



Sacramento Regional Transit District Agenda

BOARD MEETING

4:00 P.M., MONDAY, AUGUST 26, 2024

SACRAMENTO REGIONAL TRANSIT Q STREET AUDITORIUM
1102 Q Street 4th Floor, Suite 4600, Sacramento, California

Website Address: www.sacrt.com

(13th St. Light Rail Station – served by all three light rail stations)

**A simultaneous teleconference will take place at the following location:
27 Emerald Lane Corbin Kentucky 40701**

ROLL CALL — Directors Brewer, Budge, Daniels, Hume, Jennings, Kaplan, Kozlowski, Maple, Serna, Singh-Allen, Vang 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 July 22, 2024
- 2.2 Receive and File: Quarterly Treasurer's Report (J. Johnson)
- 2.3 Resolution 2024-08-078: Approving Amendment No. 3 to 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, 2025 (J. Johnson)
- 2.4 Resolution 2024-08-079: Approve the Fifth Amendment to the Contract for Downtown Riverfront Streetcar Design Services with HDR, Inc. (H. Ikwut-Ukwa)
- 2.5 Resolution 2024-08-080: First Amendment to the FY25 Capital Budget (J. Johnson)
- 2.6 Resolution 2024-08-081: Approving the Contract for Monthly and On-Call Pest Control Services with Pestmaster Services, L.P. (L. Hinz)
- 2.7 Resolution 2024-08-082: Delegating Authority to the General Manager/CEO to Execute Caltrans FY 24-25 Sustainable Communities Grants (L. Ham)
- 2.8 Resolution 2024-08-083: Conditionally Delegating Authority to the General Manager/CEO to Approve and Execute a Work Order Under the Contract for On-Call Planning Support Services with AECOM Technical Services, Inc. for a Transit Safety Survey (L. Ham)

- 2.9 Resolution 2024-08-084: Delegating Authority to the General Manager/CEO to Enter into an Agreement for Discount Sale of Fare Media with Highlands Community Charter School Through a SacRT Approved Mobile Fare Application (J. Johnson)
- 2.10 Approving the Second Amendment to the License Agreements for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at Three Locations (C. Flores)
 - A) Resolution 2024-08-085: Approving the Second 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 2024-08-086: Approving the Second 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 2024-08-087: Approving the Second Amendment to the License Agreement for Underground Conduit and Fiber with MCImetro Access Transmission Services LLC at 65th Street and Q Street
- 2.11 Resolution 2024-08-088: Delegating Authority to the General Manager/CEO to Execute One or More Amendments of the Sacramento Regional Transit District 401(a) Plan Required for Employer Matching Contributions (J. Johnson)
- 2.12 Resolution 2024-08-089: Delegating Authority to the General Manager/CEO to Execute Reimbursement Agreements with the California Highway Patrol for Construction Zone Enhanced Enforcement Program for Watt/I-80 Transit Center Improvement Project (H. Ikwut-Ukwa)

3. INTRODUCTION OF SPECIAL GUESTS

- 3.1 Resolution 2024-08-090: Commending Bret Daniels (Chair Kennedy)

4. UNFINISHED BUSINESS

- 4.1 Information: Light Rail Modernization Update (C. Alba/H. Ikwut-Ukwa)

5. PUBLIC HEARING

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

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

- 8.1 General Manager's Report
 - a. Major Project Updates
 - b. SacRT Meeting Calendar
 - c. Customer Service Response to Feedback and Comments (L. Hinz)

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

- 9.1 Mobility Advisory Council Meeting Summary – July 18, 2024 (C. Alba)
- 9.2 San Joaquin Joint Powers Authority Special Meeting and San Joaquin Regional Rail Commission – San Joaquin Joint Powers Authority Joint Special Meeting Summaries – July 18, 2024 (Hume)
- 9.3 Sacramento-Placerville Transportation Corridor Joint Powers Authority Meeting Summary – August 5, 2024 (Budge)

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. CLOSED SESSION

- 13.1 Conference with Real Estate Negotiator Pursuant to Gov. Code Section 54956.8

- (1) Property: 1400 29th St.; 1414 29th St.; 1514 29th St.; 1516 29th St.; 2812/2814 N St.; 2824 N St.; 2811/2815 O St.; 2817 O St.; and 2831 P St.

- APN: 007-0273-022; 007-0273-008; 007-0274-012; 007-0274-013; 007-0273-003; 007-0273-004; 007-0273-015; 007-0273-014; 007-0274-020;

- Agency Negotiator: Christopher Flores, Chief of Staff/VP, Real Estate
Ryan DeAngelis, CBRE, Inc.

- Negotiating Parties: Code Solution, Inc., Retirement Housing Foundation,
City of Sacramento

- Under Negotiation: Price and Terms

- 13.2 Conference with Labor Negotiator Pursuant to Gov. Code Section 54957.6
District Negotiator: Shelly Valenton, Deputy GM/CEO, David Topaz, VP, Employee Development and Engagement

- 1) Employee Organization: AFSCME - Supervisor Unit
 - 2) Employee Organization: AFSCME - Administrative/Technical Unit
 - 3) Employee Organization: AFSCME - Superintendent Unit
 - 4) Employee Organization: OE3

- 5) Employee Organization: ATU
- 6) Employee Organization: ATU Elk Grove
- 7) Employee Organization: ATU SacRT GO
- 8) Employee Organization: IBEW
- 9) Employee Organization: MCEG

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 time allowed is at the Chair's discretion. Speakers using a translator will be provided twice the allotted time, to account for the time needed to translate speaker's comment. 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 on that item.

Written public comment submitted to boardcomments@sacrt.com up to 250 words and received by 1:00 p.m. on the day of the meeting will be provided to the Board and will become part of public record upon submission to the Board.

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. Time allowed per person for public comment on matters not on the agenda is at the Chair's discretion 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 posted by the front door of Sacramento Regional Transit's Administration building located at 1102 Q 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 and AT&T U-Verse cable systems. This meeting is closed captioned and webcast at metro14live.sacounty.gov. The meeting will replay Thursday, August 29th at 2:00 PM and Sunday, September 1st 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 916-556-0456 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 its 1102 Q Street Administrative Offices.

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF JULY 22, 2024

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
JULY 22, 2024**

ROLL CALL: Roll Call was taken at 4:01 p.m. PRESENT: Directors Brewer, Budge, Daniels, Hume, Kaplan, Maple and Chair Kennedy. Absent: Directors Jennings, Singh-Allen and Vang. Director Kozlowski arrived at 4:02 p.m. Director Serna arrived at 4:16 p.m.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of June 10, 2024
- 2.2 Resolution 2024-07-072: Approving License Agreement for Aerial Fiber (Alhambra Boulevard to 69th Street – APNS: 010-0010-005, 011-0010-003 and 015-0010-039) with MCImetro Access Transmission Services LLC (C. Flores)
- 2.3 Resolution 2024-07-073: Celebrating the 34th Anniversary of the Americans with Disabilities Act (C. Alba)
- 2.4 Resolution 2024-07-074: Approve Transfer of Project Funding Under the Roadway Repair and Accountability Act (SB1) State of Good Repair Between Already Approved Projects (L. Ham)
- 2.5 Resolution 2024-07-075: Approving the First Amendment to FY24 Transportation Development Act Claim and Authorizing the Filing of the FY25 Transportation Development Act Funds (J. Johnson)
- 2.6 Resolution 2024-07-076: Approving a Collective Bargaining Agreement for American Federation of State, County and Municipal Employees, District Council 57- Local 146, Superintendent Unit for the Term of July 1, 2024 through December 31, 2026 (D. Topaz)
- 2.7 Resolution 2024-07-077: Approving the Ratification of Unauthorized Procurement for Auto Body Repair Services and Approving the Second Amendment to the Contract for Supplemental On-Call Revenue Vehicle Auto Body Repair Services with Sai Negocios, DBA Monroy's Collision Center (C. Alba)

ACTION: APPROVED. Director Maple moved; Director Kozlowski seconded approval of the consent calendar as written. Motion was carried by voice vote. Ayes: Directors Brewer, Budge, Daniels, Hume, Kaplan, Kozlowski, Maple and Chair Kennedy; Noes: None; Abstain: None; Absent: Directors Jennings, Serna, Singh-Allen and Vang.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Written Public Comment:

Kay Crumb commented on the frequency of route 81.

Public Comment:

Helen O'Connell commented about an ADA concern with the call strip on the S700 low floor trains.

Robert Coplin, ACE, supports the RydeFree RT program.

Jeffery Tardaguila commented on routes 33, 82 & 87 and appreciates the communication between SacRT staff and the public at the MAC meetings.

Dan Allison, STAR, commented on bicycle capacity on trains, barriers between cars, seat height requirements and the activation strips on the low floor trains.

7. NEW BUSINESS

8. GENERAL MANAGER'S REPORT

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

Mr. Li provided a brief report.

