental health crisis/challenges
- individuals experiencing substance-use dependence

Services Offered Include: referrals to housing, linkages to mental health, alcohol & other drugs, primary care services, and any other vital resources.

Social Services Practitioner – Field Work:

- RTPS Daily Collaboration
- Office Hours at SacRT's Customer Service (every Friday)
 - *HEART's Mental Health Counselor (every 4th Friday)
- Operation Lifesaver Track Safety – Friendship Park (every Friday)





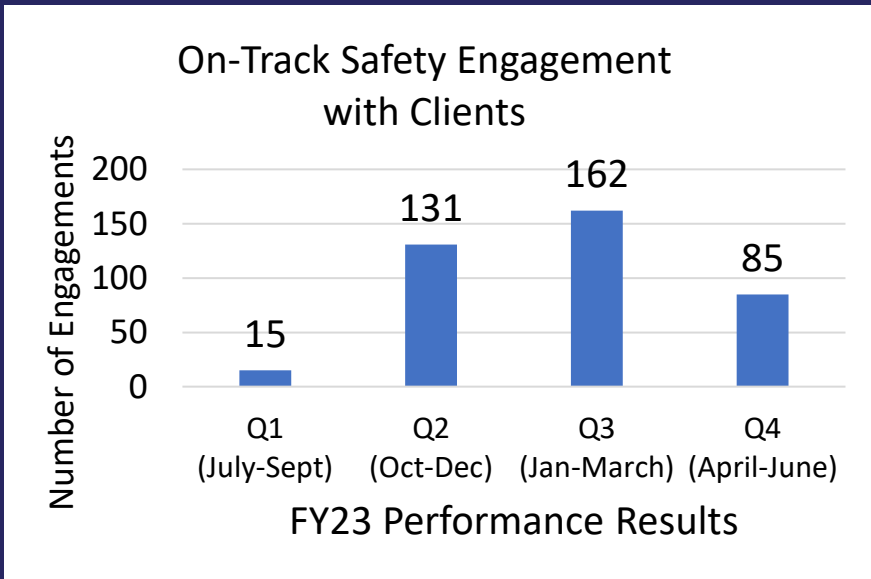
Community Partnerships City, County, and CBOs

City & County:

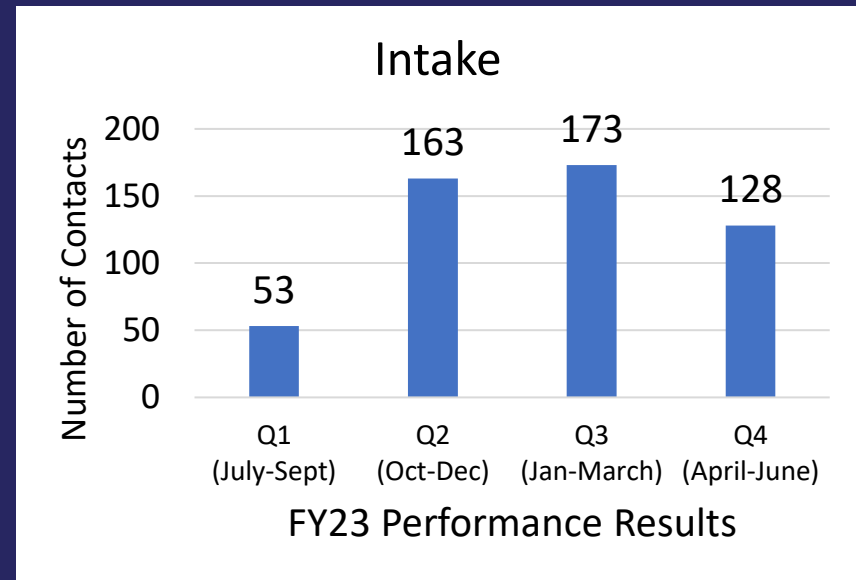
- Department of Community Response (DCR)
- Department of Human Assistance (DHA)
- Department of Health Services (DHS) – Division of Behavioral Health
- Department of Child, Family, and Adult Services

Community-Based Organizations:

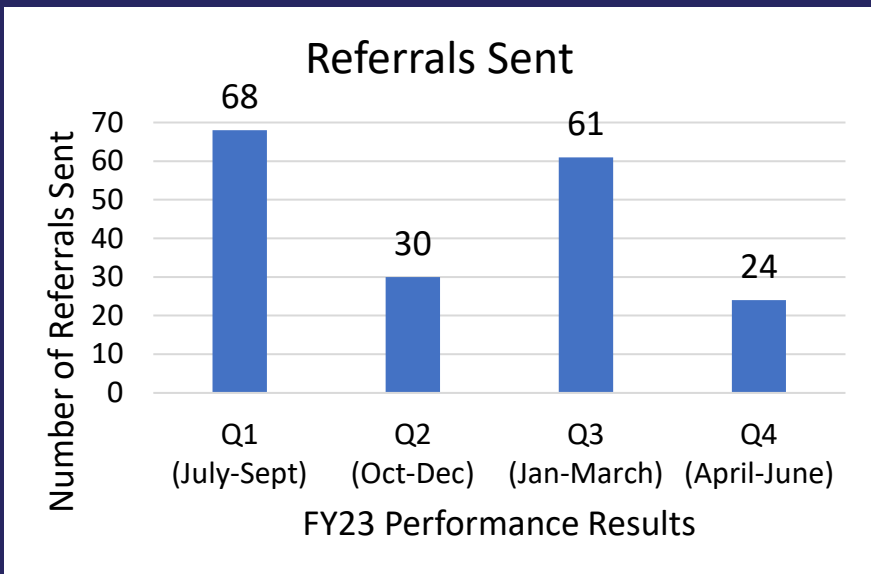
- River City Foodbank
- Wellspring Women’s Center
- Loaves & Fishes
- Salvation Army
- Volunteers of America
- Nation’s Finest
- Mather Next Move
- Lao Family Community Development
- Wellspace Health – SURE Center
- Elica Health
- Community Against Sexual Harm (CASH)
- City of Refuge
- Sacramento Covered
- Master Care
- Dress for Success Sacramento
- The Willow Clinic
- Hope Cooperative – Homeless Outreach Program



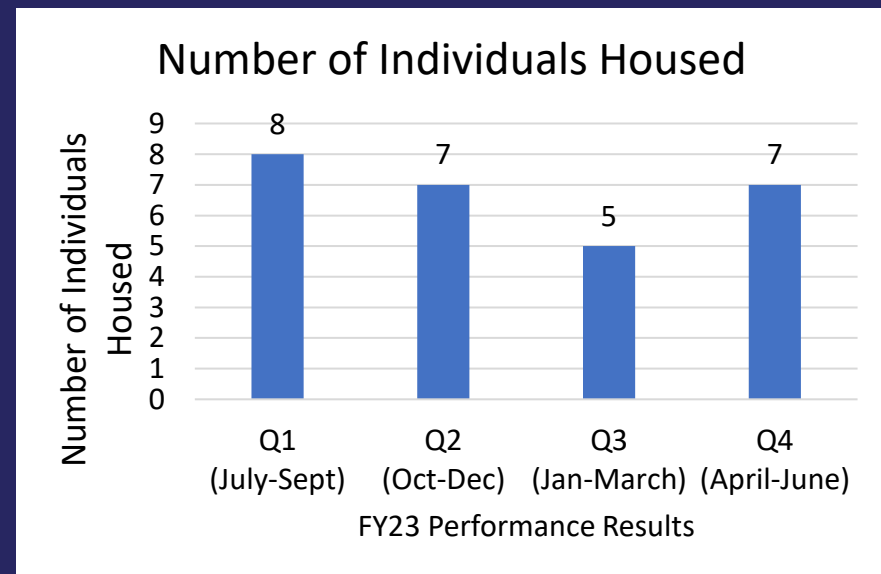
Individuals contacted in the field/office hours/trespassing on tracks



Number of individuals contacted by Social Services Practitioner on/near SacRT facilities/system



Number of referrals sent to partner agencies for individuals on intake list



Individuals who accepted housing in congregate shelters/transitional shelters/low-income housing



Collaboration to maintain SacRT cleanliness Started in March 2023

Forensiclean LLC

- Provides expert biohazard, environmental, and other types of remediation services to ensure the safety and well-being of their clients and their environments.

Partnership with SacRT includes:

- Biohazard remediation
- Human waste clean ups
- Hypodermic needle pick ups and disposal
- Regulated waste collection and disposal
- Environmental clean ups

Forensiclean has completed 17 clean-ups throughout the SacRT District which has allowed for the SacRT Facilities Department to focus on the at-large maintenance of SacRT.



Safe Parking Program



STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

Major Project Updates

Oral Update

SacRT Meeting Calendar

Regional Transit Board Meeting

August 14, 2023

SacRT Auditorium / Webconference

5:30 P.M

Quarterly Retirement Board Meeting

September 13, 2023

SacRT Auditorium / Webconference

9:00 A.M

Mobility Advisory Council Meeting

August 3, 2023

SacRT Auditorium / Webconference

2:30 P.M

Take SacRT to the State Fair

Going to the California State Fair? Take SacRT! Bus routes 67 and 68 provide convenient service to the Cal Expo main gate just steps from the entrance.

