



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

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

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

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



Sacramento Regional Transit District Agenda

BOARD MEETING
5:30 P.M., MONDAY, OCTOBER 23, 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 September 25, 2023
- 2.2 Resolution 2023-10-097: Approve a Sole Source Procurement and Award Contracts to Motorola Solutions, Inc. for Purchase of Radio System Equipment for New SacRT GO and Low Floor Light Rail Vehicles (C. Alba)
- 2.3 Resolution 2023-10-098: Conditionally Delegating Authority to the General Manager/CEO to Award a Contract for Watt/I-80 Transit Center Improvements (L. Ham)
- 2.4 Resolution 2023-10-099: Conditionally Delegating Authority to the General Manager/CEO to Award a Contract for Low Floor Vehicle Platform Conversion Phase 3 (L. Ham)
- 2.5 Resolution 2023-10-100: Delegating Authority to the General Manager/CEO to Enter into a Student Transit Pass Agreement – 2023 with Los Rios Community College District (J. Johnson)
- 2.6 Resolution 2023-10-101: Conditionally Awarding a Contract for Website Administration and Support Services to Exemplifai, LLC (D. Selenis)
- 2.7 Conditionally Awarding Three Contracts for On-Call Planning Support Services and Delegating Authority to the General Manager/CEO to Award and Execute Work Orders Under One or More Contracts for On-Call Planning Support Services (L. Ham)
 - A) Resolution 2023-10-102: Conditionally Awarding a Contract for On-Call Planning Support Services to AECOM Technical Services, Inc.; and

- B) Resolution 2023-10-103: Conditionally Awarding a Contract for On-Call Planning Support Services to DKS Associates, Inc.; and
- C) Resolution 2023-10-104: Conditionally Awarding a Contract for On-Call Planning Support Services to WSP USA, Inc.; and
- D) Resolution 2023-10-105: Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order for Hydrogen Feasibility Study & Business Plan Under a Contract for On-Call Planning Support Services; and
- E) Resolution 2023-10-106: Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order for Facilities Expansion Master Plan Under a Contract for On-Call Planning Support Services; and
- F) Resolution 2023-10-107: Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order for Meadowview TOD Master Plan Under a Contract for On-Call Planning Support Services; and

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: Evaluation of Funding Options Presentation (L. Ham)

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

a. Bus Efficiency and Use of Smaller Cutaways (C. Alba, L. Ham)

b. Customer Service Response to Feedback and Comments (L. Hinz)

8. GENERAL MANAGER'S REPORT

8.1 General Manager's Report

a. Major Project Updates

b. SacRT Meeting Calendar

c. Lifetime Senior Transit Pass

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

9.1 San Joaquin Joint Powers Authority Meeting Summary – September 22, 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**
13. **CLOSED SESSION**
14. **RECONVENE IN OPEN SESSION**
15. **CLOSED SESSION REPORT**
16. **ADJOURN**

*NOTICE TO THE PUBLIC

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

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

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

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

This meeting of the Sacramento Regional Transit District will be cablecast on Metro Cable 14, the local government affairs channel on Comcast, Consolidated Communications and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at metro14live.sacounty.gov. Today's meeting replays Thursday, October 26th at 12:00 PM and Saturday, October 28th 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: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF SEPTEMBER 25, 2023

RECOMMENDATION

Motion to Approve.

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

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

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

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

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

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

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

3. INTRODUCTION OF SPECIAL GUESTS

- 3.1 Special Recognition - Matthew Agustin (Chair Kennedy)

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

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

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

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

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

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public comment was taken by phone from Rick Hodgkins.

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

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

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

Speakers:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Hinz agreed.

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

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

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

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

7. NEW BUSINESS

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

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

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

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

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

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

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

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

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

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

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

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

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

numbers.

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

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

Director Valenzuela asked what the ridership increases were based on.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Director Maple is excited for the upcoming application updates.

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

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

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

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

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

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

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

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

Speakers:

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

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

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

Chair Kennedy thanked Mr. Hodgkins for his comments.

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

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

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

8. GENERAL MANAGER'S REPORT

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

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

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

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

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

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

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 6:58 p.m.

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

13. CLOSED SESSION

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

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

There was no Closed Session Report.

16. ADJOURN

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

A T T E S T:
HENRY LI, Secretary

PATRICK KENNEDY, Chair

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Bus Operations
SUBJ: APPROVE A SOLE SOURCE PROCUREMENT AND AWARD CONTRACTS TO MOTOROLA SOLUTIONS, INC. FOR PURCHASE OF RADIO SYSTEM EQUIPMENT FOR NEW SACRT GO AND LOW FLOOR LIGHT RAIL VEHICLES

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the contracts will allow SacRT to outfit new SacRT GO Paratransit Services (SacRT GO) vehicles and new Siemens Low Floor Light Rail vehicles with necessary radio equipment.

FISCAL IMPACT

The cost of the associated contract is \$187,046.17 and has been included in the Fiscal Year 2024 Capital Budget. Identified funding will come from proceeds of surplus sales of SacRT GO vehicles and State Transit Assistance funds.

DISCUSSION

The SacRT Board of Directors approved entering into an agreement with the County of Sacramento on October 13, 1993, for the countywide public safety radio system under the Sacramento Regional Radio Communications System (SRRCS) Licensing Agreement. In October 2020, the Board delegated authority to the General Manager/CEO to enter into a new licensing agreement to extend SacRT's participation for an additional 10 years.

As part of the Licensing Agreement, all SRRCS parties share the annual operating expenses of the shared radio system. Each party to the radio licensing agreement is responsible for maintenance and replacement of unshared system components, such as individual radios, dispatch consoles, and services. Motorola Solutions is the sole and exclusive provider of radio equipment for the SRRCS and SacRT must use Motorola P25 radio equipment to participate in the system. The County has a master contract with Motorola Solutions in place that SacRT can use to purchase equipment at a discount.

The 16 additional optional low floor light rail vehicles being purchased from Siemens must be outfitted with radio equipment. In addition, SacRT is under contract with Creative Bus Sales to purchase a total of 30 cutaway vehicles for SacRT GO, each of which will require a radio. SacRT received grant funding for the purchase of radios for SacRT GO cutaways; however, the funding is only sufficient to purchase 23 of 30 radios. The remaining 7 new cutaways will be equipped with older model radios until additional funding is available.

This sole source procurement is for a total of 39 radios and associated equipment for the new vehicles.

RESOLUTION NO. 2023-10-097

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

October 23, 2023

APPROVE A SOLE SOURCE PROCUREMENT AND AWARD CONTRACTS TO MOTOROLA SOLUTIONS, INC. FOR PURCHASE OF RADIO SYSTEM EQUIPMENT FOR NEW SACRT GO AND LOW FLOOR LIGHT RAIL VEHICLES

WHEREAS, in accordance with Section 1.405.b of the Sacramento Regional Transit District Procurement Ordinance a sole source procurement is permitted upon a determination that the required product is only available from the manufacturer and a finding that it would be futile to seek competition; and

WHEREAS, Sacramento Regional Transit District has participated in the County of Sacramento regional radio system since 1993 to ensure effective communications in emergency situations and the regional radio system is proprietary equipment manufactured by Motorola; and

WHEREAS, SacRT requires new radios for new rolling stock equipment (light rail vehicles and cutaway buses); and

WHEREAS, because Motorola is the only manufacturer that can provide equipment that integrates into the Sacramento Regional Transit District existing radio system, it would be futile to seek competitive bids for Motorola's proprietary equipment.

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

THAT, pursuant to Section 1.405.b of Sacramento Regional Transit District Procurement Ordinance, sole source procurement is authorized because the proprietary nature of the radio system precludes competition.

THAT, the Board hereby authorizes a sole source procurement and award of two contracts to Motorola Solutions, Inc. for the purchase of the radio system equipment through the County of Sacramento Contract WA00034181 for an aggregate amount not to exceed \$187,046.17, including sales tax and freight.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Purchase Orders necessary to order the radio system equipment.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT FOR WATT/I-80 TRANSIT CENTER IMPROVEMENTS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to approve the Contract for Watt/I-80 Transit Center Improvements will allow Sacramento Regional Transit District (SacRT) to comply with a grant deadline to execute a construction contract no later than December 31, 2023, and proceed with construction of the improvements to the existing Watt/I-80 Transit Center.

FISCAL IMPACT

The independent cost estimate for this contract is \$20,000,000. The requested Board delegation amount includes factoring in a 15% contingency for a maximum not to exceed amount of \$22,927,636. If no bids are received or the received bids exceed this amount, SacRT will need to reevaluate the viability of the project.

The following funds have been awarded and are available for construction: FY 2020 Solutions for Congested Corridors Program (SCCP) \$7,937,000

FY22 Federal CMAQ \$1,644,000

FY22 Federal 5307 \$13,346,636

Total available funds \$22,927,636

DISCUSSION

The current Watt I-80 Transit Center (Transit Center) is one of the busiest transfer centers in the Sacramento region. It has been prone to safety and security issues because of the location and design of the Transit Center, which is situated both above and below a major freeway, with steep enclosed stairwells, and in a high-crime community.

SacRT completed a visioning effort to re-imagine the Transit Center in 2018 with participation by a range of community stakeholders. With the community-envisioned upgrades, this facility will attract and accommodate more riders, as well as accommodate additional bus service from regional operators and expansion of high-capacity transit connecting to American River College, Arden-Arcade, Citrus Heights, McClellan Park, and North Highlands.

On September 20, 2023, Staff released an Invitation for Bid for Watt/I-80 Transit Center Improvements. The scope of the construction contract includes reconstructing the Transit Center's bus stop waiting areas on Watt Avenue; replacing the stair structures; widening the sidewalks along the Watt Avenue overpass; incorporating improved bike access along the overpass; improving pedestrian access under Watt Avenue from the northbound bus stop to the light rail station; modifying the freeway off-ramps for improved pedestrian access; adding/updating lighting, signage, site furnishings, and fencing; and updating the operator restroom and breakroom.

Bids are due on October 25, 2023. SacRT has a strict grant deadline to have an executed Contract no later than December 31, 2023. Staff requests Board approval to delegate the award authority to the General Manager/CEO for the Construction of the Watt/I-80 Transit Center Improvement Project to the lowest responsive and responsible bidder, assuming that no protests are filed.

RESOLUTION NO. 2023-10-098

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

October 23, 2023

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT FOR WATT/I-80 TRANSIT CENTER IMPROVEMENTS

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

THAT, authority is hereby conditionally delegated to the General Manager/CEO to award and execute the Contract for Watt/I-80 Transit Center Improvements to the lowest responsive and responsible bidder in response to the Invitation for Bid, subject to compliance with the requirements of the Procurement Ordinance and upon expiration of the protest period without receipt of any protests for an amount not to exceed \$22,927,636.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 3

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to approve the Contract for Low Floor Vehicle Platform Conversion Phase 3 will allow Sacramento Regional Transit District (SacRT) to comply with a grant deadline to execute a construction contract no later than December 31, 2023, and proceed with construction of the platform conversions for 4 stations on the Blue Line.

FISCAL IMPACT

The independent cost estimate for this contract is \$7,500,000. The requested Board delegation includes factoring in a 15% contingency for a maximum not to exceed amount of \$8,625,000. If no bids are received or the received bids exceed the amount, SacRT will need to reevaluate the viability of the project.

The following funds have been awarded and are available for construction:

FY 2020 Solutions for Congested Corridors Program (SCCP) \$2,942,463

FY22 Federal 5307 \$4,065,959

FY23 Federal 5307 \$4,432,888

Total available funds: \$8,625,000

DISCUSSION

The Light Rail Modernization Project includes the procurement of low floor light rail vehicles, 15-minute service to Historic Folsom, and the station platform conversions to accommodate low-floor light rail vehicles. The Low Floor Vehicle Platform Conversion Project includes adjusting all Gold Line and 19 Blue Line platforms to an 8-inch elevation

above top of rail; replacing detectable warning tiles/directional guidance tiles; adjusting all facilities and furniture on the platforms to the new height; placing concrete over all in-ground artwork in direct conflict; modifying tree grates/planters; modifying drainage facilities; modifying adjacent improvements to meet ADA requirements; and adding crosswalk areas and signage. Upon full integration of low floor vehicles, SacRT will be operating 3-car trains with Siemens S700 vehicles.

The project was previously broken into three phases with Phase 1 and Phase 2 for Gold Line platform conversions and Phase 3 for the Blue Line platform conversion. With additional construction funding awarded to SacRT that is specifically designated for four Northeast Corridor (NEC) Blue Line platform conversions, these stations will be part of a revised Phase 3 and must be in construction contract by December 31, 2023. The remaining 15 Blue Line platform conversions will now be part of Phase 4. The project is now broken into four phases as follows:

- Phase 1: Gold Line 2-car platform conversion
- Phase 2: Gold Line 3-car platform conversion
- Phase 3: 4 NEC Blue Line platform conversion
- Phase 4: Remaining 15 Blue Line platform conversion

On October 16, 2023, Staff released an Invitation for Bid for Low Floor Vehicle Platform Conversion Phase 3. Bids are due on November 10, 2023. SacRT has a strict grant deadline to have an executed Contract no later than December 31, 2023. Staff requests Board approval to delegate the award authority to the General Manager/CEO for the Construction of the Low Floor Vehicle Platform Conversion Phase 3 Project to the lowest responsive and responsible bidder, assuming that no protests are filed.

RESOLUTION NO. 2023-10-099

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

October 23, 2023

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 3

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

THAT, authority is hereby conditionally delegated to the General Manager/CEO to award and execute the Contract for Low Floor Vehicle Platform Conversion Phase 3 to the lowest responsive and responsible bidder in response to the Invitation for Bid, subject to compliance with the requirements of the Procurement Ordinance and upon expiration of the protest period without receipt of any protests for an amount not to exceed \$8,625,000.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO ENTER INTO A STUDENT TRANSIT PASS AGREEMENT –
2023 WITH LOS RIOS COMMUNITY COLLEGE DISTRICT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolution will delegate authority to the General Manager/CEO to enter into a new agreement that will continue the Student Transit Pass program with the Los Rios Community College District (Los Rios) through December 31, 2028.

FISCAL IMPACT

Staff estimates that approval of the Los Rios Student Transit Pass Agreement will result in fare revenues exceeding the FY24 budget by approximately \$140,000 (because the budgeted amount was based on the then-current per unit rate of \$2.75), and secure approximately \$2.4M in annual revenue through December 2028. The existing Student Transit Pass Agreement - 2015 will expire on December 31, 2023. If a new agreement is not executed, this guaranteed revenue source budgeted to be \$1.1M for the remainder of FY24 will be eliminated.