Director Comment: Maple

Public Comment:

Coco Coccozzella commented on capital projects and the grant criteria used, and the hydrogen and electric buses.

Director Comment: Chair Kennedy

Staff Comment: Henry Li

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

9.1 Capitol Corridor Joint Powers Authority Meeting Summary – June 26, 2024
(Maple)

Director Comment: Kozlowski

Public Comment:

Jeffery Tardaguila requested that the report include highlights and changes.

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

13. CLOSED SESSION

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 4:33 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: QUARTERLY TREASURER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

Under SacRT's Board-adopted Investment Policy, the Treasurer for the Sacramento Regional Transit District (SacRT) is required to submit a Quarterly Treasurer's Report to the Board of Directors. The attached report fulfills this requirement and certifies that SacRT has sufficient funds available to meet its expenditure requirements for the next six months.

FISCAL IMPACT

None as a result of this report.

DISCUSSION

The Quarterly Treasurer's Report (Attachment 1) for the quarter ended June 30, 2024, provides the depository, maturity date, par value, current market value, and estimated annualized interest earnings for SacRT's investments. California Government Code 53646 allows but does not require submission of a quarterly Treasurer's Report; in the adopted Investment Policy (Resolution 2024-06-052), the Board made the Treasurer's Report a mandatory requirement (Section VI). This informational report fulfills that requirement.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
TREASURER'S REPORT OF INVESTMENTS & CASH
JUNE 30, 2024**

DEPOSITORY	RATE %	BENCHMARK	MARKET VALUE	PAR VALUE	ANNUALIZED INT. RETURN	SPECIAL NOTES
INVESTMENTS						
LOCAL AGENCY INVESTMENT FUND (LAIF)	4.11%	N/A	\$ 66,999,813	\$ 66,999,813	\$ 2,753,692	Type: State Pooled Investment Account Considered 1 day funds
CALTRUST	5.33%	4.11%	\$ 61,471,949	\$ 61,471,949	\$ 3,276,455	Type: Joint Powers Authority Pooled Investment Account Considered 2 day funds Benchmark: Local Agency Investment Fund (LAIF)
CHANDLER ASSET MANAGEMENT PORTFOLIO	4.63%	4.18%	\$ 3,425,783	\$ 3,539,033	\$ 158,614	Type: District Investment Account Considered 2 day funds Benchmark: ICE BofA 1-5 year unsubordinated US Treasury and Agency Index
TOTAL INVESTMENTS			<u>\$ 132,010,795</u>		<u>\$ 6,188,761</u>	
AVERAGE PERCENTAGE ON INVESTMENTS	4.69%		WEIGHTED AVERAGE MATURITY		1.49 days	
OPERATING ACCOUNTS						
US BANK	N/A	N/A	\$ 4,797,812	\$ 4,797,812	\$ -	Type: District and Worker's Compensation Checking Accounts Immediate Access
US BANK	N/A	N/A	\$ 212,861	\$ 212,861	\$ -	Type: District Investor Accounts Restricted for 50-FIG by Third Party Agreement Immediate Access Upon Release of Restrictions
US BANK	N/A	N/A	\$ 105,127	\$ 105,127	\$ -	Type: District Checking Account Restricted by Grantor Agencies for Capital Projects Immediate Access Upon Release of Restrictions
TOTAL OPERATING ACCOUNTS			<u>\$ 5,115,800</u>		<u>-</u>	

I hereby certify that the above amounts and locations of accounts represent the total investments of Sacramento Regional Transit District as of the date of this report and that the investments are in conformity with the Investment Policy as updated in Resolution 2024-06-052 on June 10, 2024. I hereby certify that Sacramento Regional Transit District has sufficient funds available to meet its expenditure requirements for the next six months.



JASON JOHNSON
VP of FINANCE/CFO

8/7/2024
DATE



HENRY LI
GENERAL MANAGER/CEO

8/7/2024
DATE

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: APPROVING AMENDMENT NO. 3 TO 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, 2025

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Amendment No. 3 to Amended and Restated Credit Agreement with U.S. Bank National Association (U.S. Bank) for an extension of the \$20 million Line of Credit (LOC) Facility to September 30, 2025.

FISCAL IMPACT

The FY25 Operating budget includes interest expense of \$80,000 and legal fees of \$15,000 related to the LOC. This expenditure is included in the FY 25 Operating Budget.

DISCUSSION

Sacramento Regional Transit District (SacRT) has shown improved financial position for seven fiscal years in a row, and as a result was able to maintain the reduced fees associated with its LOC with U.S. Bank. The competitive fees are the result of SacRT's continued dedication to fiscal sustainability and reserve growth. Table 1 below shows the comparison in interest rates between FY25 and FY24.

Table 1:

Rate Type		FY25		FY24	% Change
Used	Daily Simple SOFR +	1.35%		1.35%	0%
Unused	-	0.400%		0.400%	0%

Having access to an appropriate working capital balance, whether through reserves or an LOC, resolves cash flow timing issues. In addition, sound fiscal policy dictates a contingency plan to meet short-term liquidity obligations. Due to the various delays in receipt of Federal, State and/or Local grant funds, as mentioned below, SacRT relies

upon an LOC to ensure all operating payment obligations are met regardless of timing delays in receipt of grant funds.

Therefore, Staff recommends adopting Amendment No. 3 to Amended and Restated Credit Agreement with U.S. Bank extending the term of the existing \$20 million Line of Credit Facility for 12 months which complies with California Public Utilities Code (PUC) section 102584.

Background:

On November 1, 2013, SacRT and U.S. Bank first entered into a Credit Agreement wherein U.S. Bank agreed to provide credit to SacRT on an annual basis pursuant to California Government Code section 53850 et seq., otherwise referred to as the TRAN Statute. In accordance with that arrangement, SacRT issued a Revolving Line of Credit Facility Note in the amount of \$29 million with a final maturity date of October 31, 2014 and extended to January 29, 2015. Subsequent to the expiration of that Note, SacRT worked with U.S. Bank between 2016 and 2020 to enter into multiple credit agreements and amendments thereto wherein U.S. Bank agreed to provide a Line of Credit Facility to SacRT, as further evidenced by multiple promissory notes issued by SacRT, as extended and reduced from time to time. On August 4, 2021, in connection with the restructuring of SacRT's outstanding indebtedness, SacRT and U.S. Bank entered into an Amended and Restated Credit Agreement, dated as of August 4, 2021 (the "2021 Amended and Restated Credit Agreement") wherein U.S. Bank agreed to provide a \$20 million Line of Credit Facility to SacRT pursuant to California Public Utilities Code section 102584, as further evidenced by a Promissory Note in the original principal amount of \$20 million from SacRT, as maker, to U.S. Bank, as payee, and dated August 4, 2021 (the "Note"). In 2022, SacRT and U.S. Bank entered into Amendment No. 1 to Amended and Restated Credit Agreement, dated September 28, 2022, to extend the stated expiration date of the \$20 million Line of Credit Facility. Last year, SacRT and U.S. Bank entered into Amendment No. 2 to Amended and Restated Credit Agreement, dated September 28, 2023, to extend the stated expiration date of the \$20 million Line of Credit Facility. The parties have now agreed to the terms of an extension of the current \$20 million Line of Credit Facility to September 30, 2025, pursuant to Amendment No. 3 to Amended and Restated Credit Agreement. The 2021 Amended and Restated Credit Agreement, as previously amended by Amendment No. 1 to Amended and Restated Credit Agreement and Amendment No. 2 to Amended and Restated Credit Agreement, is hereinafter referred to as the "Existing Credit Agreement." The Existing Credit Agreement, as proposed to be amended by Amendment No. 3 to Amended and Restated Credit Agreement, is hereinafter referred to as the "Credit Agreement."

SacRT's operations are heavily reliant on the timely receipt of cash from the State, Local, and Federal Government agencies. As such, on an annual basis (since FY2004), SacRT's Board of Directors has authorized the General Manager/CEO to incur an LOC borrowing for operating cash flow purposes. Initially, SacRT was only authorized to enter into the Line of Credit Facility borrowing pursuant to California Government Code section 53854. In January 2016, SacRT was granted a bit more flexibility by the State when Assembly Bill 422 (McCarty) ("AB 422") went into effect. AB 422 added PUC

section 102584 to the PUC, which provides SacRT with the authority to obtain an LOC with a maturity date of up to 60 months. California PUC section 102584 also permits SacRT to provide a multiyear pledge of grant funds as collateral for its LOC. Both changes to the law create an opportunity for SacRT to secure an LOC on more favorable terms and will ultimately result in a reduction in costs associated with borrowing against the LOC. While SacRT could secure a longer term for its LOC, at this time its lender, U.S. Bank has offered to provide a one-year extension on the \$20 million LOC. However, because SacRT has the ability to provide a multiyear pledge, U.S. Bank has eliminated some of the conditions it has historically imposed on SacRT because SacRT was limited to making a single year pledge, exposing U.S. Bank to greater risk.