The California State Fair is being held through July 31, 2023.

Please check trip times before riding. Service on Routes 67 and 68 ends prior to the nightly closing of the fair. To plan your trip on SacRT, visit sacrt.com/schedules or call 916-321-BUSS (2877).

National Disability Independence Day

Join SacRT on National Disability Independence Day, Wednesday, July 26, 2023, as we honor and empower individuals with disabilities across our community. To mark this important occasion, we are thrilled to announce systemwide FREE rides for everyone on this exceptional day!

Free rides are available on bus, light rail, SmaRT Ride and SacRT GO paratransit services. Note: individuals interested in utilizing SacRT GO paratransit services must be certified eligible by SacRT before using this service. Learn more at sacrtgo.com.

Embracing Accessibility and Inclusion

At SacRT, we firmly believe that everyone should have equal access to transportation services, regardless of their abilities. National Disability Independence Day is an opportunity for us to demonstrate our unwavering commitment to accessibility, inclusion, and independence.

Why We're Offering Free Rides

We understand that transportation plays a vital role in the lives of individuals with disabilities, allowing them to connect with their communities, access to essential services, and enjoy independent living.

By offering FREE rides on National Disability Independence Day, we aim to:

1. **Celebrate:** commemorate the remarkable achievements and contributions of individuals with disabilities in shaping our community.
2. **Raise Awareness:** spark conversations about the importance of accessibility and the need to break down barriers that limit opportunities for people with disabilities.
3. **Foster Inclusivity:** encourage people from all walks of life to experience the benefits of accessible public transportation, fostering a more inclusive and understanding community.

How to Participate

Participating in our systemwide free rides initiative is easy! On National Disability Independence Day, Wednesday, July 26, 2023, simply board any SacRT vehicle and enjoy a complimentary ride to your destination. No flyer, no fares, simply ride for free and enjoy the journey!

Plan Your Trip on SacRT

Visit sacrt.com/planyourtrip for an online trip planner or call 916-321-BUSS (2877) for assistance.

STAFF REPORT

DATE: July 24, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING
SUMMARY OF JUNE 21, 2023.

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board Members present: Caity Maple, Bret Daniels.

RESULT OF RECOMMENDED ACTION

AGENDA

- I. Call to Order 10:00
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action - Pass*
 1. Approve Minutes of the February 15, 2023 Meeting
 2. Approve Minutes of the April 19, 2023 Meeting
 3. Authorize Multi-Year Agreements with Littlepay and Elavon for CCJPA's Tap2Ride Contactless Open-Loop Payments
 4. Authorize Agreement for Data Analysis Support
 5. Authorize CCJPA to Amend the Contract with MobilityData IO
 6. Authorize Amendment One to the FY 2023 Amtrak Operating Agreement for California Passenger Information Display System (CalPIDS) Equipment Cabinet Installation
Public Comment: Aleta Dupree.
- V. Action and Discussion Items
 1. Extend Authorized Agreement with Nomad Digital for Northern California OnBoard Wi-Fi *Action - Pass*
Public Comment: Michael Barnbaum. Board Comment: Jain.
 2. Authorize FY 2024 Marketing & Communications Plan and Advertising Contract *Action - Pass*
Board Comment: Raburn, Jain, Torres, Hernandez, Houdesheldt.
Public Comment: Michael Barnbaum.
 3. Capital Project Update *Info*
 - a. Capital Project Spotlight: Davis Station Upgrade
 - b. CCJPA Capital Project Portfolio
Board Comment: Frerichs, Saltzman, Raburn.

4. Sacramento to Roseville Third Track Supplemental Environmental Impact Report (EIR) *Info*
Public Comment: Michael Barnbaum.
5. Legislation and Funding Update – State and Federal *Info*
Board Comment: Raburn.
Public Comment: Liz Ames
6. Managing Director’s Report *Info*
7. CCJPA Project and Program Updates *Info*
 - a. Marketing and Communications Activities
 - b. Sacramento to Roseville Third Track
 - c. South Bay Connect
 - d. Davis Crossover and Signal Replacement
 - e. Stege Crossover and Signal Upgrade
 - f. Agnew Siding
 - g. California Passenger Display System (CalPIDS) Modernization
 - h. Right-of-Way Safety & Security
 - i. Renewable Diesel
 - j. Link21 Program

Public and Board Comment for V.6 and V.7 were taken together. Public Comment: Aleta Dupree. Board Comment: Jain, Torres, Saltzman, Raburn, Houdesheldt.
- VI. Board Director Reports
- VII. Public Comments: *Aleta Dupree*
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 20, 2023 – Solano Transportation Authority (STA)