DISCUSSION

SacRT and Los Rios have had a student transit pass agreement in place since 2007. The long-term partnership has proven mutually beneficial over the years, providing low-cost transportation options to students and promoting lifelong passengers for SacRT. In simple terms, virtually all students pay a transportation fee as part of their registration in exchange for access to an unlimited transit pass for the semester. The fee under the existing agreement is variable based on the number of units, with a current cost of \$3.00 per unit with a maximum of \$45 (the original rate in the 2015 agreement was \$2.10 per unit and the agreement included an inflation adjustment that led to the current cost of \$3.00 per unit). The 2015 agreement represented a significant increase to the transit fee that was in effect prior to that time, and the affected student population is disproportionately low-income and minority as compared to SacRT's overall ridership. As a result, in connection with approval of the current agreement, SacRT conducted and in December 2015 the Board of Directors approved a fare equity analysis for the 2015

agreement, finding that despite the increase in the overall average fare paid by minority and economically disadvantaged groups as a result of the increased transit pass cost, there was a substantial legitimate justification for approving the program (namely that the affected students still receive a significant discount as compared to purchasing fare media at face value).

With the existing agreement set to expire on December 31, 2023, SacRT and Los Rios staff began working with students to determine an agreeable fee structure for the next several years. Student involvement is paramount in this process because a student vote is required under the Education Code (Section 76361) to assess a transportation fee. Discussions with student leadership and Los Rios staff brought forward three primary concerns: (1) volatility of the per unit fee due to unpredictable inflationary impacts; (2) the increasing cost of the transportation fee, especially for full-time students enrolled in more than 12 units; and (3) the increasing online course offerings for students that decrease the need for transportation services.

In response to these concerns, SacRT staff proposed to fix the transportation fee at the current rate \$3.00 per unit for the duration of the 5-year term and cap student contribution after 12 units (\$36). On October 12, 2023, SacRT was informed that the general contract terms as stated above were approved with record voter turnout and 80% of students who participated voted to pass the measure.

Staff considered the proposed terms of the new agreement and determined that a new Title VI analysis is not necessary given that (1) the student population eligible to receive the pass is unchanged; and (2) the per unit fee proposed is unchanged and fixed at current levels such that this approval does not represent a “fare change”. If a Title VI analysis were to be done, SacRT does not anticipate that it would find a disparate impact or disproportionate burden given that change in the proposed terms actually reduces the maximum fee payable by a small percentage of Los Rios students, namely those taking more than 12 units per semester.

The FY24 budget was completed prior to the fee change and assumed \$2.34M of fare revenue from Los Rios based on the spring semester rate of \$2.75 per unit. Staff anticipates the combined impact of the \$3.00 per unit fee and 12-unit cap will result in an increase in fare revenue of approximately \$140,000 in FY24. There is less certainty about the impact that the proposed agreement language will have on SacRT fare revenues in future years as compared to the current methodology, which provides for inflation-based fee increases. If the current rate of inflation were to continue and the per unit fees continued to increase, SacRT could have generated an additional \$1.7M in potential fare revenue over the 5-year period. However, this analysis is purely speculative, as it is unclear that the student population would have voted affirmatively to continue the pass program on the current terms and SacRT’s ability to negotiate the terms with Los Rios is limited by the need for a student vote. Some of the potential revenue loss may be offset by increased student enrollment over the 5-year period. Because the fee is almost universally assessed, SacRT’s average revenue per ride may actually increase over the term of the agreement if student ridership declines. Moreover, Staff believes that the benefits of providing low-cost transportation to students and promoting lifelong transit usage outweigh the potential losses in fare revenue.

Since 2015, several improvements have been made to the transit pass program to make it more accessible to students and reduce fraud by creating an electronic form of the pass, which can be redeemed through student-specific email addresses and more easily allows for pass deactivation if students subsequently disenroll.

Because of the recency of the vote, SacRT and Los Rios have just started drafting and reviewing the new agreement, which is why the Board is being asked to delegate authority to the General Manager/CEO to execute the agreement upon conclusion of the drafting process.

RESOLUTION NO. 2023-10-100

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

October 23, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO A STUDENT TRANSIT PASS AGREEMENT – 2023 WITH LOS RIOS COMMUNITY COLLEGE DISTRICT

WHEREAS, the current Student Transit Pass Agreement – 2015 between the Sacramento Regional Transit District (SacRT) and Los Rios Community College District (Los Rios) will expire on December 31, 2023; and

WHEREAS, pursuant to Education Code Section 76361, Los Rios students have affirmatively voted to continue to assess a transportation fee to obtain a fare discount for SacRT services; and

WHEREAS, SacRT and Los Rios are negotiating the final terms of a new Student Transit Pass Agreement – 2023 to continue the student transit pass program.

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

THAT, authority is hereby delegated to the General Manager/CEO to enter into a Student Transit Pass Agreement – 2023 with the Los Rios Community College District (“Los Rios”) whereby Los Rios will assess students and transmit to SacRT a transportation fee of \$3.00 per unit per semester, up to a maximum of \$36 per semester, as consideration for SacRT providing unlimited rides on the SacRT bus and light rail system to all holders of a valid transit pass for a 5-year term upon conclusion of negotiations of the terms of the agreement.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Devra Selenis, VP, Communications and Partnerships
SUBJ: CONDITIONALLY AWARDDING A CONTRACT FOR WEBSITE ADMINISTRATION AND SUPPORT SERVICES TO EXEMPLIFAI, LLC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Conditionally approving the contract will allow the Sacramento Regional Transit District (SacRT) to upgrade SacRT’s website, enhance accessibility, provide day-to-day support services, and allow for optional services to be performed over the term of the Contract.

FISCAL IMPACT

The firm-fixed costs for Parts 1 through 3 of Website Administration and Support Services scope for FY24 are included in the approved FY24 Operating Budget. Support Services costs for Fiscal Years 2025, 2026 and 2027, totaling \$97,200 detailed in Table A, will be included in the respective Operating Budgets.

Optional Ad Hoc Website Content Creation and Training and Optional Cloud Migration services will be provided on a service request basis. Funding for Ad Hoc Website Content Creation and Training and Website Cloud Migration will be covered by the approved Information Technology Operating Budget in each fiscal year as needed, not to exceed a total of \$120,000 for the term of the agreement.

Table A

FY 2024 - Part 1 Upgrade SacRT Website	\$ 62,400
FY 2024 - Part 2 Website Accessibility Modifications	\$ 13,200
FY 2024 – Part 3 Support Services (6 months)	\$ 18,000
FY 2025 – Part 3 Support Services (12 months)	\$ 37,200
FY 2026 – Patr 3 Support Services (12 months)	\$ 39,600
FY 2027 – Part 3 Support Services (6 months)	\$ 20,400
Part 4 & 5 - Amount Reserved for Service Requests	\$ 120,000
Total	\$ 310,800

DISCUSSION

SacRT is committed to providing relevant, timely, and easy-to-find content to users of the agency website (www.sacrt.com). The current website was last updated in 2018 and no longer meets the needs and expectations of website users or the staff managing the content. Because SacRT does not have the internal staff resources for a comprehensive website update, the stakeholder departments developed a scope of work for an outside contractor to work with the SacRT Website Management Team, consisting of Marketing, Information Technology, and Accessible Services staff, as well as the SacRT user community, to plan, design, develop, deploy, and maintain SacRT's website and associated applications.

A Request for Quote (RFQ) was published on February 2, 2023, on PlanetBids eProcurement system and 380 vendors were notified of the contracting opportunity. SacRT received 10 responsive proposals from: Neumeric Technologies Corporation; Exemplifai, LLC; vTech Solution, Inc.; Jeff Jimerson Design Inc.; Kalamuna; Howard Development & Consulting, LLC; Technology Crest Corporation; AgreeYa Solutions, Inc.; V3iT Consulting, Inc.; and Tunabear Consulting. An RFQ was used because the independent cost estimate for these services was below \$150,000. However, all proposals received were in excess of \$150,000. While an informal solicitation document was used rather than a Request for Proposal, the advertising requirements that would apply to a formal solicitation were met and Staff does not believe the use of the RFQ impacted the quality or quantity of proposals received.

After evaluation of the proposals, the Selection Committee deemed Exemplifai, LLC's proposal to be the highest ranked for Website Administration and Support Services. Procurement has determined the price to be fair and reasonable based on comparison to the other nine proposals. .

The scope of work under this Contract was broken into five parts for pricing purposes. Parts 1 and 2 are one-time services, which are based on a fixed-firm-price, while Part 3 through Part 5 will be ongoing throughout the Contract term. Part 3 is a retainer-based service budgeted annually, while Part 4 and Part 5 are for as-needed Ad Hoc Website Content Creation and Training and Website Cloud Migration, respectively, as outlined below.

- Part 1: Upgrade www.sacrt.com Website
- Part 2: Website Accessibility and Usability Modifications
- Part 3: Day-to-Day Support Services Post Upgrade
- Part 4: Ad Hoc Website Content Creation and Training
- Part 5: Website Cloud Migration

While a Notice of Intent to Award was issued for this solicitation on September 7, 2023, the Contractor has not yet produced satisfactory evidence of compliance with SacRT's insurance requirements. For that reason, Staff is requesting a conditional award subject to compliance with the insurance requirements.

RESOLUTION NO. 2023-10-101

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

October 23, 2023

CONDITIONALLY AWARDING A CONTRACT FOR WEBSITE ADMINISTRATION AND SUPPORT SERVICES TO EXEMPLIFAI, LLC

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

THAT, the Contract for Website Administration and Support Services by and between the Sacramento Regional Transit District (therein "SacRT) and Exemplifai, LLC (therein "Contractor"), whereby Contractor agrees to provide specified services for a 3-year term for an amount not to exceed \$310,800 is hereby approved, conditioned on Contractor's compliance with all applicable insurance requirements.

THAT, the Board Chair and General Manager/CEO are hereby authorized and directed to execute the foregoing contract upon satisfaction of the foregoing contingency.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: CONDITIONALLY AWARDING CONTRACTS FOR ON-CALL PLANNING SUPPORT SERVICES TO AECOM TECHNICAL SERVICES, INC., DKS ASSOCIATES, AND WSP USA, INC.; AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD AND EXECUTE WORK ORDERS UNDER ONE OR MORE CONTRACTS FOR ON-CALL PLANNING SUPPORT SERVICES FOR: (1) HYDROGEN FEASIBILITY STUDY; (2) FACILITIES EXPANSION MASTER PLAN; AND (3) MEADOWVIEW TOD MASTER PLAN

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Conditionally approving these three contracts will allow SacRT to supplement its existing Planning Staff with specialized expertise as necessary and on a Work Order basis to carry out planning efforts for future transit projects. Delegating authority for the General Manager/CEO to approve the three requested Work Orders may allow SacRT to move forward more expeditiously with these projects once the Contracts for On-Call Planning Support Services are executed.

FISCAL IMPACT

Each Contract for On-Call Planning Support Services will be awarded for an amount not exceed \$1,000,000 for a 5-year term. Funding will be identified for each Work Order as it is approved and executed. As set out in the Procurement Ordinance, each Work Order for \$150,000 or more generally must be approved by the Board, with the specific contractor and Work Order amount identified at the time of Board approval.

However, at this time, Staff is requesting that the Board delegate authority to the General Manager/CEO to approve and execute three potential Work Orders after the on-call contracts are executed. At this time, proposals have not been sought from the proposed on-call contractors for these Work Orders and it is unknown which firm will be issued each Work Order. The specific amounts are also unknown but will not exceed the following based on the available funding:

Page 1 of 3

1. Hydrogen Feasibility Study and Business Plan: \$200,000
 - a. Included in FY24 SacRT Planning Department Operating Budget
2. Facilities Expansion Master Plan: \$200,000
 - a. Included in FY24 SacRT Planning Department Operating Budget
3. Meadowview TOD Master Plan: \$250,000
 - a. Funded through SACOG MOU, no SacRT funds needed

Staff recognizes that if one of the on-call contractors is awarded all three Work Orders, this could result in expenditure of \$750,000 of the total Contract capacity within the first year of a 5-year contract term. However, Staff anticipates that future Work Orders will be for much smaller, less costly projects and new, separate solicitations will be conducted for larger planning efforts. Consequently, Staff expects that the \$1 million Total Consideration for each contract will be sufficient over the 5-year term.

DISCUSSION

SacRT's previous Contracts for On-Call Planning Support Services expired March 28, 2023 (WSP) and March 8, 2023 (AECOM)..

To assist SacRT with planning support to create needed planning and guidance documents, on March 20, 2023, SacRT released a Request for Proposals (RFP) on PlanetBids e-Procurement System and notified 953 firms of the contracting opportunity. On April 27, 2023, SacRT received three proposals from AECOM Technical Services, Inc.; WSP USA; and DKS Associates. After evaluations of written proposals and oral interviews, the Evaluation Committee recommended award to all three firms, as the RFP included language that allows award of multiple contracts.

At the conclusion of evaluations, SacRT began contract negotiations. While SacRT has concluded negotiations regarding contract exceptions, a Notice of Intent to Award has not been issued, a financial review of the contract rates has not been completed, and the Contractors have not furnished all required insurance certificates. Therefore, Staff is requesting that the Board conditionally award the contracts.

Once the Contracts for On-Call Planning Support Services are executed, SacRT staff will be ready to engage with all three firms and request proposals and pricing for the three efforts listed below. These three efforts are time sensitive, with completion expected to inform upcoming grant cycles. SacRT staff is recommending delegation of authority to the GM/CEO to enter into a Work Order for each effort with one of the on-call contractors for amounts not to exceed those listed below.

Hydrogen Feasibility Study & Business Plan (not to exceed \$200,000):

As SacRT plans for the next 25 years and implementation of the state Innovative Clean Transit (ICT) regulation, it is necessary to evaluate its operations and its maintenance facilities and begin planning for service and fleet changes. The development of a Hydrogen Feasibility Plan will help guide SacRT decision making concerning future transit

Page 2 of 3

fuel type and/or mix as between hydrogen and electric as well as potential locations and strategies for hydrogen implementation.

Facilities Expansion Master Plan (not to exceed \$200,000):

SacRT's Main Bus Maintenance Facility (BMF1) is in downtown Sacramento. The bus storage facility is currently at capacity, and expansion options are limited due to Caltrans ownership of the under-highway bus storage facilities and the ICT requirements. SacRT could undertake limited site improvements and modifications to provide some increases to capacity and allow for EV charging, but those improvements are unlikely to completely satisfy current clean fuels and future space needs.

The on-call contractor will assess SacRT's current and future needs, examine SacRT's existing inventory of properties, and provide recommendations for current and future facilities investments (e.g., upgrading existing facilities or modifying the use of existing facilities, purchasing additional property for new facilities, etc.) including the available electrical infrastructure at SacRT's existing properties.