In previous fiscal years, the LOC primarily served as temporary gap funding for federal operating money budgeted by SacRT during the current fiscal year, but not received by SacRT until the following fiscal year. Beginning with FY21, SacRT began receiving the federal operating money within 60-90 days of the reimbursable operating expense being incurred; this has reduced SacRT's reliance on the LOC. SacRT currently has several ongoing and upcoming major capital projects, such as the Light Rail vehicle replacement, low-floor station conversions, Dos Rios Station construction, and the Gold Line side tracking project. The projects are funded with a variety of Federal, State and Local agency grants. Many of the State and Local grants require that SacRT seek reimbursement only after the vendors have been paid. To facilitate this process, SacRT is using excess operating cash on hand to pay the capital costs and may seek cash flow relief from the LOC to cover operating costs pending reimbursement from the State or Local granting agencies.

Terms and Conditions:

The Credit Agreement (including as amended by Amendment No. 3 to Amended and Restated Credit Agreement) will have similar terms and conditions as the Existing Credit Agreement, such as: requirements addressing how SacRT pledges and sets aside pledged funds, notifying U.S. Bank within 20 business days of apportionment of Federal Operating Grant Revenues, and notifying U.S. Bank 5 business days upon receipt of Federal Operating Grant Revenues.

Other terms of the LOC are:

- The LOC term offered by U.S. Bank is 12 months and a renewal/extension will be reviewed and approved by U.S. Bank prior to the conclusion of the 12-month period.
- Interest rates are fixed at Daily Simple Secured Overnight Financing Rate (SOFR) plus 1.35% for the used portion of the LOC and 0.40% for the unused portion of the LOC, subject to adjustments upon rating downgrades.
- SacRT agrees to pay to U.S. Bank on the date of issuance, all reasonable costs and expenses of counsel to U.S. Bank in connection with the preparation, execution, and delivery of this Note and other associated documents, estimated to be \$15,000.

In addition to the terms noted above, the loan is subject to bank limitations. The amounts advanced under the Credit Agreement, and the Note cannot exceed \$20 million and U.S. Bank will continue to have a pledge of and lien on and security interest in the following (collectively, the "Pledged Revenues"): (a) a first lien and charge against (i) the Federal Operating Grant Revenues; (ii) the LTF Revenues, subject only to the parity lien thereon securing the Series 2021A Bonds; (iii) the STA Funds; (iv) the Measure A Revenues; and (v) the Other Pledged Revenues (collectively, the "Available Non-Farebox Revenues"), and (b) a subordinate lien on any and all Farebox Revenues, subject only to the senior lien thereon securing the Revenue Bonds; the Pledged Revenues will be set-aside as set forth in Section 5.20 of the Credit Agreement. The obligation of SacRT to repay the aggregate principal amount of the Advances made under the Credit Agreement (including as amended by Amendment No. 3 to Amended and Restated Credit Agreement) by U.S. Bank and interest thereon continues to be evidenced by the Note.

Staff recommends that the SacRT Board of Directors approve Amendment No. 3 to Amended and Restated Credit Agreement with U.S. Bank to extend the \$20 million LOC Facility to September 30, 2025, and authorize SacRT to enter into such Amendment.

RESOLUTION NO. 2024-08-078

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

August 26, 2024

APPROVING AMENDMENT NO. 3 TO 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, 2025

WHEREAS, the Sacramento Regional Transit District (the “Issuer”) is duly established and existing under the provisions of the Sacramento Regional Transit District Act, being Part 14 of Division 10 of the Public Utilities Code of the State of California (the “State”) (section 102000 *et seq.*) (the “Act”); and

WHEREAS, the Issuer is authorized, in accordance with section 102584 of the Act to seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of federal operating grants; and

WHEREAS, the Issuer previously entered into that certain Amended and Restated Credit Agreement, dated as of August 4, 2021, as previously amended by that certain Amendment No. 1 to Amended and Restated Credit Agreement, dated September 28, 2022, and that certain Amendment No. 2 to Amended and Restated Credit Agreement, dated September 28, 2023, (as so amended, the “Existing Credit Agreement”), each by and between the Issuer and U.S. Bank National Association (the “Bank”), pursuant to which the Bank has provided a Line of Credit Facility to the Issuer in an amount not to exceed \$20,000,000 (the “Line of Credit Facility”), and in connection therewith, the Issuer previously issued a Promissory Note in the original principal amount of \$20,000,000 from the Issuer, as maker, to the Bank, as payee, and dated August 4, 2021 (the “Note”); and

WHEREAS, the Line of Credit Facility is set to expire on September 30, 2024; and

WHEREAS, the Issuer has requested, and the Bank as agreed, to extend the Line of Credit Facility until September 30, 2025, in a principal amount not to exceed \$20,000,000 outstanding at any one time (the “Extension”); and

WHEREAS, the Board of Directors of the Issuer (the “Board”) has been presented with the proposed form of the Amendment No. 3 to Amended and Restated Credit Agreement and the Board has examined and approved the document and desires to authorize and direct the execution and delivery of such document as is specified herein and such other documents as are necessary in connection with the Extension and to authorize and direct the consummation of the Extension; and

WHEREAS, pursuant to the terms of the Existing Credit Agreement and Note, the Issuer has pledged and granted a lien on and security interest in the Pledged Revenues (as defined in the Existing Credit Agreement); and

WHEREAS, the Issuer anticipates receiving federal operating grants in the fiscal year ending June 30, 2025, in an amount equal to or greater than the total indebtedness expected to be incurred by the Issuer under the Existing Credit Agreement, as amended by the Amendment No. 3 to Amended and Restated Credit Agreement (as so amended, the “Credit Agreement”), and the Note; and

WHEREAS, all acts, conditions, and things required by the Act and the Constitution and laws of the State of California to exist, to have happened, and to have been performed precedent to and in connection with the consummation of the Extension authorized hereby do exist, have happened and have been performed in regular and due time, form, and manner as required by law, and the Issuer is now duly authorized and empowered, pursuant to each and every requirement of law, to authorize such Extension and to authorize the execution and delivery of the Amendment No. 3 to Amended and Restated Credit Agreement for the purposes, in the manner, and upon the terms provided.

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

Section 1. Recitals. The Board finds and determines that the foregoing recitals are true and correct.

Section 2. Amendment No. 3 to Amended and Restated Credit Agreement. The proposed form of the Amendment No. 3 to Amended and Restated Credit Agreement, pursuant to which the Bank will extend and continue to provide the Line of Credit Facility to the Issuer, with a stated expiration date of September 30, 2025, and in a not to exceed principal amount of \$20,000,000 outstanding at any one time, in the form on file with the Board as of the date of this meeting, is hereby approved.

The General Manager/CEO of the Issuer (including any written designee of the General Manager/CEO of the Issuer, the “Authorized Representative”) is hereby authorized and directed, for and in the name and on behalf of the Issuer, to execute and deliver the Amendment No. 3 to Amended and Restated Credit Agreement, in substantially said form, with such changes therein as the Authorized Representative may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 3. Pledged Revenues. The Board hereby agrees that the obligations of the Issuer under the Credit Agreement, the Note, and the other Loan Documents (as defined in the Credit Agreement), including the obligation to make all payments of the interest on and the principal of all advances outstanding under the Credit Agreement and the Note, shall be payable solely from and shall be secured solely by a pledge of, lien on, and security interest in the Pledged Revenues (as defined in the Credit Agreement). The obligation of the Issuer to repay the aggregate principal amount of the Advances made under the Credit Agreement (including as amended by Amendment No. 3 to Amended and Restated Credit Agreement) by the Bank and interest thereon continues to be evidenced by the Note.

Section 4. Opinions of General Counsel. The General Counsel of the Issuer or such officer's designee (the "General Counsel") is authorized and directed to provide such opinions, on behalf of the Issuer, as are required to consummate the transactions authorized by this Resolution.

Section 5. Additional Authorizations. The Authorized Representative and each other appropriate officer of the Issuer, each acting alone, are authorized and directed, for and in the name and on behalf of the Issuer, to execute and deliver any and all agreements, certificates, notices, documents, and instruments and to do any and all things and take any and all actions which may be necessary or advisable, in their discretion, to effectuate the actions which the Issuer has approved in this Resolution (including, to secure advances under the Credit Agreement and the Note).

The Authorized Representative may appoint in writing a designee to perform any of the actions that the Authorized Representative may take under this Resolution.

Section 6. Prior Actions. All actions heretofore taken by the members of the Board, the Authorized Representative, the General Counsel, or any other officers, agents, or employees of the Issuer, with respect to the Extension, are hereby ratified, confirmed, and approved.

Section 7. Severability. If any section, paragraph, clause, or provision of this Resolution shall, for any reason, be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, or clause or provision shall not affect any of the remaining provisions of this Resolution

Section 8. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and approval.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVE THE FIFTH AMENDMENT TO THE CONTRACT FOR DOWNTOWN RIVERFRONT STREETCAR DESIGN SERVICES WITH HDR, INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Amending the current Contract with HDR, Inc. (HDR) will allow for additional scope to be included in the final design of the Downtown Riverfront Streetcar Project.

FISCAL IMPACT

No fiscal impact to SacRT. The original Contract for Downtown Riverfront Streetcar Design Services with HDR included design up to the 85% completion. The First Amendment included the 100% design, the Second Amendment included updates to the Vehicle Maintenance Facility Location and the riverfront alignment in West Sacramento, the Third Amendment reduced the scope of the Project by shortening and reconfiguring the termini of the Project, and the Fourth Amendment revised the alignment to N Street. The Fifth Amendment will increase the total consideration in the contract between HDR and SacRT by \$156,898.00, from \$16,322,182.54 to \$16,479,080.54. This increase of \$156,898.00 will be reimbursed through the existing Project Agreement for Redesign of Downtown Riverfront Streetcar Project with the City of West Sacramento.

DISCUSSION

On September 12, 2022, the Board conditionally approved the Fourth Amendment to the design contract with HDR for final design of the Downtown Riverfront Streetcar alignment to N Street. As the design and coordination with the City of Sacramento has progressed, it was determined that an additional traffic signal will be required at the intersection of 4th & N Streets. The design of the additional traffic signal will add \$39,926.00 to the Contract and will include updating the Traffic Signal Design Concept Report, plans, specifications, and estimates. The design scope increase will also include a parallel feed traction power infrastructure allowing for future light rail vehicles to run on the streetcar alignment. The design for the additional traction power infrastructure will add \$116,972.00 to the Contract

and will include duct bank and cabling design, updated Load Flow Model, plans, specifications, and estimate.

Staff recommends that the Board approve the amendment to the HDR contract as described above to continue progressing final design of the Downtown Riverfront Streetcar Project.

RESOLUTION NO. 2024-08-079

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

August 26, 2024

APPROVE THE FIFTH AMENDMENT TO THE CONTRACT FOR DOWNTOWN RIVERFRONT STREETCAR DESIGN SERVICES WITH HDR, INC.

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

THAT, the Fifth Amendment to the Contract for Downtown Riverfront Streetcar Design Services by and between Sacramento Regional Transit District, therein referred to as "RT," and HDR, Inc., therein referred to as "Consultant," whereby Consultant will include additional scope in the final design for an additional traffic signal at 4th & N Streets and parallel feed traction power infrastructure allowing for future light rail vehicles to run on the streetcar alignment and the allowable Total Consideration is increased by \$156,898.00, from 16,322,182.54 to \$16,479,080.54 is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: FIRST AMENDMENT TO THE FY25 CAPITAL BUDGET

RECOMMENDATION

Adopt the Attached Resolution

RESULT OF RECOMMENDED ACTION

Approval of the First Amendment increasing the FY25 Capital Budget by \$157,888,287 for new capital project requests, bringing the total of the amended FY25 Capital Budget to \$2,014,611,749.

FISCAL IMPACT

The original FY25 Capital Budget is \$1,856,723,462. This First Amendment will increase the Capital Budget by \$157,888,287, bringing the total of the amended FY25 Capital Budget to \$2,014,611,749.

DISCUSSION

Sacramento Regional Transit District's (SacRT) annual budgeting process includes Board adoption of a budget that reflects SacRT's expected funding at the time of preparation. Periodically, changes in funding sources, funding amounts, or SacRT's priorities require revisions to the budget. Staff has identified necessary revisions to the Capital Budget as described below.

- **SB 434 Transit Safety Study Project - \$250,000:** This project is mandated by SB 434 for SacRT and nine of the other ten California transit operators with the highest ridership in 2019. SB 434 adds Section 99718 to the State of California Public Utilities Code (PUC), requiring SacRT to collect and publish survey data pertaining to transit users' experience with safety at transit stops and while riding public transit. SacRT is required to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment. In addition, SacRT must collect survey data in multiple languages to reach limited English-proficient riders impacted by street harassment. SB 434 provides funding to conduct the surveys and publish the results. The maximum funding made available to SacRT is \$250,000. Work must be completed by December 31, 2024. Amending the FY25 Capital budget now to include this project will allow staff to

proceed with the project immediately to meet the December 31, 2024, completion deadline.

- **Zero-Emission Buses (ZEBs), Fueling, and Workforce Development - \$139,000,000:** This project replaces 29 compressed natural gas (CNG) buses with hydrogen fuel cell electric buses (FCEBs), transforms the McClellan Garage (BMF2) into a state-of-the-art zero emission maintenance facility, constructs a permanent hydrogen fueling station, and implements a workforce development program. The project will jumpstart SacRT's transition to a zero-emission fleet, as required by the state of California. The project aims to convert all buses in the McClellan service area to ZEBs by 2028, advancing SacRT's commitment to disadvantaged communities. Upon completion, 32% of SacRT's routes will operate FCEBs, serving 36% of its ridership. Additionally, the project will eliminate 23,532 metric tons of CO₂ over the 12-year lifespan of the 29 FCEBs.
 - SacRT has been awarded \$76,847,678 in FY24 FTA Low or No Emission Grant funds for this project, supplemented with \$10,000,000 in California Senate Bill 125 (SB125) funds and \$7,482,000 from the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP); and will be pursuing Volkswagen Mitigation, Sacramento Emergency Clean Air Transportation (SECAT), SB1 Local Partnership Program (LPP), Sacramento Metropolitan Air Quality Management District (SMAQMD) Infrastructure Incentive, Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE Commercial Vehicles), and federal earmark funds for the balance of the funding.
- **Emergency Preparedness Exercises - Active Shooter Scenario - \$404,962:** Under this project, SacRT will conduct multiple training exercises to enhance SacRT's preparedness and response capabilities in an active shooter scenario. Exercises involve collaboration between contract law enforcement, transit security, and both bus and rail operations personnel, to simulate a real-world active shooter event in a busy transit environment. The primary objective is to test and improve coordination, communication, and response strategies, ultimately increasing the resilience of SacRT's critical transportation infrastructure and ensuring the safety of the traveling public. The project budget covers the cost of 38 emergency preparedness exercises conducted over 3 years.
 - SacRT has applied for FY24 FEMA Transit Security Grant Program funds to cover the full cost of the project.
- **FEMA - Bus Operator Protective Barriers - \$1,979,091:** This project is for the purchase and installation of protective barriers in 204 buses to safeguard bus operators. Assaults on bus operators have increased locally as well as nationwide. The barriers will provide a physical shield between operators and passengers, reducing the risk of physical assaults and enhancing overall transit security.
 - SacRT has applied for FY24 FEMA Transit Security Grant Program funds to cover the full cost of the project.

- **FEMA - Rekey SacRT Critical Infrastructure Buildings - \$51,820:** The project is to rekey doors at 10 SacRT buildings and 20 restrooms. This project will enhance the security of critical infrastructure by replacing existing locks, issuing new keys to authorized personnel, and ensuring tighter key control going forward. The purpose of this project is to mitigate unauthorized access risks, improve key control, and enhance overall security of property and personnel.
 - SacRT has applied for FY24 FEMA Transit Security Grant Program funds to cover the full cost of the project.

- **Sustainable Access and Charging Hubs for Urban Benefits (SACHUB) - \$7,000,000:** This project will create three e-mobility hubs within disadvantaged communities in Sacramento, co-located with light rail stations Alkali Flat, Globe, and Marconi/Arcade, and study their ability to serve as a base for EV carshare, community charging, and access to on-demand shuttle services. These hubs will include the deployment of EV chargers and support the testing and evaluation of EV mobility services, leading to a business model for effective and sustainable microtransit services and strategies for improving transportation accessibility to jobs and workforce training.
 - SacRT has been awarded \$540,432 CalStart/US Dept of Energy funds for the project. SacRT is pursuing Sacramento Metropolitan Air Quality Management District (SMAQMD) and SMUD incentive funds, and other state and federal funds, for the balance of the costs.

- **Bridge Asset Rehabilitation - Increase to \$2,000,000:** This project addresses the required maintenance and rehabilitation of light rail bridges. SacRT's light rail bridge sites were inspected during the 2021 Biennial Bridge inspection, and 12 of the bridges were identified with corrective action items requiring design, environmental, and construction services. SacRT previously budgeted \$137,333 on the project for engineering service. Staff now estimate an additional \$1,862,667 is needed for the construction phase. The amended budget of \$2,000,000 will fund engineering, design, environmental, construction services, and SacRT staff labor.
 - Funding for this effort comes from a mix of federal and state funds.