Meadowview TOD Master Plan (not to exceed \$250,000):

SACOG was the recipient of \$300,000 in Green Means Go funding from the State Housing and Community Development Department for the Meadowview Station Transit-Oriented Neighborhood Project, which will be passed through to SacRT through an MOU. The selected on-call contractor will: develop and implement an outreach plan including surveys, meetings and workshops with the community groups; provide an infrastructure & feasibility study identifying existing conditions, potential barriers, utility/infrastructure needs, economic analysis, market feasibility, finance fees, and conduct a traffic study; provide conceptual strategies and design for infill developments, inclusive communities, transit-supportive land uses, VMT reduction, TOD design concepts, and future community benefits; and assist Staff in presenting a final TOD plan for public review and comment.

RESOLUTION NO. 2023-10-102

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

October 23, 2023

CONDITIONALLY AWARDING A CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES TO AECOM TECHNICAL SERVICES, INC.

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

THAT, the Contract for On-Call Planning Support Services by and between the Sacramento Regional Transit District ("SacRT") and AECOM Technical Services, Inc. ("Contractor") whereby Contractor agrees to provide planning support services on a Work Order basis for a 5-year term, for an aggregate amount not to exceed \$1,000,000 is hereby approved subject to the following conditions: (a) no protests are received during the protest period; (b) financial review and approval of the proposed direct and indirect cost rates; and compliance with all insurance requirements.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Contract upon satisfaction of all three pre-conditions.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-10-103

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

October 23, 2023

CONDITIONALLY AWARDING A CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES TO DKS ASSOCIATES, INC.

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

THAT, the Contract for On-Call Planning Support Services by and between the Sacramento Regional Transit District ("SacRT") and DKS Associates ("Contractor") whereby Contractor agrees to provide planning support services on a Work Order basis for a 5-year term, for an aggregate amount not to exceed \$1,000,000, is hereby approved subject to the following conditions: (a) no protests are received during the protest period; (b) financial review and approval of the proposed direct and indirect cost rates; and compliance with all insurance requirements.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Contract upon satisfaction of all three pre-conditions.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-10-104

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

October 23, 2023

CONDITIONALLY AWARDING A CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES TO WSP USA, INC.

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

THAT, the Contract for On-Call Planning Support Services by and between the Sacramento Regional Transit District ("SacRT") and WSP USA, Inc. ("Contractor") whereby Contractor agrees to provide planning support services on a Work Order basis for a 5-year term, for an aggregate amount not to \$1,000,000, is hereby approved subject to the following conditions: (a) no protests are received during the protest period; (b) financial review and approval of the proposed direct and indirect cost rates; and compliance with all insurance requirements.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Contract upon satisfaction of all three pre-conditions.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-10-105

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

October 23, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A WORK ORDER FOR HYDROGEN FEASIBILITY STUDY & BUSINESS PLAN UNDER A CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES

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

THAT, authority is hereby delegated to the General Manager/CEO to approve and execute a Work Order for a Hydrogen Feasibility Study & Business Plan with one of SacRT's three contractors under a Contract for On-Call Planning Support Services for an amount not to exceed \$200,000.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-10-106

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

October 23, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A WORK ORDER FOR FACILITIES EXPANSION MASTER PLAN UNDER A CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES

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

THAT, authority is hereby delegated to the General Manager/CEO to award and execute a Work Order for a Facilities Expansion Master Plan with one of SacRT's three contractors under a Contract for On-Call Planning Support Services for an amount not to exceed \$200,000.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2023-10-107

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

October 23, 2023

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A WORK ORDER FOR MEADOWVIEW TOD MASTER PLAN UNDER A CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES

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

THAT, authority is hereby delegated to the General Manager/CEO to award and execute a Work Order for the Meadowview TOD Master Plan with one of SacRT's three contractors under a Contract for On-Call Planning Support Services for an amount not to exceed \$250,000 subject to execution of an MOU with SACOG to fund the Work Order.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning and Engineering
SUBJ: EVALUATION OF FUNDING OPTIONS PRESENTATION

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

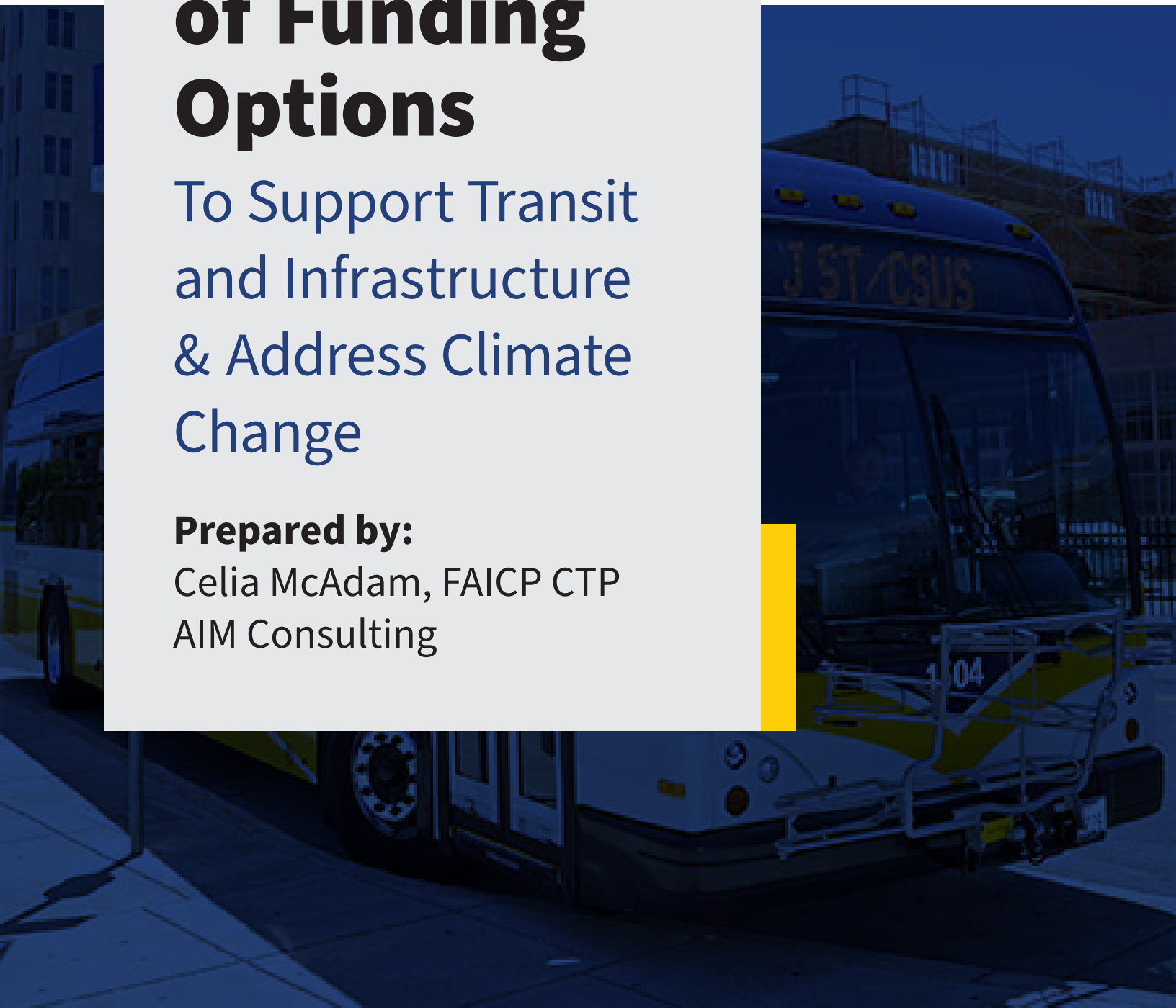
In response to a SacRT Board member request in March 2023 to evaluate opportunities for additional discretionary funding for transit, from the current Measure A transportation sales tax, staff solicited quotes from qualified firms to develop an analysis of funding opportunities. The Board request was specific to funding for the SmarT Ride program; however, the report more fully examines opportunities in the short term to direct flexible funding sources to support new and enhanced transit services, a state of good repair, innovative mobility strategies, safe routes to transit, and the zero emission fleet that will help the region meet its greenhouse gas emission (GHG) and vehicle miles traveled (VMT) reduction goals. Attached is a report, "*Evaluation of Funding Options to Support Transit and Infrastructure & Address Climate Change*," prepared for SacRT by Celia McAdam of AIM Consulting. Ms. McAdam will provide a brief presentation to the Board on the report.

Evaluation of Funding Options

To Support Transit
and Infrastructure
& Address Climate
Change

Prepared by:

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ACRONYMS USED IN THIS REPORT

AHSC	Affordable Housing and Sustainable Communities	GHG	Greenhouse Gas
ATP	Active Transportation Program	IIIJA	Infrastructure Investment and Jobs Act
BIL	Bipartisan Infrastructure Law	LOS	Level of Service
BRT	Bus Rapid Transit	LPP	Local Partnership Program
CalSTA	California State Transportation Agency	LRT	Light Rail Transit
CAPTI	Climate Action Plan for Transportation Infrastructure	LTF	Local Transportation Fund
CARB	California Air Resources Board	MPO	Metropolitan Transportation Organization
CEQA	California Environmental Quality Act	MTIP	Metropolitan Transportation Improvement Program
CFD	Community Facilities District	MTP	Metropolitan Transportation Plan
CMAQ	Congestion Mitigation and Air Quality	PA&ED	Project Assessment and Environmental Determination
CTC	California Transportation Commission	REAP	Regional Early Action Program
FTA	Federal Transit Administration	RTIP	Regional Transportation Improvement Program



Sacramento Regional Transit

The Sacramento region is facing a serious challenge in addressing transportation-related greenhouse gas (GHG) emissions under both State and Federal mandates, the most pressing of which is a 19% reduction in GHG by 2035. The Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for the six-county Sacramento region, is tasked with developing and adopting a plan in the next two years to meet those high standards.

Sacramento Regional Transit District (SacRT) stands poised to help.

The fact is, public transit provides results that are critical in meeting the region's goals to reduce single-occupant vehicle trips, vehicle miles traveled (VMT), and GHG emission reduction goals. Public transit, including bus rapid transit (BRT), active transportation, safety, and infrastructure projects that will encourage the development of high-density housing will have the largest impact on reducing GHGs from transportation.

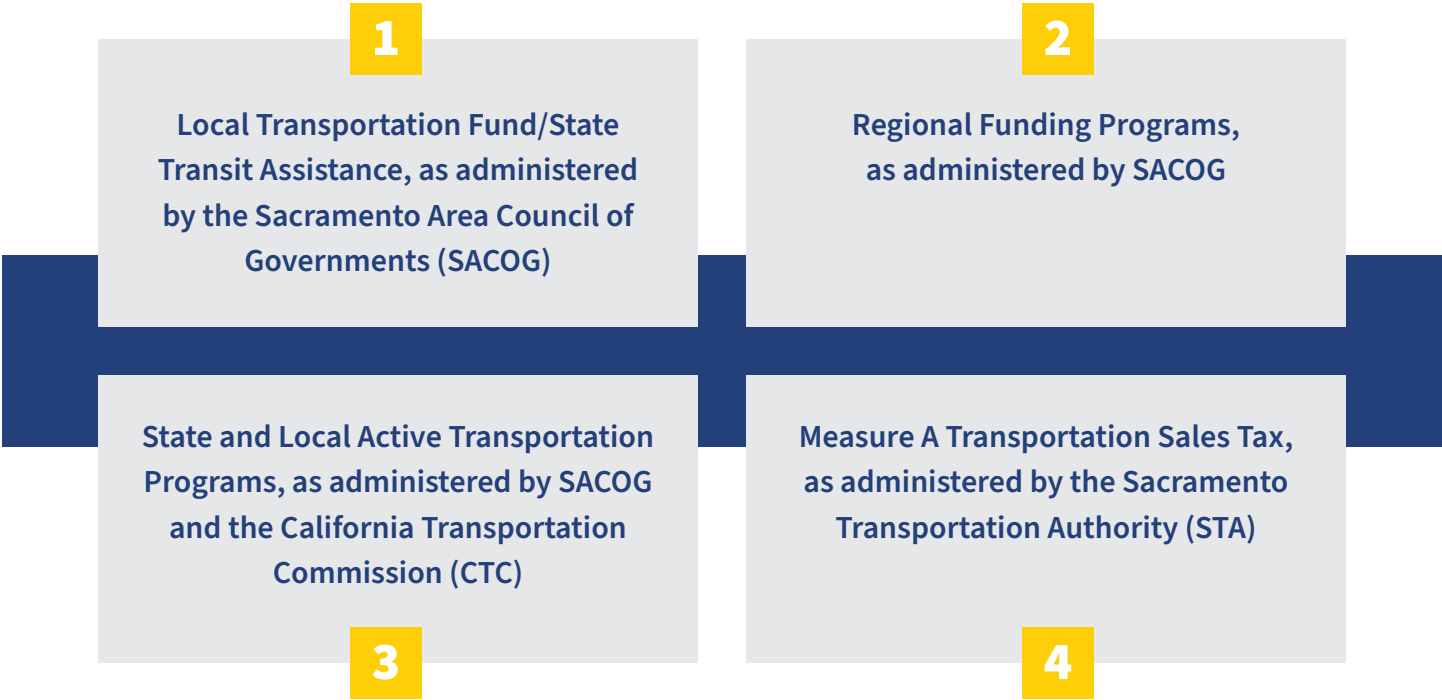
The purpose of this report is to examine the opportunities in the short term to direct flexible funding sources to support these new and/or enhanced transit services, a state of good repair, innovative mobility strategies, safe routes to transit and the transition to a zero-emission public transit fleet that will meet those GHG and VMT goals. The more these goals can be addressed in the short term, the greater the time available to develop long term solutions, including new revenue streams.

Specifically, what are the existing funding sources that can support the capital and operating costs of high priority infrastructure, active transportation, and public transit services, particularly those services that benefit historically disadvantaged communities, advance equity and include safety benefits? With the focus to achieve the maximum benefit from limited funding resources, projects that have the maximum GHG reduction benefit when compared to the specific project costs are highly desirable additions to the plan. At the same time, projects that are counterproductive to meeting GHG and VMT goals must be looked at more closely if we want to keep transportation funds flowing.

RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SCCP	Solutions for Congested Corridors Program
SCS	Sustainable Communities Strategy
STA	Sacramento Transportation Authority
StateTA	State Transit Assistance
STBGP	Surface Transportation Block Grant Program
TCEP	Trade Corridor Enhancement Program
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program
VMT	Vehicle Miles of Travel

Local Funding Sources

This report focuses on funding programs which are administered by local transportation agencies:



Local Transportation Funding/State Transit Assistance

The Local Transportation Fund/State Transit Assistance programs were established by the Transportation Development Act (TDA) originally passed statewide in 1972 as a way of providing reliable funding for transit capital and operations to all counties of California. The Local Transportation Fund (LTF) is derived from ¼% of the sales tax revenues generated in a county, as collected by the state, and returned to the county’s Regional Transportation Planning Agency (RTPA) for distribution under the requirements of the TDA. State Transit Assistance (StateTA) funds are allocated by formulas that include ridership and farebox through the State budget process and are administered by the county’s RTPA.