- **Watt/I-80 Elevator & HVAC – Increase to \$610,086:** Under this project, SacRT will upgrade the HVAC/cooling system in the West and East elevator control rooms at the Watt/I-80 Transit Center. Excessive heat in these rooms caused a motor to overheat and fail, rendering the East elevator inoperable. The project requires elevator consulting, design, and construction to install HVAC/cooling equipment, ensuring the control rooms maintain optimal temperatures to prevent motor failure and extend equipment life. SacRT initially budgeted \$363,859 for this project. Staff now estimate an additional \$246,227 is needed for construction. The amended budget of \$610,086 will fund engineering, design, construction, and SacRT staff labor.
 - Funding for this effort comes from State Transit Assistance funds.

- **Arden Armory Affordable Housing Project - \$100,000:** SacRT and Arden Armory Affordable, LP (“Developer”) entered into a Project Agreement on July 2, 2024, related to the BRIDGE Housing affordable housing project to be constructed at 440 Arden Way, which includes improvements within and adjacent to the Arden/Del Paso station and park and ride lot. Under the Project Agreement, the Developer will compensate SacRT for all support costs associated with the Project, including the costs of design and construction inspection.

- **AHSC Round 7 - Arden Way Bus Stops and Transit Signal Priority - \$4,000,000:** **Bus stop improvements** include right of way (ROW), design, construction, and construction management at eight locations: Arden & Cantalier, Arden & Beaumont, Arden & Harvard, Arden & Colfax (WB & EB), Colfax & El Camino, El Camino & Edgewater, and El Camino & Grove. Project includes improvements and additions to concrete pads, sidewalks, repairs, curbs, gutters, repaving asphalt, stripping, shelters, traffic control, inspections, and passenger amenities. **Transit signal priority upgrades** include ROW, design, construction, and construction management at five intersections: Arden & Del Paso, Arden & Oxford, Arden & Beaumont, Arden & Evergreen, and Arden & Harvard. Project includes Automatic Vehicle Location (AVL) support and software, intersection upgrades, and SacRT Implementation.
 - Funding for this effort comes from a mix of the Affordable Housing and Sustainable Communities (AHSC) Program Round 7 Grant and federal/state funds.

- **AHSC Round 8 - 16th Street Bus Stops and Transit Signal Priority - \$2,500,000:** **Bus stop improvements** include ROW, design, construction, and construction management at five locations: 15th Street & V Street, 16th Street & V Street, 15th Street & T Street, Broadway & 15th Street, and Broadway & 16th Street. Project includes improvements/additions to concrete pads, sidewalks, repairs, curbs, gutters, repaving asphalt, stripping, shelters, traffic control, inspections and passenger amenities. **Transit signal priority upgrades** include ROW, design, construction, and construction management at six intersections: Broadway & 15th Street, Broadway & 21st Street, Broadway & 24th Street, Broadway & 26th Street, Broadway & Land Park, and Broadway & Riverside. Project includes AVL support and software, intersection upgrades, and SacRT Implementation.
 - Funding for this effort comes from the Affordable Housing and Sustainable Communities (AHSC) Program Round 8 Grant and federal/state funds.

- **Reimagining Roseville Road Light Rail Station for Equitable Access - \$200,000:** This project has been awarded FY25 Caltrans Sustainable Transportation Planning Grant funds. The project develops a plan to reopen and enhance access to the Roseville Road Light Rail Station via the Grand Avenue bridge, which has been closed due to safety risks. This project aims to redefine the bridge as a community asset through community engagement and by identifying access improvements which foster a safer, more accessible environment.

- The FY25 Caltrans Sustainable Transportation Grant funds are \$177,060. SacRT provides in kind labor match funds of \$22,940 funded by operating funds.
- **Sustainable Transit Connections to Health Service Planning and Feasibility Study - \$250,000:** The project has been awarded FY25 Caltrans Sustainable Transportation Planning Grant funds. The City of Folsom is the grantee and SacRT is the sub-grantee. The project aims to proactively plan for sustainable transit connections supporting Folsom's rapid growth. This project will help reduce greenhouse gas emissions, alleviate traffic congestion, provide alternative regional transportation modes, and improve access to jobs, services, and healthcare facilities. The study will include route design, ridership forecasts, station area planning, public engagement, and a unique multi-party sponsorship agreement.
 - The FY25 Caltrans Sustainable Transportation Grant funds are \$218,472. A portion of this amount is allocated to SacRT. In addition, SacRT provides in kind labor match funds of \$5,720 funded from operations.
- **El Dorado Transit FY21 Preventive Maintenance - \$43,520:** The project was inadvertently not carried over to the FY25 capital budget. Funding is provided by FY21 FTA Section 5307 funds.

RESOLUTION NO. 2024-08-080

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

August 26, 2024

FIRST AMENDMENT TO THE FY25 CAPITAL BUDGET

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

THAT, the Board hereby approves the First Amendment to the Fiscal Year 2025 Capital Budget as set out in Exhibit A, increasing the total Capital Budget to \$2,014,611,749.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Exhibit A

First Amendment to FY25 Capital Budget

Project Name	FY25 Capital Budget First Amendment Amount	Amendment Justification
SB 434 Transit Safety Study Project	\$250,000	\$250,000 not included in FY25 Capital Budget
Zero-Emission Buses (ZEBs), Fueling, and Workforce Development	\$139,000,000	\$139,000,000 not included in FY25 Capital Budget
Active Shooter Full Scale Exercises	\$404,962	\$404,962 not included in FY25 Capital Budget
Bus Operator Protective Barriers	\$1,979,091	\$1,979,091 not included in FY25 Capital Budget
Rekey SacRT Critical Infrastructure Buildings	\$51,820	\$51,820 not included in FY25 Capital Budget
Sustainable Access and Charging Hubs for Urban Benefits (SACHUB)	\$7,000,000	\$7,000,000 not included in FY25 Capital Budget
Bridge Asset Rehabilitation	\$1,862,667	An increase of \$1,862,667 to the adopted \$137,333 in FY25 Capital Budget, bringing the amended budget for this project to \$2,000,000
Watt/I-80 Elevator & HVAC	\$246,227	An increase of \$246,277 to the adopted \$363,859 in FY25 Capital Budget, bringing the amended budget for this project to \$610,086
Arden Armory Affordable Housing Project	\$100,000	\$100,000 not included in FY25 Capital Budget
Arden Way Bus Stops and Transit Signal Priority	\$4,000,000	\$4,000,000 not included in FY25 Capital Budget
16th Street Bus Stops and Transit Signal Priority	\$2,500,000	\$2,500,000 not included in FY25 Capital Budget
Reimaging Roseville Road Light Rail Station for Equitable Access	\$200,000	\$200,000 not included in FY25 Capital Budget
Sustainable Transit Connections to Health Service Planning and Feasibility Study	\$250,000	not included in FY25 Capital Budget
El Dorado Transit FY21 Preventive Maintenance	\$43,520	not included in FY25 Capital Budget
TOTAL	\$157,888,287	

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: APPROVING THE CONTRACT FOR MONTHLY AND ON-CALL PEST CONTROL SERVICES WITH PESTMASTER SERVICES, L.P.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving this contract will allow SacRT to have pest control services available for its many buildings and properties. Providing a clean and pest free location for staff to work in and the public to board light rail aligns with the SacRT core value of Excellence. This service must be performed by licensed individuals for the application of products.

FISCAL IMPACT

The proposed contract includes a not-to-exceed amount of \$173,744.56 for a five-year period. The annual costs for year 1 is included in the FY25 Operating Budget, and the costs for years 2 through 5 of the contract will be included in the Operating Budgets for the corresponding Fiscal Years.

DISCUSSION

SacRT's current contract with Advanced Pest Control for exterior, interior, and on-call Pest Control Services will expire on October 7, 2024. The not-to-exceed amount for that contract was \$115,100.00 for a five-year period. SacRT continues to need exterior, interior, and on-call pest control services for its various facility locations. On June 10, 2024, SacRT released a Request for Quote (RFQ) for Monthly and On-Call Pest Control Services for a five-year term contract with a base scope of services for monthly exterior pest control, quarterly rodent service, on-call interior and exterior services, and an optional scope for monthly interior pest control services. A Request for Quote was used, rather than an Invitation for Bid (IFB), because the Independent Cost Estimate for the Contract was under \$150,000. However, the RFQ was posted publicly and advertised on PlanetBids for a month and the same solicitation and award requirements were applied that would have been used for an IFB, so the use of the RFQ rather than an IFB did not impact the competition.

On July 10, 2024, SacRT received two responsive bids from: Pestmaster Services, L.P. (\$186,344.56) and Advanced Integrated Pest Management (\$223,682.00) for the base bid and optional services. The price offered by Pestmaster was determined to be fair and reasonable based on comparison to the other bid received from the current contractor.