Regional Funding Programs

The Regional Funding Program is an amalgamation of a variety of State and Federal funding sources, including the Regional Transportation Improvement Program (RTIP), the Congestion Mitigation and Air Quality (CMAQ) program, the Surface Transportation Block Grant Program (STBGP), and others. While the sources are State and Federal, the selection of the funded projects is handled locally by SACOG in its role as the Metropolitan Planning Organization (MPO) and RTPA for the Sacramento region.

While many MPOs and RTPAs in other regions typically administer each of these funding programs separately, SACOG has taken a different approach. Rather than allocating each of the funding programs separately, which requires applicants to determine which program or programs their project will be most competitive for and potentially submit multiple applications, SACOG has largely unified the process. That is, SACOG uses metrics that will achieve multiple priorities included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), such as congestion and GHG reductions, and then matches the project to the funding sources that are most appropriate and can provide the best leverage.

State and Regional Active Transportation Programs

The Active Transportation Program (ATP) consolidated several statewide programs, such as the Bicycle Lane Account and Safe Routes to School, which were set up to support pedestrian and bicycle mobility. The importance of the program was further enhanced by the Road Repair and Accountability Act of 2017, also known as SB1, with a \$100M annual contribution. There is a Statewide competitive program administered by the California Transportation Commission (CTC); projects not selected for awards statewide are then provided to the appropriate MPO or rural agency to compete for regional funding.

Sacramento County Measure A Transportation Sales Tax

As passed by the voters in 2004 and going into effect for thirty years starting in 2009, Measure A levies a ½% sales tax and developer impact fee for transportation projects in Sacramento County. The measure stipulates how those funds are to be distributed to specific projects and programs over the lifetime of the tax.

Detailed discussions of local funding sources, how they are administered, and the requirements are shown in Appendix A.

The Regulatory Context of Transportation Funding

For many years, transportation projects were prioritized based primarily on congestion relief. While that remains a factor, environmental considerations including reducing GHG and VMT have become a far higher priority, as reflected in State and Federal requirements governing transportation planning and programming.

The critical point here is that it is not just projects funded by State and Federal sources that are subject to these requirements, but also those that are funded from local sources.

Key regulatory requirements for transportation projects and programming as currently applicable to the Sacramento region, which apply regardless of funding source, are as follows.

Global Warming Solutions Act of 2006 (AB 32) and Greenhouse Gas (GHG)

AB 32 was passed in 2006 and requires California to reduce GHG emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is charged with adopting a Scoping Plan, updated every five years, to implement these reductions. The reduction targets cited in AB 32 have since been updated, requiring a 40 percent reduction from 1990 levels by 2030, and then carbon neutrality by 2045.

Actions to meet these targets have a major impact on transportation plans and projects, as CARB notes that 40% of emissions come from transportation sources. Regions must plan to move away from carbon fuels and emphasize both alternative modes and alternative fuels.

Sustainable Communities and Climate Protection Act of 2008 (SB 375) and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

Passed in 2008, SB 375 links transportation, air quality, and land use in the regional transportation planning process. The bill specifically directs the California Air Resources Board (CARB) to set regional targets for GHG reductions that must be achieved through the implementation of each regional transportation plan to achieve the goals of AB 32 as updated. The current requirement for SACOG's MTP/SCS is to achieve a 19% reduction in GHG over the 2020 base year by 2035.

The 2020 MTP/SCS sets out a plan to achieve this ambitious requirement by focusing on alternative transportation modes and compact growth patterns. An update of the plan is due in 2024, although state legislation has been introduced to extend that deadline to 2025. It is expected that CARB will continue tightening GHG reduction targets for MTPs as needed to meet AB 32 targets.

SB 743 and Vehicle Miles of Travel (VMT)

Passed in 2013 and going into effect in 2020, SB 743 changes the way traffic impacts of a project are assessed under the California Environmental Quality Act (CEQA). Previously, projects were evaluated based on a Level of Service (LOS) standard of traffic congestion, requiring mitigation to maintain or improve congestion levels. Under SB 743, projects are now evaluated based on VMT, requiring mitigation to maintain or reduce the number of miles driven.

This requirement means previous approaches for adding road capacity to mitigate projects will not be acceptable if they increase VMT. Projects that provide greater density for housing that supports transit, biking, and walking, for example, would be more successful in reducing VMT.

Metropolitan Transportation Improvement Program (MTIP)

The Federal Clean Air Act requires MPOs like SACOG to maintain and update a list of projects that are either regionally significant or funded all or in part by Federal funds (or both) that will be expending funds over the next three fiscal years. That project list, known as the MTIP, is then analyzed quarterly to ensure the results will conform with air quality standards for ozone and particulate matter PM10 and PM2.5 under the Clean Air Act. If that conformity is not achieved, only certain programs which are listed by the United States Environmental Protection Agency (EPA) as “non-exempt” because that do not impact or else improve air quality may move forward.

Climate Action Plan for Transportation Infrastructure (CAPTI)

CAPTI, released by the California State Transportation Agency (CalSTA) in 2021, reflects the implementation of several Executive Orders signed by Governor Newsom in 2019 and 2020. Essentially, this directs all discretionary state spending on transportation to prioritize reductions in GHGs and addressing climate change, while staying within the requirements of the existing funding program.

Infrastructure Investment and Jobs Act (IIJA)

Passed in 2022, the Federal IIJA is expected to provide California with over \$15 billion in formula and \$2.6 billion in discretionary funding in the next five years. Notably, addressing climate change is included with improvement to roadways and bridges, freight projects, public transportation, and safety as targets. Under negotiated statewide agreements, 60% of the formula funds are administered by Caltrans and 40% are handled by MPOs including SACOG.

Sacramento County’s TDA funding has already aligned with the requirements as the funding is directed to transit as a benefit to both mobility and the environment. The various funding pots that SACOG uses for its Regional Funding Programs have either been established subsequent to the regulations detailed on pages 6-7, or have been updated to account for them.

The challenge faced by the Sacramento region is that one of the largest sources of local funding, Measure A, was passed prior to the adoption of these requirements. The assumptions included in the Expenditure Plan, particularly those related to highways and roads, do not easily mesh with the new regulatory environment.

The good news for Sacramento Regional Transit and SACOG is that the shift in focus to environmentally-friendly transportation projects improves the competitiveness of transit and active transportation, versus conventional highway and road expansions.

Sacramento Regional Transit's Role in Addressing the Region's Climate Change Goals

SACOG and the entire region face a major challenge as set forth by the State and Federal requirements noted above, with the most immediate being the need to adopt a fiscally constrained MTP/SCS that results in a 19% reduction in 2005 level GHGs by 2035.

Without such a plan, the region would lose out on both competitive and formula funds generated under Senate Bill 1 (SB1) and those funded by California's cap and trade program. These funds include:



Since 2015, the six-county Sacramento region has won more than \$447 million in competitive state funding from the programs above.

Moreover, under CAPTI, other competitive transportation funding programs would consider GHG and VMT goals, as well as consistency with an adopted MTP/SCS, for eligibility including:



While Sacramento Regional Transit has played a major role in the quest for higher GHG reductions, there is another tool that could potentially be a game changer – Bus Rapid Transit (BRT). When placed in safe, high-density corridors, BRT presents an affordable, quickly-implementable alternative that would attract a significant number of riders across the transit network.

In 2019, Sacramento Regional Transit conducted the High Capacity Bus Study and analyzed five corridors for BRT: Arden Way, Florin Road, Sunrise Blvd, Stockton Blvd, and Watt Avenue. The project identified high ridership corridors with vulnerable populations and the need for high quality transit connections at low-cost investments. With Sacramento Regional Transit’s highest corridor ridership and prospects for improvements to access and safety, the Stockton Blvd BRT was identified as a top regional priority. The project has quickly moved to implementation, attracting multiple partners and a \$5M grant from the 2023 SACOG Regional Funding Round as a transformative project for the Project Assessment and Environmental Determination (PA&ED) phase.

With adequate funding, BRT implementation shows high potential to provide the shorter-term, big impact improvements to GHG that will help SACOG create an MTP/SCS that meets the State and Federal regulatory requirements and keep regional transportation moving.

Transit Operations and Climate Change Issues and Opportunities in Local Funding Programs

Transportation Development Act

TDA funding distributions are well established by State law, and Sacramento Regional Transit is already taking full advantage. The only opportunities to expand funding from these sources would be the expansion of the local economy and subsequent increase to sales tax revenues.

SACOG Regional Programs

SACOG's Regional Programs have been constantly updated over the years, with each cycle addressing the updated list of Federal and State regulations as well as local concerns. The most current 2022/23 application cycle adds considerations of social and racial equity, along with GHG and VMT requirements.

The Sacramento region's target for a 19% reduction in GHG by 2035 is conditional on the implementation of a new pilot program, known as Green Means Go, in the Sustainable Communities Strategy. This multi-year program aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development and reducing and electrifying vehicle trips. It allocates state funding to projects that create more infill housing, increase mobility, and reduce vehicle emissions. SACOG has received two statewide grants from the Regional Early Action Program (REAP) to implement Green Means Go, to directly assist local jurisdictions to upgrade infill areas and become more transit friendly.

These considerations help Sacramento Regional Transit's applications for capital projects, which have strong environmental and equity benefits. This could be expanded in supporting a BRT capital program in densely populated corridors, which can spur infill development and make impactful reductions to GHG and vehicle trips. Under the restrictions of the State and Federal funding pots that SACOG uses for the Regional Programs, the only opportunity to fund transit operations would be on the very limited three-year period that comes with a brand new transit offering; otherwise, operations for a transit service that is currently offered, such as fixed-route bus service and SmaRT Ride microtransit service, are not eligible.

Sacramento Measure A

While Measure A is one of the most proscribed of the local funding sources, the potential to use the dollars for projects that better address the new realities of GHG and VMT requirements leaves open the possibility of creative applications. The following discussion provides a background and context for such considerations.

Funding Projection Issues

At the time of the passage of Measure A in 2004, the economy was booming, particularly in the housing sector. This contributed to the estimate of \$4.74 billion in sales taxes and \$488 million in developer impact fees over the course of the thirty-year program.

These estimates were relied upon as STA began an aggressive bonding program to jump start projects, which ultimately consumed more of the buying power of the measure than originally expected. STA currently has four issuances of bonds, totaling approximately \$343 million with just over \$24 million at a fixed rate and due in 2027 and \$318 million at variable rates due at the expiration of the measure in 2039.

A subsequent recession and collapse of the housing market in the late 2000s and early 2010s have cut the estimated revenues significantly. In 2020, STA reported that only about 54% of the original buying power for the six capital improvement categories of the Expenditure Plan would be available, dropping from the \$1.4 billion originally envisioned to a \$761 million level. This is particularly challenging as approximately \$524 million has already been expended or contractually committed, and another \$34 million must be allocated to the Smart Growth Incentive and Environmental Mitigation Programs to meet the requirements of Measure A.

To address this, an updated set of principles for the Capital Improvement Program (CIP) were approved in October 2020, which recognizes that allocations for all the capital projects would need to be adjusted for this new reality. These principles include:

1. Compliance with the Measure A Ordinance and Expenditure Plan.
2. Adherence to a semblance of equity by ensuring that agencies which have received 100% of adjusted allocation amounts will not receive additional CIP funding through 2029 and all jurisdictions should receive at least 100% of their adjusted allocation amount. (Meeting this principle for Caltrans is not possible given the large amount of that agency's original allocation.)
3. To achieve the goal of the second principle listed above, it is necessary to set a program allocation target that exceeds the remaining capital funding by \$65 million. If the

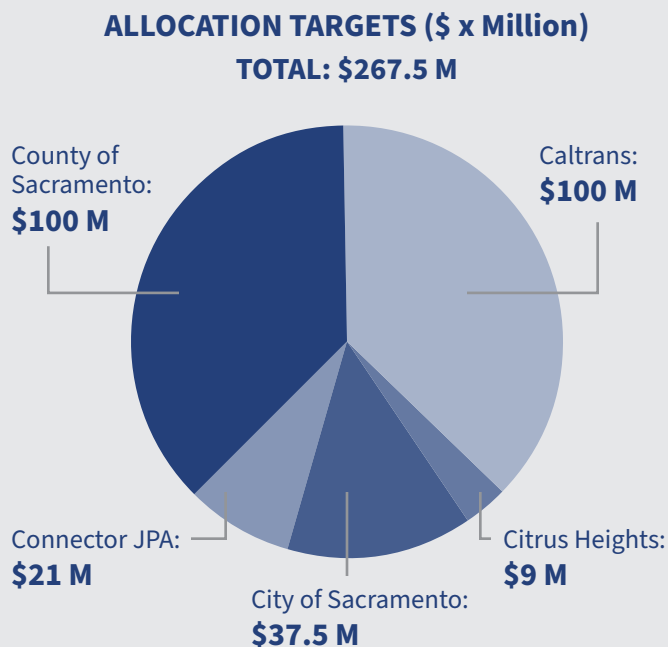
targeted allocation amount is to be reached, this differential will have to be made up from additional future revenues, program savings, possible support from existing SACOG funding and/or the potential for a new Sacramento County funding initiative prior to the end of the Measure A Program period. However, actual allocations will depend on the amount of revenue available.

4. Distribution of remaining funds will require careful monitoring through FY 2029-30 when another Decennial Review will allow for consideration of the status of the capital program and the potential for changes or adjustments to the program at that time.
5. Regardless of these allocation revisions, cash flow for the overall Measure A Program will be the controlling factor in the allocation process.

Essentially, this means that STA will be operating on a “pay as you go” basis, with project sponsors fronting funds that will be reimbursed as funds come in.

This also means that those projects that have already received their capital funding, such as Sacramento Regional Transit’s Blue Line, will not see any more Measure A dollars until 2029 or until all the jurisdictions have been made whole with their adjusted allocations.

In applying these principles to the remaining capital projects, STA developed target allocations which would meet the goal of funding 100% of adjusted allocation amounts for those agencies, with the exception of Caltrans. (Note that Sacramento Regional Transit, the City of Folsom, and the City of Rancho Cordova are not part of these targets.)



Even with this consensus of the STA members, a shortfall of \$65 million remains, which STA will try to address through other sources. STA further recognizes that close attention must be paid to further allocations to make sure the estimates track with reality.

The five-year projections paint a modest picture that keeps the program moving with an average growth of 2.61% in sales tax revenues annually. On the developer impact fee side, revenues continue to be far below those anticipated back in 2004, with the current expectation that these fees will only generate about \$199 million of the \$488 million originally envisioned.

The good news is that actual sales tax revenues have held a significant and steady upward trend over the past three years. Receipts for FY 21/22 total \$172.9 million, a jump of over 12% over FY 20/21. This higher revenue level is maintained in the \$174.2 million in revenue for FY 22/23, which is up approximately 1.1% over the previous year.

The bad news is that, while the most recent budget reduces the \$65 million shortfall in the revised overall program, it does not eliminate it, let alone come close to bringing the spending power back to the 2004 vision.

Project Leveraging and Delivery Issues

When Measure A was passed in 2004, none of the critical legislation addressing climate change had been enacted. Highways and roads were a major emphasis of the Expenditure Plan, and many assumptions were made about a robust ability to leverage Measure A dollars for State and Federal funds. As cited in the discussion of regulatory context earlier in this report, the leverage for road projects has almost entirely dried up as most are ineligible for those State and Federal funding programs. At the same time, alternative transportation including transit and bike/pedestrian programs can attract more leverage than ever.

Regulatory changes in the past twenty years have also impacted the deliverability of projects. Highway and road widenings are facing almost insurmountable roadblocks to implementation as few, if any, can meet the new VMT standards and/or reduce their impacts to a level where the MTP/SCS can meet its GHG goals. This is further underscored by CalSTA's adoption of the Climate Action Plan for Transportation Infrastructure (CAPTI) which prioritizes the alignment of transportation investments with the state's climate, health and social equity goals.

In other words, there are road and highway projects, such those listed in the Freeway Safety and Congestion Relief Program, that can no longer be delivered as originally envisioned due to the changes in the regulatory environment and/or the lack of eligibility for anticipated State and Federal matching funds. They cost more and have fewer sources of funding. Some may also be counterproductive to meeting GHG goals, thus jeopardizing the funding for many other projects.

The question then arises as to whether these projects can or should move forward as currently described, or whether projects can be reimagined in a way that addresses the current regulatory realities. Considering CAPTI direction on the State's discretionary transportation funds, can these projects provide enough money to move a project forward without expected leveraging? Alternatively, with the small amount of GHG capacity there might be for road projects in the MTP/SCS, what is the highest need? Moreover, in this new reality that considers GHG and VMT impacts, are all these projects still feasible?

Conversely, alternative transportation modes, including transit, bicycle, and pedestrian projects, have more opportunities for leverage than originally projected in 2004. These projects also provide VMT and GHG reductions that help offset road impacts needed to achieve compliance

with State and Federal environmental clearances, as well as help the region achieve its MTP requirements. This shift in funding emphasis is further evidenced by the increased awards to projects in regions that address housing, transit, and infrastructure in a holistic manner through their regional plans, particularly favoring projects with zero emission components and benefitting disadvantaged communities.

New Leveraging Opportunities in State and Federal Funding Programs

Leveraging opportunities have changed significantly since Measure A was passed in 2004. These sources no longer favor road expansion, and place much greater emphasis on transit and climate change.

Specifically, the Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA), authorizes up to \$108 billion for public transportation – the largest federal investment in public transportation in the nation’s history. In California, that means formula funds for transit total approximately \$2.25 billion over the next five years, with another \$442 million available on a competitive basis. With the ability to leverage local match, the Sacramento region has an unprecedented, and perhaps limited time opportunity to leverage federal funding for transit safety, modernization, climate, and equity related projects. The President’s priorities for climate, safety, and equity are resulting in public transit funding for projects that meet those goals. Additionally, the Road Repair and Accountability Act of 2017 (SB1) at the state level and the Cap and Trade program, among others, prioritize projects that reduce GHG and VMT; in fact, CalSTA has recently noted that the state has funded even more transit projects in California than the Federal BIL. Through the six cycles of the TIRCP funding alone, CalSTA has awarded more than \$10 billion in funding to 132 projects throughout the state.

A prime example of a project with strong leverage potential is a BRT project that demonstrates multimodal partnership and achieves a balanced set of transportation, environmental, and community access improvements, reduces congestion and emissions of greenhouse gases, and gives the project a competitive funding edge. For example, a local \$10M investment in BRT would potentially allow the region to secure \$100M in State funding and \$200M in federal funding to jump start the Stockton Blvd BRT project and plan for other major BRT corridors. Investment in such projects should be shaped through further community engagement, particularly in communities of color and low-income communities that have historically been marginalized. The work that SACOG has done with Green Means Go and coordinating transit, infrastructure, and housing investments in these areas, combined with the emphasis on disadvantaged communities and zero emissions, will make the Stockton Blvd BRT even more attractive to those competitive federal and state funding pots.

Previous and Future Local Funding Proposals

Even with the passage of Measure A, transportation funding shortfalls still exist. For that reason, a number of transportation sales tax measures have been considered over the years. These include:

- Measure B was placed by STA on the November 2016 ballot, which would have imposed an additional ½ percent sales tax, generating approximately \$100 million annually for thirty years for transportation projects including road maintenance, LRT extensions, the Capitol SouthEast Connector, as well as bus and LRT operations. The measure required a 2/3 majority (66.67%) yes vote and was narrowly defeated as it achieved 65.71% support.
- STA considered placement of a transportation sales tax measure on the November 2020 ballot. Polling numbers indicated it would not achieve the support needed for passage and no action was taken.
- In 2022, a citizens group placed a new Measure A transportation sales tax measure via initiative on the countywide ballot that would impose a ½ percent sales tax, generating approximately \$212 million annually for a forty-year period for road and transit projects. The measure required a simple majority (50%+1) yes vote; it was defeated as it achieved only 44.38% support.

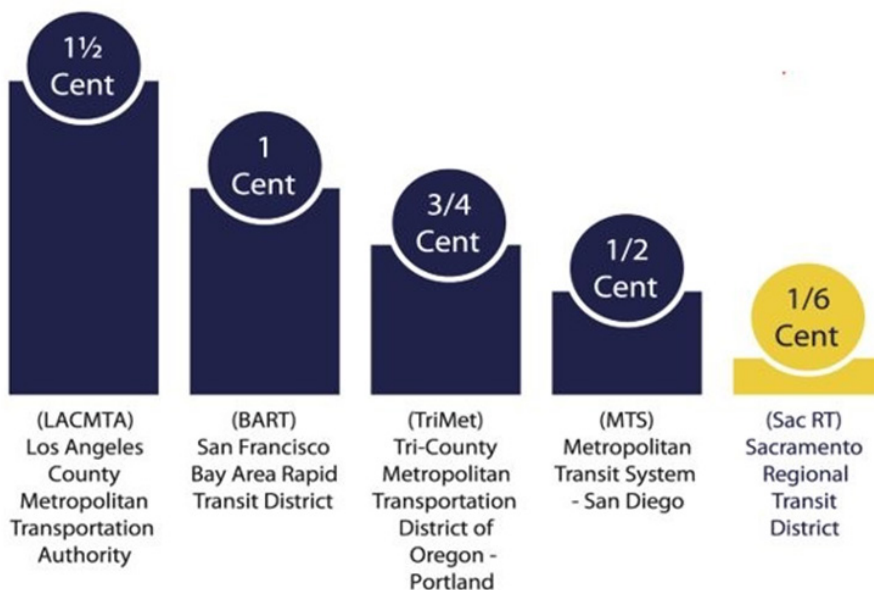
What Does This Mean for the Sacramento Region's Mobility?

First, and most clearly, **if SACOG cannot develop and adopt an MTP/SCS that complies with CARB's 19% GHG reduction requirement, major sources of transportation funding will cease to flow not only to Sacramento, but the entire SACOG region.**

The project list that is in the currently adopted SACOG MTP/SCS will not achieve that goal. That makes it incumbent on all parties to take a fresh look at what projects can feasibly move forward, and which are in fact, counterproductive to meeting those GHG targets for the plan update in 2025.

The projects included in the current Measure A are a prime example. These projects were selected back in 2004, at a time when traffic congestion was a far higher transportation focus than the GHG or VMT reductions that are now a key priority. The distribution of the sales tax and impact fees in Measure A are set in the measure itself, but there is a mechanism for changes to the projects or distributions, which requires approval by the Sacramento County Board of Supervisors and a majority of all cities in the County representing a majority of the incorporated population.

For a point of context, transit funding in Measure A is significantly lower as compared with large public transit providers.

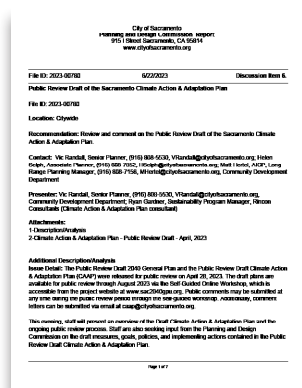


It is important to note that most of the existing Measure A funds are already committed – arguably, overcommitted - to projects and jurisdictions. About 80% is essentially passed through to recipients at a level less than originally expected, and the remaining capital program balance is oversubscribed through existing commitments. Under the existing terms of the measure, there is no capacity for additional transit capital funding until at least 2029, and likely not through the remainder of Measure A term, unless changed in the manner noted above.

At the same time, it is entirely within the purview of the jurisdictions receiving pass-through funds to reconsider how they want to spend those funds through a lens of reducing GHG and VMT. In fact, directing funds to projects that, under the updated requirements and guidelines, have a higher likelihood of attracting discretionary matching funds from State and Federal pots honors a key principle of Measure A. While road maintenance and safety projects would not negatively impact VMT or GHG jurisdictions may want to rethink capacity increasing projects that could have been able to obtain environmental clearances through previous standards, but now find themselves required to mitigate GHG and VMT in ways that make the project far less economically feasible.

There is clearly public support for additional transit funding, as well as for the affordable housing it would support. A Sacramento Bee poll released in late July 2023 revealed that nearly 75% said they would support significant public dollars being spent on funding affordable housing, and 72% said they want a large public investment in expanding the region’s public transportation network.

<https://www.sacbee.com/news/local/sacramento-tipping-point/article277755373.html#storylink=cpy>



This is further supported by the City of Sacramento's draft **Climate Action Plan** survey, which found that 57% strongly support and 22% somewhat support reuse of road space for bus-only lanes and bike lanes.

Sacramento Regional Transit will continue to get its share of sales tax formula funds; without a change to the measure, the only way to expand those formula funds would be through larger sales tax revenues. Projections indicate that those increases alone will not generate the level of additional operating funds Sacramento Regional Transit is currently seeking, and result in making the region less competitive for state and federal grants, stalling our goal of implementing additional high-capacity public transportation and meeting our greenhouse gas reduction targets.

Opportunities

While SACOG and the region face a significant challenge in adopting an MTP/SCS that meets GHG and VMT requirements and keeps our transportation systems moving, it is imperative that we do so. Sacramento Regional Transit proposes to be a key part of that solution.

Some suggested actions identified in this report include:

■ **A New Reality for Regional Projects**

SACOG should continue to work with STA and project sponsors to reconsider whether projects – particularly road and highway expansions - should move forward as currently described, or can they be reimagined in a way that addresses the current regulatory realities. Does the expected funding strategy still work under current State and Federal funding directives? In this new reality that considers GHG and VMT impacts, are all these projects still desirable and/or feasible?

Should STA, SACOG, and the project sponsor(s) identify projects that may no longer be pursued due to negative impacts on GHG and VMT, most funds could be reallocated.

Generally, SACOG-controlled funds could be reallocated through a majority vote of the SACOG Board of Directors to amend programming documents. Some funding programs, such as those administered by the California Transportation Commission, may also need a vote of their governing boards.

It is notable that some funds, such as those which were awarded on a competitive basis to a project that will not be moving forward, could be lost. The more recent that award, particularly given the new rules of funding competition being tied to climate change, the less likely the funds would have been awarded to a project that negatively impacts VMT or GHG, and therefore less likely to need reallocation.

Finally, reallocation of Measure A sales tax funds requires following the process below, as stated in the measure text:

“Beginning in 2019, and every ten years thereafter, the Authority shall review and, where necessary, propose amendments to the Expenditure Plan to meet changing transportation needs. Such review shall consider recommendations from local governments,

transportation agencies and interest groups, and the general public.

2. The Authority shall notify the Board of Supervisors and the city councils in writing of its initiation of an amendment, reciting findings of necessity.
3. Actions of the Board of Supervisors and city councils to approve or to oppose the amendment shall be communicated to the Authority within 60 days after the date the notice is mailed. Failure of the Board of Supervisors or any city council to notify the Authority of formal action within 60 days after the date the notice is mailed shall constitute approval.
4. The amendment must be approved by the Board of Supervisors.
5. The amendment must be approved by a majority of the city councils constituting a majority of the incorporated population.”

It is unclear as to whether this process could be enacted sooner than 2029 under the terms of the Measure A ordinance.

The process to amend the overall funding distribution of the Sacramento Countywide Transportation Mitigation Fee Program portion of the measure is much simpler, however, as it only requires a 2/3 majority vote from the STA Board.

■ **Reconsidering Local Projects**

Sacramento County jurisdictions receiving pass-through Measure A funds may reconsider how they want to spend those funds through a lens of reducing GHG and VMT.

Approaches that Sacramento Regional Transit may consider pursuing with STA and SACOG to augment operations funding for transit programs including SmarT Ride, high frequency bus service, or BRT include:

■ **Transit Operations as Mitigation**

One short-term opportunity for directing additional Measure A funds towards augmenting transit operations is at the project sponsor/jurisdiction level via suballocation of those entities' existing share of formula or capital funding. The idea is, those road projects that are going through, such as Caltrans' managed lane projects, need mitigation for at least their VMT impacts, if not GHG as well.

As an example, Sacramento Regional Transit has estimated VMT/GHG mitigation benefits for the Downtown, North Sacramento, and Rancho Cordova SmarT Ride zones to reduce VMT by 75,246 miles annually with a GHG emission reduction of 173.9 metric tons of CO₂. As for BRT, the Federal Transit Administration (FTA) studies estimate transit ridership in the corridors where implemented increase from 20% to 96%. Discussions have already started between Caltrans and Sacramento Regional Transit to develop reasonable mitigations for the future I-5 Managed Lanes project, to

include high frequency transit service. Adding frequent service to Sacramento Regional Transit's Route 11 and extending it to the Sacramento International Airport has been identified as a project that could mitigate 553,000 vehicle miles annually. The Green Line light rail extension proposed to parallel I-5 to the airport could mitigate over 12 million vehicle miles annually, though at a much higher cost per vehicle mile. Alternatively, the region is beginning to consider BRT as an early delivery version of the Green Line light rail project providing similar benefits.

Costs for mitigation are included in the overall budget for a capital improvement project, just like design, right of way, and construction would be. Sacramento Regional Transit can work with sponsors of capacity increasing projects to explore how they can address those mitigation needs using the project's Measure A funding, documenting the mechanics of those allocations and costs in funding plans executed in Cooperative Agreements.

As noted previously, unlike most State and Federal funding pots, Measure A sales tax funds can be used for both capital and operations; in this case, the allocation would be made under the measure's capital program, but the revenue source for mitigation would be able to be used for operations.