Monthly Exterior Pest Control Services will be performed at 13 administrative, dispatch, and maintenance facilities.

Regularly-scheduled Quarterly Rodent bait box service will be performed at 42 SacRT light rail station locations.

FACILITY ADDRESS	FACILITY NAME	ESTIMATED TOTAL BUIDNG SQ. FT.
Watt/I-80	3401 Longview Dr	26,000
Watt/I-80 West	3201 Longview Dr	19,000
Roseville Road	3900 Roseville Rd	19,000
Marconi/Arcade	3000 Academy Way	24000
Swanston	1200 Dixie Anne Ave	26,000
Royal Oaks	800 Arden Way	26,000
Arden/Del Paso	480 Arden Way	26,000
Globe	1000 Del Paso Blvd	10,000
7th & Richards/Township 9	629 Richards Blvd	50,000
13th Street	1250 Whitney Ave	22,000
16th Street	1715 16th St	15,000
23rd Street	2300 R St	15,000
29th Street	2900 R St	21,000
39th Street	3930 R St	22,000
48th Street	1740 48th St	22,000
59th Street	1715 59th St	27,000
University/65th Street	6500 Q St	22,000
Power Inn	3015 Power Inn Rd	17,000
College Greens	8500 Folsom Blvd	22,000
Watt/Manlove	8850 Folsom Blvd	23000
Starfire	9120 Folsom Blvd	20000
Tiber	9300 Folsom Blvd	20000
Butterfield	9380 Folsom Blvd	23000
Mather Field/Mills	10180 Folsom Blvd	27000
Zinfandel	10670 Folsom Blvd	25000
Cordova Town Center	10840 Folsom Blvd	25000
Sunrise	11250 Folsom Blvd	25000
Hazel	12500 Folsom Blvd	8000
Iron Point	150 Iron Point Road	8,000
Glenn	1025 Glenn Dr	8,000
Historic Folsom	930 Leidesdorff St	4,000
Broadway	1910 Broadway	22000
4th Ave/Wayne Hultgren	2901 Freeport Blvd	13000
City College	3801 24th St	13000

Fruitridge	2651 Fruitridge Rd	13000
47th Avenue	2825 47th Ave	15000
Florin	3001 Florin Rd	26000
Meadowview	3501 Meadowview Rd	18,000
Morrison Creek		Can be added at future time.
Franklin	4652 Cosumnes River Blvd	23000
Center Parkway	6349 Cosumnes River Blvd	35000
Cosumnes River College	8370 Bruceville Rd	35000

On-Call Interior and Exterior services can be requested at any SacRT facility. SacRT is not electing to exercise the interior monthly pest control services at this time.

RESOLUTION NO. 2024-08-081

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

August 26, 2024

APPROVING THE CONTRACT FOR MONTHLY AND ON-CALL PEST CONTROL SERVICES WITH PESTMASTER SERVICES, L.P.

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

THAT, the Contract for Monthly and On-Call Pest Control Services by and between the Sacramento Regional Transit District (therein "SacRT") and Pestmaster Services, L.P. (therein "Contractor") whereby Contractor agrees to provide monthly and on-call pest control services and quarterly rodent bait box services for a 5-year term, for an amount not to exceed \$173,744.56 is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO EXECUTE CALTRANS FY24-25 SUSTAINABLE
COMMUNITIES GRANTS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of authority to receive funds will enable SacRT to access FY 2024/25 Caltrans Sustainable Communities Planning Grant funds for the Sacramento Safe Routes to Transit and Reimagining Roseville Road Light Rail Station for Equitable Access projects in the amount of \$ 619,710. Grant funds will be matched with \$80,290 in kind labor.

FISCAL IMPACT

The total cost for the two projects is \$700,000. Sustainable Communities Planning grants fund \$619,710 of the cost. Grant funds will be matched with \$89,290 in kind labor for the remaining cost. One of the two projects is concurrently being added to the FY 2025 Capital Budget. The 2nd project was previously included in the capital budget.

DISCUSSION

This is an administrative action that is required to satisfy a requirement of the Caltrans Sustainable Communities Planning Grant program. In January 2024, SacRT submitted two grant applications to Caltrans for the FY 2024/25 Sustainable Communities Planning Grant Program for Sacramento Safe Routes to Transit and Reimagining Roseville Road Light Rail Station for Equitable Access. At the same time, the City of Folsom submitted the Sustainable Transit Connections to Health Services Planning and Feasibility Study application as the lead applicant, with SacRT as a sub applicant.

The Sacramento Safe Routes to Transit grant provides funds to conduct a comprehensive review of active transportation plans in the Sacramento area, including SacRT's Bus Stop Improvement Plan (BSIP), to analyze conditions, prioritize locations, and formulate recommendations for safe routes to transit options. The Reimagining Roseville Road Light Rail Station for Equitable Access grant funds the planning effort to reopen and enhance Grand Avenue bridge access to the Roseville Road Light Rail Station. The Sustainable Transit Connections to Health Services Planning and Feasibility Study grant

funds planning for sustainable transit connections that support planned future rapid growth in the City of Folsom while reducing greenhouse gas emissions, relieving existing congestion on US-50 and local roads, and providing an alternative regional transportation mode.

In July 2024, Caltrans recommended the above three projects for FY2024/25 Sustainable Communities Planning Grant award. A Caltrans pre-condition for grant award to the grantee SacRT for the Sacramento Safe Routes to Transit and Reimagining Roseville Road Light Rail Station for Equitable Access projects is a Board Resolution identifying SacRT's Authorized Representative. The Authorized Representative can accept the grant award and execute the grant documents necessary to receive the grant funds.

A Board Resolution identifying SacRT's Authorized Representative is not necessary for the City of Folsom Sustainable Transit Connections to Health Services Planning and Feasibility Study because SacRT is a sub applicant. Funding for this project will be provided in a separate subrecipient agreement between SacRT and the City of Folsom.

Budgets for two of these three projects are being added to the FY 2024/25 SacRT Capital Budget in a separate Board action. The 3rd project was previously included in the FY2024/25 Capital Budget.

Staff recommends that the Board delegate authority to the General Manager/CEO to execute grant documents with the California Department of Transportation (Caltrans) to receive FY 2024/25 Caltrans Sustainable Transportation Planning Grant funds.

RESOLUTION NO. 2024-08-082

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

August 26, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CALTRANS FY24-25 SUSTAINABLE COMMUNITIES GRANTS

WHEREAS, the Board of Directors of the Sacramento Regional Transit District (SacRT) is eligible to receive Federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation (Caltrans).

WHEREAS, the Caltrans approved FY 2024-25 Sustainable Communities Planning Grant funds to be granted to SacRT through Caltrans to fund the Sacramento Safe Routes to Transit Plan, and the Reimagining Roseville Road Light Rail Station for Equitable Access Plan.

WHEREAS, a Restricted Grant Agreement needs to be executed with Caltrans before such funds can be claimed through the Transportation Planning Grant Programs.

WHEREAS, the Board of Directors for Sacramento Regional Transit District wishes to delegate authority to execute these agreements, any related documents, forms, applications and any amendments thereto.

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

THAT, the Board of Directors of the Sacramento Regional Transit District does hereby delegate authority to the General Manager/CEO or his designee, to execute all Restricted Grant Agreements, any amendments thereto and any related forms, applications and documents, with the California Department of Transportation to obtain FY 2024-25 Sustainable Communities Planning Grant Program Funds.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A WORK ORDER UNDER THE CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES WITH AECOM TECHNICAL SERVICES, INC. FOR A TRANSIT SAFETY SURVEY

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to issue a Work Order to AECOM Technical Services, Inc. under the Contract for On-Call Planning Support Services will allow SacRT to administer the SB434 state-mandated transit safety survey prior to December 31, 2024.

FISCAL IMPACT

At this time, SacRT does not have a cost proposal from AECOM for the Work Order . All funding will be provided from SB434, through a funding agreement with Caltrans, upon approval by the Board.\Concurrently, this project is included in the proposed amendment to the FY 2025 Capital Budget.

DISCUSSION@

The Street Harassment Survey is mandated by SB 434 for the top ten California transit operators with the highest ridership in 2019, of which SacRT is included. SB 434 adds Section 99718 to the State of California Public Utilities Code (PUC), requiring SacRT to collect and publish survey data pertaining to transit users' experience with harassment and safety at transit stops and while riding public transit.

SacRT is required to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment. In addition, SacRT must collect survey data in multiple languages to reach limited English-proficient riders impacted by street harassment. SB 434 provides funding to conduct the surveys and publish the results.

The maximum funding made available to SacRT is \$250,000. Work must be completed by December 31, 2024. This resolution, and a concurrent resolution amending the FY25 Capital budget to include this project, will allow the General Manager/CEO to proceed with the Work Order issuance once a proposal is received from AECOM .