■ **Exchanging Capital Funding for Operations**

Another short-term opportunity for generating transit operations funds is to “change the color of money”. In this case, Sacramento Regional Transit would identify capital funding allocated to the district and work with STA to trade it for Measure A sales tax revenues that are not subject to Article XIX or AB 1600 restrictions and thus can be used for operations. Sacramento Regional Transit would, in exchange, substitute a project previously programmed by STA eligible for those capital dollars. Depending on the original capital programming, there may need to be a true-up to balance out the actual funds used.

■ **New Transportation Sales Tax**

An obvious longer-term solution is a new transportation sales tax. In the wake of the failure of the 2022 citizens' initiative for a Measure A update, STA has formed a Future Transportation Funding subcommittee of their Board of Directors and including two citizen advisory members to explore the potential for a successful new measure. Fundamental to this effort is coordination with regional and local agencies to understand the transportation needs and feasibility of implementation from a planning, regulatory, and engineering standpoint, with equal emphasis on outreach and dialogue with community groups and stakeholders, as well as the broader public.

Given that climate change and social equity are required considerations for most or all transportation programs, Sacramento Regional Transit must be a major player in any sales tax measure discussions. While it is likely the measure will be aspirational, it will be critical for Sacramento Regional Transit to ensure that the measure provides adequate transit operations

funding, allows flexibility for capital and operations, and does not commit the agency to projects that are not feasible to deliver.

■ **Property Based Assessment**

Another longer-term solution for future transit operations could be a property-based tax program. Bay Area Rapid Transit (BART) passed a \$3.5 billion dollar bond in Alameda, San Francisco, and Contra Costa Counties via a 2/3 majority vote on the 2016 ballot which is funded by a \$17.49 per \$100,000 valuation assessment of property in the district which funds capital and operations in those counties. On a smaller scale, a community facilities district (CFD) formed under the Mello-Roos Act of 1982 in North Natomas assesses property in the district to pay for JIBE transit, bike, and pedestrian services, generating \$1.6 million in FY 2022/23.

Passing bond measures or CFDs in established areas is challenging, as they require approval of 2/3 of the voters (bond measure) or property owners (CFD) within that district. That challenge is far lessened in newly developing areas when, prior to the development and sale of individual units, there are only a few landowners. CFDs are often included as a requirement in the development agreements with the jurisdiction as an exercise of the local land use authority.

■ **Uniting Support**

There is a lot of cross representation on Sacramento Regional Transit, SACOG, City Councils, Board of Supervisors, and STA Boards that can help support Sacramento Regional Transit's efforts. For example, the three Sacramento County Supervisors that sit on the Sacramento Regional Transit Board also sit on the STA Board, and the current chair of SACOG is also the chair of the Sacramento Regional Transit Board. Councilmembers from the Cities of Folsom and Sacramento sit on SACOG and Sacramento Regional Transit, while Councilmembers from Sacramento and Elk Grove sit on STA and Sacramento Regional Transit. In other words, there is ample opportunity for direct and consistent communications amongst these leadership of these agencies.

Further, identifying one or more leaders as a project champion, particularly local elected officials that sits on these boards, that is willing to discuss the project with funding agencies, influencers, and other elected officials can make a tremendous positive difference in the success of an effort. Time and time again, when it comes to transportation funding challenges, the squeaky wheel gets the grease.

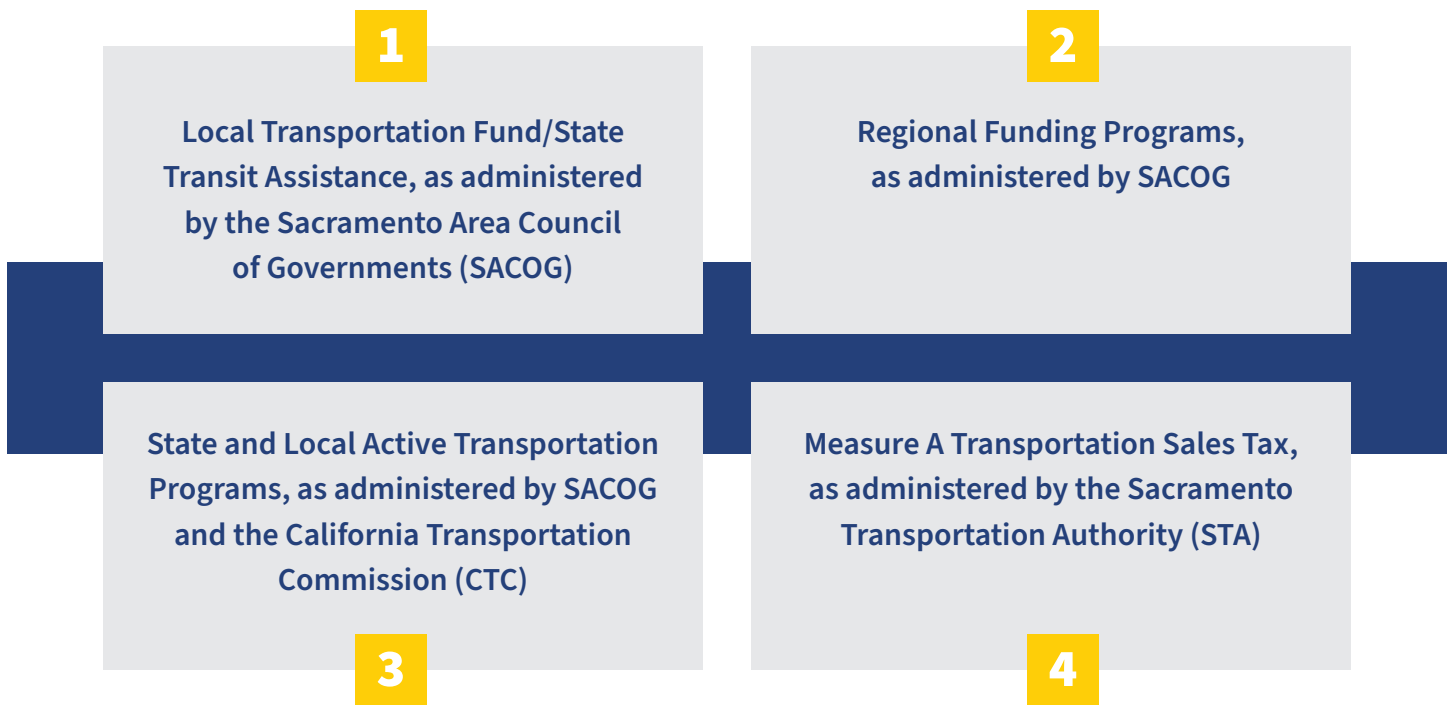
A Call to Action

The region has identified an MTP target for GHG, and the pressure is on to produce results. It is clear that there are number of challenges that must be addressed in order to place a new transportation sales tax on a future ballot. A dedicated funding source is a critical piece for long term solutions, but shorter term action is both possible and necessary. Strategic options described in this report could maximize currently available funding to reduce VMT and GHG through the delivery of high quality public transit and associated corridor improvements, such as BRT, with added benefits to infill housing, safety and state of good repair, and opportunities for active transportation. These are the bold actions that are needed to achieve the region's high priority transportation goals.

APPENDIX A:

A Deeper Dive on Locally Controlled Transportation Funding Programs

Funding programs which are administered by local transportation agencies include:



California places significant restrictions on the use of funding for transit operations, primarily because Article 19 of the California State Constitution both sets aside funds for the Transportation Development Act for transit operations and restricts use of other state transportation funds for that purpose. This is augmented by the inability to use developer impact fees for operations, as the Mitigation Fee Act of 1987 (AB 1600) requires a nexus via physical location while transit operations, by definition, move around. This is why transit agencies have looked to locally generated funds to provide these needed dollars.

The following section discusses the major sources of locally controlled funding decisions and how they operate. This provides a basis of a deeper understanding of the opportunities and constraints they provide for the partners.

Transportation Development Act (TDA)

The overall process for the distribution of TDA funds includes the county preparing a fund estimate for the Local Transportation Fund (LTF) while the state provides a fund estimate for State Transit Assistance (StateTA) subsequent to the annual state budget process based on the revenues to the State excise tax on diesel fuel. SACOG then applies the distributions for these funds in accordance with state law and using the policies adopted in their Transportation Development Act Guidelines, with the most recent version adopted in 2017.

LTF is primarily for transit capital or operations and is distributed based on population within the specified areas, with Sacramento Regional Transit covering virtually all of Sacramento County. StateTA can only be used for transit capital or operations purposes. It is distributed to regions with 50% of the funds based on the population of the region compared to the population of the state, and the remaining 50% is allocated according to the prior-year proportion of regional transit operator revenues compared with statewide transit operator revenues.

The result is SACOG's Finding of Apportionment, under which claimants such as Sacramento Regional Transit can receive their allocated funds. For FY 2023/24, Sacramento Regional Transit's share is just over \$97 million.

The guidelines note there is an apportionment restriction in the Transportation Development Act that applies to the Sacramento Regional Transit District. In this area, the apportionment may only be allocated for public transportation, 5% of this amount goes to community transit services, and 2% for pedestrian and bicycle facilities purposes. The apportionment may not be used for street and road purposes. This is noted only by contrast to the area outside the Sacramento Regional Transit District within Sacramento County, which is largely Isleton and Galt, where the apportionment not needed for public transit purposes or the 2% that goes to pedestrian and bicycle facilities, if a determination is made by SACOG that the funds are not needed for bicycle and pedestrian purposes, can be used for streets and roads purposes.

SACOG apportions LTF within the District to Sacramento Regional Transit for public transportation, to Paratransit, Inc. for community transportation services, and to the City and the County of Sacramento for pedestrian and bicycle purposes.

Sacramento Area Council of Governments (SACOG)'s Regional Funding

Every two to three years, SACOG allocates a variety of State and Federal funds through a competitive Regional Funding Program. Projects compete in one of three categories, either Transformative Projects, Community Design or Maintenance and Modernization. In the 2022/23 round, SACOG has estimated \$115 million available, including Revolving Match, with at least 50 percent of the funds going to the Maintenance and Modernization program.

How it Works

Transformative Projects are road or transit expansions over \$5 million and can include operations funds for up to three years for new transit projects. Projects are evaluated based on benefit, cost effectiveness, leverage, and readiness. Advancing racial equity is also a cross-cutting factor considered in this competitive program. Applicants can choose two out of seven possible performance outcomes under which their project would be ranked, including:

- Reduce VMT and/or GHG per capita.
- Reduce regional congested VMT per capita.
- Increase multi-modal travel/alternative travel/choice of transportation options.
- Provide long-term economic benefit, recognizing the importance of sustaining urban and rural economies.
- Improve goods movement, including farm-to-market travel, in and through the region.
- Significantly improves safety and security.
- Demonstrate “state of good repair” benefits that maintain and improve the existing transportation system.

The Maintenance and Modernization program funds projects that demonstrate “state of good repair” benefits that maintain and improve the existing transportation system. Maintenance projects are evaluated based on sponsor priority, maintenance need, and cost effectiveness, but do not include transit operations. Modernization projects are evaluated under the applicant’s choice of up to two of the following criteria:

- Reduce regional VMT and/or GHG per capita.
- Increase multi-modal travel/ alternative travel/ choice of transportation options.
- Provide long-term economic benefit, recognizing the importance of sustaining urban and rural economies.
- Improve goods movement, including farm-to-market travel, in and through the region.
- Significantly improve safety and security.

SACOG also sets aside 10% of the overall Regional Funding program for the Community Design category, which funds projects that will support land uses that lead to fewer VMT and more walking, biking, and transit use. The 2020 framework added elements to Community Design that align with SACOG’s Green Means Go initiative to lower GHG by accelerating infill development and reducing and electrifying vehicle trips. The focus is to leverage state funding to accelerate projects in targeted Green Zones. Applicants can apply for grant funds up to \$4.0 million per project on a competitive basis. The Non-Competitive Category allows cities and counties to submit one project for funding for a lesser amount between \$100,000 and \$500,000.

Sacramento Regional Transit projects would only be eligible for the Competitive category, as the Non-Competitive funds are limited to cities or counties, and transit operations are not eligible. Further, projects must provide a minimum 11.47% match.

Regional and State Active Transportation Program (ATP)

The ATP is designed to encourage an increased use of active modes of transportation, such as biking and walking by a variety of methods, including:

- Increasing the proportion of trips accomplished by biking and walking.
- Increasing the safety and mobility of non-motorized users.
- Advancing the active transportation efforts of regional agencies to achieve greenhouse gas reduction.
- Enhancing public health, including reduction of childhood obesity by programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensuring that disadvantaged communities fully share in the benefits of the program.
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The overall ATP program receives about \$400 M annually statewide from Federal and State sources, including gas taxes. 50% of those funds go into a Statewide ATP program, with 40% divided amongst MPOs with a population of 200,000 or more, and the remaining 10% going to rural areas. 25% of the total pot must be spent in Disadvantaged Communities (DAC).

Applications are made under one of four categories:

- Infrastructure Projects: Capital improvements that will further the goals of this program.
- Non-Infrastructure (NI) Projects: Education, encouragement, and enforcement activities that further the goals of the ATP.
- Combination Projects: A project that combines Infrastructure and Non-Infrastructure components.
- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan located in a disadvantaged community.

In Cycle 6 adopted in late 2022, the CTC awarded \$853 M in projects statewide, including approximately \$31 M for five projects in Sacramento County. Included in those are funding for complete street projects for Stockton Blvd, Franklin Blvd, and Elkhorn Blvd, along with the Envision Broadway project, and a pedestrian/bicycle overcrossing in Rancho Cordova.

In addition, the CTC apportioned \$45 M to SACOG to fund regional ATP projects. SACOG has solicited project proposals for that share, which they expect to award in late 2023.

Sacramento Transportation Authority (STA) Measure A Transportation Sales Tax and Developer Impact Fee Program

Measure A was passed in Sacramento County in 2004, imposing a ½% sales tax and developer impact fee for transportation purposes as described in the Expenditure Plan included in the measure ordinance. The thirty-year program spans the years 2009 through 2039, and requires a review of the Expenditure Plan every ten years “to ensure that the program reflects current community needs as demographics, economics and technology change.”

Key principles include:

- The Expenditure Plan can only be changed upon approval by the Sacramento County Board of Supervisors and a majority of all cities in the County representing a majority of the incorporated population.
 - The Expenditure Plan has been changed once since original adoption. In 2021, language was added to specify additional bicycle and pedestrian projects for eligibility for Traffic Control and Safety Program and the Safety, Streetscaping, Pedestrian and Bicycle Facilities Program.
- The maintenance of effort requirement states that the funds are not intended to replace traditional revenues generated through locally adopted development fees and assessment districts.
 - Funding recipients self-certify that they are meeting this requirement.
- An Independent Taxpayer Oversight Committee (ITOC) is created to supervise fiscal and performance audits regarding the use of all sales tax funds and provide for independent review to ensure that all Measure funds are spent in accordance with provisions of the Expenditure Plan and Ordinance as approved by the voters.
 - The ITOC was established in 2010 and meets monthly to review audits, budgets, expenditures, and other items of transparency for the implementation of Measure A.