RESOLUTION NO. 2024-08-083

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

August 26, 2024

CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE AND EXECUTE A WORK ORDER UNDER THE CONTRACT FOR ON-CALL PLANNING SUPPORT SERVICES WITH AECOM TECHNICAL SERVICES, INC. FOR A TRANSIT SAFETY SURVEY

WHEREAS, the California State Legislature enacted SB434 adding Section 99718 to the State of California Public Utilities Code (PUC) requiring the ten largest transit operators in the state, including SacRT, to conduct and publish the results of a transit safety survey by December 31, 2024; and

WHEREAS, Caltrans approved \$250,000 in funding for SacRT to cover the cost of the transit safety survey; and

WHEREAS, AECOM Technical Services, Inc. can provide personnel with knowledge and expertise in public outreach and surveying under its Contract for On-Call Planning Support Services with SacRT.

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

THAT, contingent upon the availability of funding from Caltrans, authority is delegated to the General Manager/CEO or his designee, to approve and execute a Work Order under the Contract for On-Call Planning Support Services with AECOM Technical Services, Inc. (therein "Contractor") whereby Contractor agrees to perform a transit safety survey in compliance with SB434, for an amount not to exceed \$250,000.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO AN AGREEMENT FOR DISCOUNT SALE OF FARE MEDIA WITH HIGHLANDS COMMUNITY CHARTER SCHOOL THROUGH A SACRT APPROVED MOBILE FARE APPLICATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the attached Resolution will allow Highlands Community Charter School (Highlands) to electronically distribute single ride tickets to its students for use on SacRT's fixed-route bus, light rail, and SmarT ride services.

FISCAL IMPACT

In 2017, SacRT and Highlands entered into an Agreement for Discount Sale of Fare Media, which, pursuant to the Board-adopted policy for discount sale of prepaid fare media, permitted Highlands to purchase fare media from SacRT at volume discounts (50% off the face value if a minimum of 1,000 tickets per month are purchased for 12 consecutive months).

In the year prior to the implementation of a pilot program with Highlands, SacRT was receiving approximately \$120,000 annually in fare revenue from the school. The proposed resolution, if approved, will increase access to transit passes. Staff estimates that SacRT will receive \$300,000 annually, or an additional \$180,000 per year, as a result of this increased access..

DISCUSSION

On February 26, 2024, the SacRT Board approved a pilot program enabling Highlands to issue fare equivalents to its adult students electronically. The pilot program increased access to transit by providing students with transit passes through a mobile application on their school-issued mobile device. Previously, students were required to visit school offices every day to obtain paper tickets or passes for the following day.

Over the first 5 months of the pilot program, nearly 7,000 unique students downloaded transit passes across 66 campus locations throughout SacRT's service area. Usage data from the Highlands mobile application suggests that 102,246 rides were completed by students from March through July 2024. Annualized this would represent \$306,738 in fare revenue for SacRT, a 150% increase in revenue over the more -restrictive, previously-implemented, paper ticket distribution.

The mobile solution provided by Highlands will increase access to public transit for students and also significantly reduce the administrative burden of providing paper tickets to students for both Highlands and SacRT staff. While Highlands ensures that all students have access to a mobile device and therefore access to the mobile tickets, it is anticipated that Highlands will continue to keep a small inventory of paper tickets for students who may be unable to use the mobile application. These tickets will be purchased by Highlands and used by students as needed just as they were in the past.

As part of the proposed agreement, Highlands will provide SacRT access to an online portal for billing and analytics purposes. All personally identifiable information will be removed from the online portal to ensure privacy for the students involved.

SacRT and Highlands anticipate entering into a 3-year agreement with two option years, subject to approval by both parties. Improving access to public transit will increase ridership over time and be a net benefit to both SacRT and the students of Highlands..

RESOLUTION NO. 2024-08-084

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

August 26, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO ENTER INTO AN AGREEMENT FOR DISCOUNT SALE OF FARE MEDIA WITH HIGHLANDS COMMUNITY CHARTER SCHOOL THROUGH A SACRT APPROVED MOBILE FARE APPLICATION

WHEREAS, SacRT provides public transportation services within Sacramento County, including bus and light rail service; and

WHEREAS, Highlands Commuter Charter School (Highlands) is a non-profit adult school providing services to individuals who do not meet the definition of "Student" under SacRT's adopted Fare Structure; and

WHEREAS, under SacRT's adopted Fare Structure (Resolution No. 09-10-0174, as previously amended), all riders must present a valid Fare to access SacRT's service; and

WHEREAS, the SacRT Board, by Resolution No. 07-12-0158, amended and restated its policy for the discount sale of prepaid fare media ("Group Pass Discount Policy"); and

WHEREAS, SacRT's Policy provides for the discount sale of Fare Tickets and Daily Passes to 501(c)(3) organizations that provide human services at no charge to individuals eligible for such services subject to the purchase of specified bulk quantities; and

WHEREAS, in 2017 SacRT and Highlands entered into an agreement for the discount sale of RT fare media for distribution to adult students at Highlands based on the Group Pass Discount Policy; and

WHEREAS, SacRT incurs administrative and printing costs for the distribution of paper fare media and Highlands encounters logistical issues with fare media distribution; and

WHEREAS, Highlands has communicated to SacRT that many of its students are unable to use SacRT's ZipPass mobile fare application due to intellectual disabilities, language difficulties, or other limitations; and

WHEREAS, Resolution No. 16-09-0116 allows for recognition of Prepaid Fares, including Single Ride Fare Tickets, purchased and stored on an RT-approved mobile fare application; and

WHEREAS, Highlands has proposed that SacRT recognize Mobile Fare Tickets activated within the Highlands mobile application as valid Prepaid Fare; and

WHEREAS, the parties desire to enter into a reimbursement agreement for Mobile Fare Tickets activated by students prior to boarding a bus or light rail.

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 execute an agreement for discount sale of fare media with the Highlands Community Charter School for the purchase of fare media under which Highlands will reimburse SacRT for each Mobile Fare Ticket activated, as documented through the Highlands online reporting tool, and each paper Fare Ticket purchased, at a rate equal to the Single Ride Ticket price unless the quantity of tickets activated during the month qualifies Highlands for further discounts under SacRT's Group Pass Discount Policy.

THAT, upon execution of an agreement between SacRT and Highlands and for the duration of the term of the agreement, SacRT will recognize the Highlands mobile application as an RT-approved mobile fare application in accordance with Resolution 16-09-0116, and a Mobile Fare Ticket displayed by an eligible adult student from within the Highlands mobile application will be valid if it contains, at minimum, the following:

- (1) Student's name and photo
- (2) SacRT logo
- (3) Highlands Charter School name
- (4) Live date/time with seconds counting so that operators are confident the ticket is not a copy and is being used within the 90-minute validity period provided under the Fare Structure for Mobile Fare Tickets.

THAT, for the duration of the agreement with Highlands, this Mobile Fare Ticket will be recognized as payment of the Applicable Single Ride Fare for SacRT's fixed-route and demand-response bus and light rail service when visually validated by an Operator, or Inspector, or electronically validated by SacRT fare equipment as being used by the eligible student within the 90-minute validity period but will not be valid for complementary paratransit service or service operated by SacRT's transfer partners.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Chris Flores, Chief of Staff/VP, Real Estate
SUBJ: APPROVING THE SECOND AMENDMENT TO THE LICENSE AGREEMENTS FOR UNDERGROUND CONDUIT AND FIBER WITH MCIMETRO ACCESS TRANSMISSION SERVICES LLC AT THREE LOCATIONS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the recommended action will result in a one-year extension of licenses granted by SacRT to MCImetro Access Transmission Services LLC (MCImetro) to operate and maintain transverse fiber crossings within SacRT owned property subject to Federal Transit Administration (FTA) approval at:

- Location 1: 39th Street and R Street
- Location 2: 65th Street and Q Street
- Location 3: 59th Street North of S Street

FISCAL IMPACT

In consideration of SacRT renewing these licenses, MCImetro will pay SacRT a one-year license fee of \$7,585 for each license. This anticipated revenue was included in the FY2025 Operating Budget.

The proposed fee for this year reflects the prior year license fee of \$7,347, escalated for a cost-of-living increase.

DISCUSSION

On September 25, 2023, the Board approved the first amendment to three one-year License Agreements with MCImetro to operate and maintain fiber below and perpendicular to SacRT tracks at these three locations, which were executed on September 29, 2023. MCImetro has requested renewal of the licenses for an additional year to operate and maintain 864 strands of fiber in a transverse presentation in each location.

The three properties are located within APN 011-0010-003-0000 and are located in Fee Schedule Zone 1. In consideration for SacRT authorizing MCImetro to continue to operate and maintain its fiber within SacRT's right of way, MCImetro will pay an annual license fee of \$7,585 for each of the three licenses. The fee amount was determined by SacRT's Board-adopted fee structure with a Consumer Price Index (CPI) annual adjustment.