How it Works

Measure A transportation sales taxes are collected by the state and remitted to STA monthly and expended in accordance with the Expenditure Plan, while developer impact fees are collected by the jurisdictions when building permits are pulled and remitted to STA quarterly.

The Expenditure Plan accounts for the fact that developer impact fees are subject to Mitigation Fee Act of 1987, also known as AB 1600, which requires a nexus to be established between the improvements being paid for and the development that is paying the fees. This nexus must be proportional to the impact created by the development to the cost of the overall improvement, as evidenced through a nexus study.

While transportation sales tax revenues can be used for any purpose specified in the Expenditure Plan, developer impact fees can only be used for capital projects. While stationary transit capital projects such as bus stops or transit stations can be eligible, transit operation is not. Measure A specifies a \$1000 per development unit equivalent (DUE) and provides for an annual inflationary adjustment to the fee program, through the commonly used Engineering News Record (ENR) index. The current fee as of 2023/24 adopted in February 2023 is \$1,532 per DUE.

Funds are distributed according to the parameters of the Measure A ordinance as follows:

- 30% of the sales tax revenue goes to the City Street and County Road Maintenance Program distributed to jurisdictions by a formula weighted with 75% on population and 25% on road miles. This is calculated and distributed monthly.
 - **Sacramento Regional Transit is not eligible for direct receipt of these funds.**
- 8% of the sales tax revenue collected and 35% of the revenues collected from new development shall fund local arterial safety and traffic operations improvements. The 8% portion would be separated into two categories of which 5% would be dedicated to the Local Arterial Program and 3% will be dedicated to the Traffic Control and Safety Program.
 - **Sacramento Regional Transit does not provide the projects or services eligible for direct receipt of these funds.**
- 38.25% of the sales tax revenue and 20% of the developer impact fees go to the Transit Congestion Relief Program. 34.5% of the sales tax funds go to transit operations, maintenance, and safety for bus, light rail, and neighborhood shuttles. The entire 20% of the developer fees and 3.75% of the sales tax goes to fund the Transit Capital Improvement Program, with 1.25% of the sales tax directed to the Downtown Intermodal Station and 2.5% to LRT and Regional Rail improvements.
 - **Sacramento Regional Transit is eligible and currently receives these funds.**
- An average of 4.5% of the sales tax revenue goes to Senior & Disabled Transportation Services, with 3.5% for the first 10 years, 4.5% for years 11-20, and 5.5% for years 21-30.
 - **Sacramento Regional Transit is eligible and currently receives these funds.**
- 12% of the sales tax and 20% of the developer impact fees goes to the Freeway Safety and Congestion Relief Program. The 12% from the sales tax is divided into 9% to regional bus/ carpool lanes on SR50, I-5, and I-80 and 3% specified freeway interchange upgrades on SRs 50 and 99, I-5, and I-80.
 - **Sacramento Regional Transit does not provide the projects or services eligible for direct receipt of these funds.**
- 5% of the sales tax revenue goes to Safety, Streetscaping, Pedestrian, and Bicycle Facilities.
 - **Sacramento Regional Transit does not provide the projects or services eligible for direct receipt of these funds.**

- 1.5% of the sales tax revenues goes to Transportation-Related Air Quality Programs, which is administered by the Sacramento Metropolitan Air Quality Maintenance District (SMAQMD).
 - **Sacramento Regional Transit could potentially provide the projects or services eligible for these funds.**

- 15% of the developer impact fees goes to the Smart Growth Incentive Program, including at least \$5 million for the Consumnes River Open Space Preserve as a mitigation for the Capitol SouthEast Connector and/or other projects.
 - **Sacramento Regional Transit could potentially provide the projects eligible for these funds.**

- 10% of the developer impact fees goes to the Transportation Project Environmental Mitigation Program, which includes environmental mitigations for projects in Measure A, including at least \$5 million for the Consumnes River Open Space Preserve as a mitigation for the Capitol SouthEast Connector and/or other projects.
 - **Sacramento Regional Transit could potentially provide projects or services eligible for these funds.**

- .75% of the sales tax revenues goes for Program Administration, including the independent audit and support for the Independent Taxpayers’ Oversight Committee.
 - **Sacramento Regional Transit is not eligible for direct receipt of these funds.**

Project Categories

The categories of projects are divided into the Ongoing and Capital programs as follows:

Ongoing

- City Street and County Road Maintenance Program
- Traffic Control and Safety Program
- Transit Operations, Maintenance, and Safety
- Neighborhood Shuttle System
- Senior & Disabled Transportation Services
- Safety, Streetscaping, Pedestrian, and Bicycle Facilities
- Transportation-Related Air Quality Program
- Transportation Project Environmental Mitigation Program
- Program Administration

Capital

- Local Arterial Program
- Transit Capital Improvement Program
- Freeway Safety and Congestion Relief Program
- Smart Growth Incentive Program

The Ongoing program receives approximately 80% of the sales tax revenue through monthly formulaic allocations as prescribed in the Measure A Ordinance. The Capital program receives approximately 20% of the sales tax revenue. The Capital program funds capital projects through reimbursement agreements and pays for existing debt service. Most of the Capital program funds are used for payment of debt service.

Sacramento  Regional Transit





September 26, 2023

2023 BOARD OF DIRECTORS

Property Owners Directors

Elgin Bradley (Chairman)
4217 Stockton Blvd

Lauren Hammond
Parkwest Lotus Casino

Laura Niznik-Williams
UC Davis Health System

Thai Tran
Saigon Bay Restaurant

Ken Fahn
Area Developer

Dhruv Shah
The Greens on Stockton

Dan Weitzman (Treasurer)

Nanci Bui-Thompson / Ben Avey
WellSpace Health

Non-Property Owners Directors

Tina Nguyen
Phò Xe Lua Restaurant

Public Sector

Phil Serna / Lisa Nava Sacramento
County Board of Supervisors -
District 1

Patrick Kennedy / Keaton Riley
Sacramento County Board of
Supervisors - District 2

Caity Maple / Ryan K. Brown
Sacramento City Council - District 5

Eric Guerra / Will Antinetti
Sacramento City Council - District 6

Community Organization Director

Terri Galvan (Vice Chair)
Community Against Sexual Harm

Liane Bruckstein (Secretary) Harm
Reduction Services

Neighborhood Representative

Director

Vacant

To: Laura Ham, VP Planning & Engineering
Sacramento Regional Transit District
1400 29th Street
Sacramento, CA 95816

From: Stockton Boulevard Partnership
5657 Stockton Blvd
Sacramento, CA 95824

RE: Sacramento Regional Transit #51 Stockton/Broadway BRT project:

The Stockton Boulevard Partnership is in full support of the Sacramento Regional Transit #51 Stockton/Broadway BRT project to complete a comprehensive plan to upgrade SacRT's existing #51 Stockton/Broadway bus route to bus rapid transit, along the one 1/2 mile stretch of Stockton Blvd from F Street to Florin Road. This type of investment will improve the physical environment, address public safety concerns and allow residents to connect with much needed resources.

The Stockton Boulevard Partnership is a collaborative effort of property and business owners along Stockton Boulevard working to address issues impacting the business corridor, specifically, focused on Security and Safety, Image, Maintenance, Advocacy and Economic Development.

The Sacramento Regional Transit #51 Stockton/Broadway BRT project is partnering with the City of Sacramento, Sacramento County, Sacramento Transportation Authority, and the Sacramento Area Council of Governments for the transformation of SacRT's busiest bus corridor in Sacramento. The transformation will include bus/station improvements, signage visibility, pedestrian-scale lighting and updated look to the bus stop themselves. These improvements will encourage an increase in consumer traffic from residents that live and work in the vicinity. Additional benefits will include increased retail business, improved civic pride, and a renewed sense of community in the area.

It makes strategic and economic sense to improve this stretch of Stockton Boulevard. Businesses are enhanced with bus stop improvements, as well as the lives of the individuals that walk, and use public transportation to drive to and from work every day therefore the Stockton Boulevard Partnership strongly supports SacRT in enhancing bus route #51 Stockton/Broadway BRT project in their efforts and will lend staff support to reach their goal.

We urge you to support the proposal. We look forward to the future improvements of Stockton Blvd with the #51 Stockton/Broadway BRT project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'F. Louie', is written over a light blue circular stamp.

Frank Louie, Executive Director
STOCKTON BOULEVARD PARTNERSHIP



October 23, 2023

Dear Chair Kennedy & the SacRT Board,

Sacramento is the Capital City of the fourth-largest economy in the world and a rich, vibrant, and diverse community. Sacramento’s growing economic engine and history of regional collaboration and cooperation help us pursue a better quality of life.

We applaud the content included in the Evaluation of Funding Opportunities Memo to support transit, infrastructure, and address climate change. It has been 20 years since the first “Measure A” passed and the regulatory, legislative, and political landscapes today are vastly different from what they were in 2004. The report delivered to you today makes it very clear that we must take a different approach, especially as the fastest growing region in the state. Our transportation focus must address climate change, accelerate our zero-emission transition, while addressing social justice and equity concerns.

The Stockton Boulevard Corridor is a prime example of regional collaboration to deliver a project that addresses climate change through infill and high-quality public transportation, along with critical infrastructure and safety needs in the congested corridor.

We need local governments, the business community, and environmental organizations all pulling in the same direction in order to create jobs, improve our transportation network and secure billions of dollars in state and federal grants.

We hope this report will be shared with the Sacramento Transportation Authority (STA) and the Sacramento Area Council of Governments (SACOG) for their consideration and we are open for continued dialogue regarding our region’s transportation network. In the absence of new local funding, this report gives us a path forward to leveraging much needed funding our region is currently missing out on, while addressing our ambitious climate mandates.

We offer this letter to demonstrate our region’s spirit of collaboration and cooperation, and we stand ready to discuss these important and timely concepts with you. The signers of this letter are ready to work together to rethink this issue and find new ways to pay for improving infrastructure, protecting the environment, creating jobs, and growing the local economy.

Sincerely,



Barry Broome
President & CEO
Greater Sacramento Economic Council



Pat Fong Kushida
President & CEO
Sacramento Asian Pacific Chamber of
Commerce



Dave Roughton
Interim President & CEO
Metro Chamber



Azizza Davis Goines
President & CEO
Sacramento Black Chamber
of Commerce



Michael Ault
Executive Director
Downtown Sacramento Partnership



Cathy Rodriguez Aguirre
President & CEO
Sacramento Hispanic
Chamber of Commerce



Frank Louie
Executive Director
Stockton Boulevard Partnership



Emily Baime Michaels
Executive Director
Midtown Association



Kendra Macias Reed
Executive Director
Franklin Neighborhood
Development Corporation



Sean Rooney
Executive Director
Oak Park Business Association



Corey Deroo
Executive Director
Florin Road Partnership



Jhason Wint
Executive Director
Watt I-80 District/PBID



Devin Strecker
Executive Director
The River District



Daniel Savala
Executive Director
Del Paso Boulevard Partnership



Rachel Brown
Executive Director
Power Inn Alliance



Kathilynn Carpenter
Executive Director
Sunrise MarketPlace



Bill Knowlton
Executive Director
The Mack Road Partnership



Joan Borucki
Executive Director
SacTowerDistrict

cc: Kevin Bewsey, Executive Director, Sacramento Transit Authority
James Corless, Executive Director, SACOG

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: PRESENTATION ON ONGOING PROJECTS AND INITIATIVES

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

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

Ongoing Projects and Initiatives

October 23, 2023

Shelly Valenton, Deputy General Manager/CEO

Carmen Alba, VP of Bus Operations

Laura Ham, VP of Planning and Engineering

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

July Meeting:

- Community advocate recognition program
- Reimagine Watt/I-80 project status
- Low Floor Light Rail Train concerns and public outreach
- Social Equity Program

August Meeting:

- FY 2023 Strategic Plan Annual KPI Results
- Mystery rider program

September Meeting:

- Fare free program analysis
- Leveraging technology to enhance the customer experience
- Safety incidents monitoring and prevention

October Meeting:

- Bus efficiency and use of smaller cutaways

November Meeting:

- Community advocate recognition

Future Meeting, possibly January:

- School partnerships to promote RydeFree RT



Discussion Topics (Review)

Fleet Optimization and Efficiency

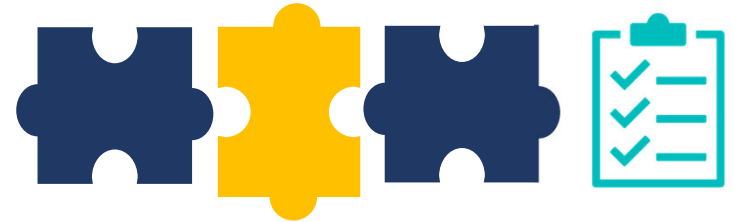
Use of Smaller Buses on Fixed Route



Carmen Alba, VP of Bus Operations
Laura Ham, VP of Planning and Engineering



Key Considerations



Garage Location	Fuel Cost	Labor Cost	Spare Operators	Vehicle Interoperability
Deadhead	Peak Capacity	Wheelchairs	On-Time Performance	Operator Training
Capital Cost	Identifiability and Comfort	Current Fleet	Narrow Streets	Fare Collection



Small Buses

“Cutaways”

- 27' buses
- Up to \$250k
- 5–7-year lifecycle
- 10-18 passenger seats
- High-floor with stairs and lift
- 2 or 5 positions for mobility devices
- Gasoline, CNG, battery electric (ZEB)



Full Size Buses

“City Buses”

- 40' buses
- Approximately \$800k - \$1.1m
- 12–15-year lifecycle
- 30-40 passenger seats, 20 standees
- No stairs, ramp for mobility devices
- Fuel: Natural Gas, Diesel, battery electric (ZEB)



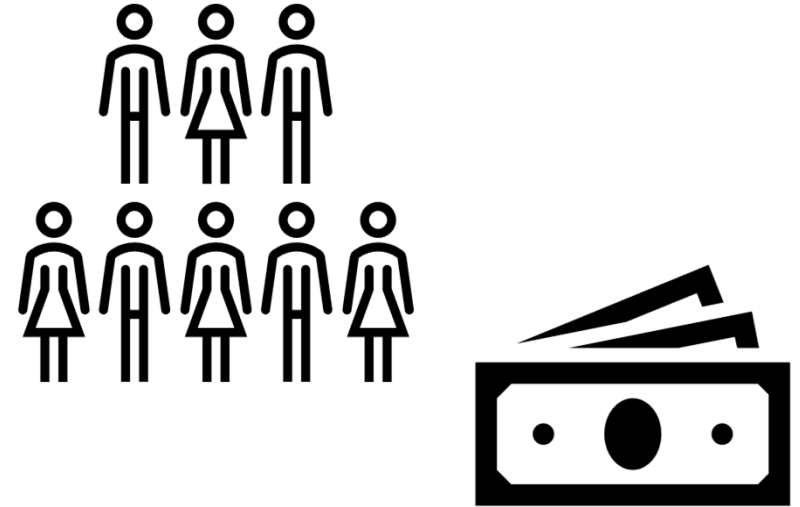
Considerations/Conclusions

- Vehicle Interoperability
- Route Efficiency
- On-Time Performance
- Passenger Comfort
- Fare Collection



Other Considerations/Conclusions

- Fuel Cost
- Cost per hour
- Cost per passenger
- Peak Ridership



	Direct Cost per Hour	Fuel Cost per Mile
Bus	\$135.83	\$0.98
CBS Fixed	\$206.40	\$1.25
SmaRT Ride	\$166.64	\$1.25

RANCHO CORDOVA

Routes 175, 176 & 177

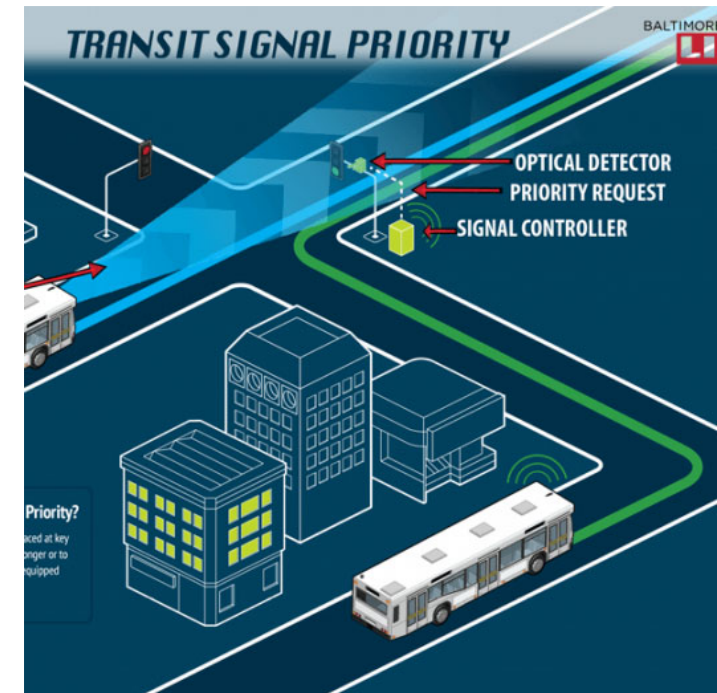
SacRT contracts with the City of Rancho Cordova to operate the Rancho CordovaVan shuttle services. There are three routes that serve the local communities in Rancho Cordova.

Learn More!



SCAN ME

SACRAMENTO
REGIONAL TRANSIT



Other Considerations/ Conclusions

- Use of small buses today
- Existing fleet is not ideally suited
- Consider next generation of transit vehicles



Key Factors Considered in Evaluation

Consideration	Shuttle/Cutaway	40ft Bus
Vehicle Interoperability		✓
On-time performance		✓
Passenger comfort		✓
Neighborhood compatibility	✓	
Fare collection		✓
Fuel Cost		✓
Cost per hour and passenger		✓
Peak Ridership		✓



Next Steps



Conduct Comprehensive Operational Analysis (COA) in 2024



Update service performance standards



Address zero emission transition



Evaluate market availability for zero-emission vehicles in various sizes



Explore use of modern low-floor small buses on certain routes/services





Questions from the Board and

Customer Service Response to Feedback and Comments (Lisa Hinz, VP of Security, Safety and Customer Satisfaction)

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Meeting Calendar

Regional Transit Board Meeting
November 13, 2023
SacRT Auditorium / Webconference
5:30 P.M

Quarterly Retirement Board Meeting
December 20, 2023
SacRT Auditorium / Webconference
9:00 A.M

Mobility Advisory Council Meeting
November 2, 2023
SacRT Auditorium / Webconference
2:30 P.M

Light Rail Modernization Update

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

This phase of construction along the Gold Line is expected to be completed by spring 2024. Bus bridges will be in place most weekends between September 2023 and March 2024 while construction takes place at different stations.

Planned Light Rail Service Disruptions

- Weekend of October 28 and 29 – (Starfire Station Construction)
Gold Line: Bus bridge between Watt/Manlove and Butterfield stations.

Due to station platform modification construction at the Starfire Station, a bus bridge (shuttle bus between stations) will be in place between Watt/Manlove and Butterfield stations on the Gold Line from the start of service on Saturday, October 28 through 3 p.m. on Sunday, October 29. Station platform modifications are taking place to meet the height requirements for new low-floor light rail vehicles.

For more information on our Light Rail Modernization Program, please visit here: sacrt.com/modernization.

University/65th Street Bus Stops Temporarily Relocated

Due to an issue with the concrete pad where the buses pull into the University/65th Street Station, all five bus routes that serve the transit center (routes 26, 38, 81, 82 and 87) will be temporarily relocated during reconstruction to the Power Inn Station (located at the corners of Power Inn Road and Folsom Boulevard) beginning Sunday, October 22, 2023, for approximately two months.

Buses for routes 26, 38, 81, 82 and 87 will drop off and pick up passengers near the stairs leading up to the Power Inn Station. Trip times will operate approximately 8 to 10 minutes later than the scheduled University/65th Street Station times (i.e., if your bus was scheduled to arrive at the University/65th Street bus bay at 8:20 a.m., it will now pick up at Power Inn Station at approximately 8:30 a.m.). Note that the Power Inn Station has a free park-and-ride lot if you can start your trip at this location.

SacRT apologizes in advance for any inconvenience; however, rider and employee safety are our number one priority. Please visit our website for additional information and project updates.

Calling All Students! Share Your RydeFreeRT Story and Win Big!

Are you a student who has experienced the incredible benefits of the RydeFreeRT program? Do you want to showcase how and why fare-free transit is a game-changer for you and our community? Here's your chance to make an impact and win fantastic prizes!

Send your positive RydeFreeRT video by Monday, October 23, 2023. The top videos will be announced and posted on SacRT's social media channels on Friday, October 27, 2023. The top three winners (who receives the most "likes") will be announced on Friday, November 3, 2023. Learn more about video requirements at sacrt.com/studentvideo.



SacRT General Manager/CEO's Update

Monday, October 23, 2023



Aftershock & Golden Sky Music Festivals

Rider Alert

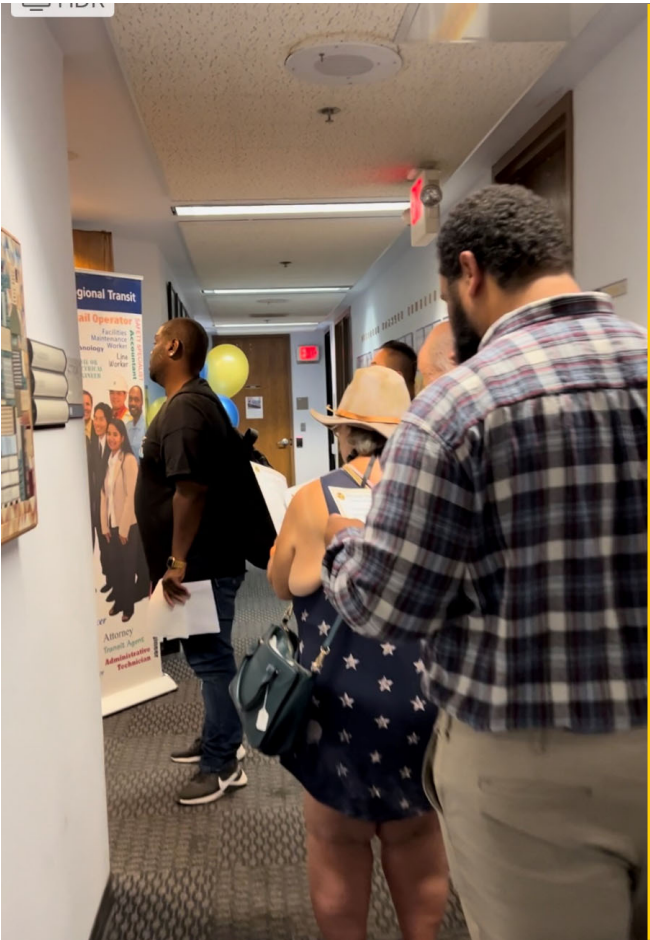


All University/65th Street Bus Stops Temporarily Relocated

Due to an issue with the concrete pad where the buses pull into the University/65th Street Station, bus routes 26, 38, 81, 82 and 87 will be temporarily relocated for approximately two months during construction to the Power Inn Station beginning Sunday, October 22, 2023.

Visit sacrt.com for more information.

University/65th Street Bus Stops Temporarily Relocated



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WEDNESDAY, OCTOBER 11, 2023

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SacRT Hiring Events





SacRT GO Open House – October 14th

Los Manitos – October 11th

Outreach Events



Stockton Boulevard Bus Rapid Transit
SMART Forum –September 27, 2023

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Sarah Poe, Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF SEPTEMBER 22, 2023

RECOMMENDATION

No Recommendation - For Information Only.

Chair Pat Hume was not present for the regular meeting of the San Joaquin Joint Powers Authority on September 22, 2023.

Meeting Notes

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

Item 2. Public Comments

- N/A

Item 3. Consent Calendar

- All items were passed on consent.

Item 4. Approve a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Allowing a Revenue Management Pilot for the San Joaquins Intercity Passenger Rail Service from November 2, 2023, through June 30, 2024, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project Including Any and All Amendments thereto within Her Spending Authority (David Lipari).

Staff Comments:

- Current tickets are sold under a Reserved System, which requires tickets to be purchased prior to train departure.
- Ticket fares are managed by a distance calculation; fares decrease per mile as trip distance increases; currently no transfer discount is provided; the only discounts provided right now are seasonal offers.
- Revenue management was previously provided; however, was eliminated in 2018 due to passengers being “priced out” of their trip, the disadvantages for riders at stations, and because it focused more on revenue growth instead of ridership growth.

- Recent analysis shows the new fare policy proposal has more price points; the majority are lower than the current fare; the pilot program will include more price points and more flexible fares.
- Recommendation to move from single bucket w/peak pricing to a revenue managed fare structure with 15 available price points.
- No fiscal impact: no costs associated with pilot and fare revenue is projected to increase.

Board Comments:

- Member Espinosa- this will have a positive impact.
- Member Burgis- a “win-win” situation

Public comments:

- Martha Armas Kelly- hopeful for increased ridership; suggested improving safety, security, and limited-English and disabled rider engagement; also suggested improvements to vehicle interior and meal menu.
- Mike Barnbaum- asked several questions about the functionality of booking tickets.

Board Vote:

- All approved

Item 5. Presentation on the Draft Accessibility Compliance with US Department of Transportation (USDOT) Level Boarding Regulation for the Existing and Proposed Stations (Brian Pennino/Danielle Pena)

Staff Comments:

- Presented existing challenges for level train boarding with a mixed fleet of vehicles and different types of station platforms.
- Systemwide platform changes are being implemented at 20 existing stations and 16 new stations.
- Six accessibility options were presented.
- Outreach is now beginning to start engaging with the public; virtual presentation will be the next step to obtain public comments and feedback.
- Draft report will be published and made available for comments; final draft will be brought to the Board in January 2024 with the recommendations.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- Informational only.

Item 6. San Joaquins Passenger Survey Update (David Lipari)

Staff Comments:

- Presented summary of the onboard survey and market survey that was conducted in Spring 2023; purpose was to capture information on travel patterns, customer satisfaction, and demographics.
- On-board was administered on trains with tablets and postcards; market survey was administered via email.
- Summary of results- demographics haven't changed much since the last survey in 2019; full report of findings was provided.

Board Comments:

- Member Burgis asked about trip planning and suggested promoting ridership at Oakley Station.

Public comments:

- Doug Kerr inquired about the results of the market survey and was directed to the appropriate page in the Board packet.
- Mike Barnbaum suggested the use of media outlets for engaging the public.
- Martha Kelly emphasized the need to better engage with limited-English passengers through improved signage and suggested more availability and flexibility with trip planning.

Board Vote:

- Informational only.

Item 7. Update and Discussion of Next Steps for Central Valley Region Outreach Services (Marques Cook/Tom van der List)

Staff Comments:

- SJ's public relations firm KP Public Affairs, presented an update and next steps on the Central Valley Region outreach services.
- KP staff members shared several areas of focus and recent outreach and communications activities, including the following:
 - Boots on the Ground Efforts
 - Grassroots Outreach, Community Building, and Information Dissemination
 - Media Outreach
 - Thruway Bus Route Outreach

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- Informational only.

Item 8. Sustainable Transportation Planning Grants Awards for 2023 (Michael Hanebutt)

Staff Comments:

- SJ staff provided an update on three projects that were recently awarded with Caltrans Sustainable Communities Competitive and Technical Grants
- Kings-Tulare HSR Station Transit Oriented Development and Connectivity Plan and Cross Valley Corridor Rail Service Planning- partnership with the City of Hanford, awarded \$650,000.
- Del Paso Multimodal Transportation Network and Land Use Compatibility Action Plan- partnership with SACOG, SJRRC, City of Sacramento and SacRT, awarded \$450,000.
- Downtown Stockton Multimodal Transportation Network and Land Use Compatibility Action Plan- partnership with SJCOG, SJRRC, and San Joaquin RTD, awarded \$450,000.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- Informational only.

Item 9. Rail Safety Month Presentation (Freddy Rodriguez/Cameron Paler)

Staff Comments:

- September is designated as “Rail Safety Month.”
- During the month, SJ is partnering with CCJPA, Rail Commission and California Operation Lifesaver (CAOL) to organize efforts focused on educating and alerting the public to the importance of safety around the railroad and rail facilities.
- Press release is forthcoming, and will share rail safety importance, and the results of the Red Shirt Competition.

Board Comments:

- N/A

Public comments:

- N/A

Board Vote:

- Informational only.

Item 10. Update on Venture Cars Deployment (Brian Schmidt)

Staff Comments:

- Deployment of the first set of Caltrans Venture Cars is planned for late October 2023
- The second deployment will be around the first of the 2024 year.
- Press release will be forthcoming to provide the schedule and information about deployment.

Board Comments:

- N/A

Public comments:

- Mike Barnbaum inquired about the feasibility of reintroducing trips that were eliminated post-pandemic and was advised that no trips would be reintroduced due to the need for spare vehicles.
- Gabriel Riley inquired if the new sets will be deployed every two months and was advised that timelines for deployment are dependent on the manufacturer.

Board Vote:

- Informational only.

Item 11. Board Member Comments

- N/A

Item 12. Executive Director's Report

- N/A

Item 13. Adjournment

The next regular meeting is scheduled for: November 27, 2023