Staff recommends approval of the Second Amendments to the three licenses over the area described above with MCImetro for fiber operation and maintenance at each of the above locations for an additional one-year term.

RESOLUTION NO. 2024-08-085

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

August 26, 2024

APPROVING THE SECOND AMENDMENT TO THE LICENSE AGREEMENT FOR UNDERGROUND CONDUIT AND FIBER WITH MCIMETRO ACCESS TRANSMISSION SERVICES LLC AT 39TH STREET AND R STREET

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

THAT, the Second Amendment to the License Agreement for Underground Conduit and Fiber (39th Street and R Street – APN: 011-0010-003-0000) by and between the Sacramento Regional Transit District (therein “SacRT”) and MCI metro Access Transmission Services LLC (therein “Licensee”), whereby SacRT grants MCI metro a license renewal for a term of one year subject to payment of a license fee of \$7,585 for 864 strands with a SacRT right to terminate pending Federal Transit Administration’s concurrence, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-08-086

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

August 26, 2024

APPROVING THE SECOND AMENDMENT TO THE LICENSE AGREEMENT FOR UNDERGROUND CONDUIT AND FIBER WITH MCIMETRO ACCESS TRANSMISSION SERVICES LLC AT 59TH STREET NORTH OF S STREET

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

THAT, the Second Amendment to the License Agreement for Underground Conduit and Fiber (59th Street North of S Street – APN: 011-0010-003-0000) by and between the Sacramento Regional Transit District (therein “SacRT”) and MCImetro Access Transmission Services LLC (therein “Licensee”), whereby SacRT grants MCImetro a license renewal for a term of one year subject to payment of a license fee of \$7,585 for 864 strands, with a SacRT right to terminate pending Federal Transit Administration’s concurrence, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-08-087

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

August 26, 2024

APPROVING THE SECOND AMENDMENT TO THE LICENSE AGREEMENT FOR UNDERGROUND CONDUIT AND FIBER WITH MCIMETRO ACCESS TRANSMISSION SERVICES LLC AT 65TH STREET AND Q STREET

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

THAT, the Second Amendment to the License Agreement for Underground Conduit and Fiber (65th Street and Q Street – APN: 011-0010-003-0000) by and between the Sacramento Regional Transit District (therein “SacRT”) and MCI metro Access Transmission Services LLC (therein “Licensee”), whereby SacRT grants MCI metro a license renewal for a term of one year subject to payment of a license fee of \$7,585 for 864 strands with a SacRT right to terminate pending Federal Transit Administration’s concurrence, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE AMENDMENTS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT 401(A) PLAN REQUIRED FOR EMPLOYER MATCHING CONTRIBUTIONS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Authorize employer matching contributions to the Sacramento Regional Transit District 401(a) Plan – in order to implement Article 37.05 of the Collective Bargaining Agreement (CBA) approved for the American Federation of State, County and Municipal Employees, District Council 57, Local 146, Superintendent Unit (AFSCME Superintendent).

FISCAL IMPACT

In line with the preliminary data considered during the collective bargaining process, staff estimates that implementing an employer matching contribution for the AFSCME Superintendent unit will cost approximately \$28,847 for the first twelve-month period. This estimated cost is included in the FY 25 Operating Budget.

DISCUSSION

Article 37.05 of the CBA contemplates the addition of a new employer contribution source for one of the defined contribution plans sponsored by the Sacramento Regional Transit District. As expressed in the CBA, this employer contribution will match 100% of an eligible employee's contributions to the Sacramento Regional Transit District Deferred Compensation Plan (Deferred Compensation Plan), up to three percent of pay.

To maximize the opportunity for voluntary retirement savings, the new employer contribution referenced in the CBA will be allocated to the Sacramento Regional Transit District 401(a) Plan (401(a) Plan). As permitted for that type of plan, those matching contributions will be fully vested and portable upon termination of employment, regardless of the eligible employee's years of service with the SacRT.

For SacRT to make employer matching contributions, however, the plan document for the 401(a) Plan must be amended. Accordingly, staff recommends that the Board, as plan sponsor of the 401(a) Plan, authorize the General Manager/CEO to amend the plan document and any required service agreements to permit employer matching contributions. Doing so will ensure that the plan document is compatible with the CBA and affirm that these new contributions can be accepted by the plan's recordkeeper, Nationwide Retirement Solutions, and invested in the funds selected by members of the AFSCME Superintendent Unit.

RESOLUTION NO. 2024-08-088

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

August 26, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE AMENDMENTS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT 401(A) PLAN REQUIRED FOR EMPLOYER MATCHING CONTRIBUTIONS

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

THAT, the Board delegates authority to the General Manager/CEO to perform all tasks necessary to allow employer matching contributions to the Sacramento Regional Transit District 401(a) Compensation Plan immediately and directs the appropriate staff to direct Nationwide Retirement Services to prepare and provide the necessary plan amendment document(s) for the General Manager/CEO to approve and execute.

THAT, the Board delegates authority to the General Manager/CEO to adopt and execute the amended plan document(s) for the Sacramento Regional Transit District Deferred Compensation Plan.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute any other agreements, forms, or other ministerial items required by Nationwide Retirement Services to effectuate the aforementioned plan amendment.

PATRICK KENNEDY, Chair

ATTEST:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE REIMBURSEMENT AGREEMENTS WITH THE CALIFORNIA HIGHWAY PATROL FOR THE CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM FOR WATT/I-80 TRANSIT CENTER IMPROVEMENT PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Delegating authority to the General Manager/CEO to execute Construction Zone Enhanced Enforcement Program (COZEEP) Reimbursement Agreements with the Department of California Highway Patrol (CHP) for the Watt/I-80 Transit Center Improvement Project will allow Sacramento Regional Transit District (SacRT) to comply with Caltrans Encroachment Permit requirements.

FISCAL IMPACT

SacRT will be required to pay the CHP actual costs associated with providing traffic control services in support of the Watt/I-80 Transit Center Improvement Project. Separate agreements for actual costs will be required for each stage of construction. The estimate SacRT has received from CHP for Stage 3 (the first stage requiring COZEEP) is \$19,767.60.

It is anticipated that these costs will ultimately be reimbursed through an amendment to Grant 157 to add Federal 5307 funds in the amount of \$100,000 to the project. SacRT anticipates these funds to be available by December 2024. The federal funds have pre-award authority; therefore, costs incurred prior to execution of the federal grant are allowable and reimbursable. However, SacRT cannot request reimbursement for any costs until a grant agreement is executed.

For cash flow purposes, until the Grant funds are available, costs invoiced under the agreement or agreements will be paid for with unreserved cash surplus.

DISCUSSION

Caltrans Encroachment Permits are required for the construction of the Watt/I-80 Transit Center Improvement Project, which is located in state highway right of way. The construction project will require lane closures/ramp closures for Stages 3, 5, and 6. The Caltrans Encroachment Permit requires COZEEP for all lane/ramp closures, which includes having CHP officers located in lane closures to increase safety during construction stages. A separate COZEEP Reimbursement Agreement is required for each of the stages based on the required support.

CHP has provided a standard Reimbursable Letter of Agreement to provide these services and has informed SacRT that this agreement cannot be modified. The Agreement does not include a cost cap. The Agreement also includes a clause specifying that SacRT must indemnify the CHP against and hold the CHP harmless from any and all claims, demands, suits, and actions for personal injury, death, loss, and/or property damage that may arise out of or in connection with the performance of this Agreement, even though such injury, death, loss and/or damage to property may be (or may be alleged to be) attributable in part to the active and/or passive negligence of the CHP and/or its appointees, officers, agents, employees, and servants. While these provisions create cost risk for SacRT, this Project will provide significant benefits to SacRT riders and the surrounding community. Therefore, Staff recommends that the Board delegate authority to the General Manager/CEO to execute the COZEEP Reimbursement Agreements; if SacRT does not execute these agreements, Caltrans will revoke SacRT's Encroachment Permit and stop construction.

RESOLUTION NO. 2024-08-089

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

August 26, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE REIMBURSEMENT AGREEMENTS WITH THE CALIFORNIA HIGHWAY PATROL FOR THE CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM FOR WATT/I-80 TRANSIT CENTER IMPROVEMENT PROJECT

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 execute Reimbursable Letters of Agreement with the California Highway Patrol to provide traffic control services for the Construction Zone Enhanced Enforcement Program (COZEEP) for the Watt/I-80 Transit Center Improvement Project.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Patrick Kennedy, Chair, Board of Directors
SUBJ: COMMENDING BRET DANIELS

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Recognizes Bret Daniels for his service on the Sacramento Regional Transit District (SacRT) Board of Directors.

DISCUSSION

Bret Daniels has been a member of the SacRT Board of Directors since January 2023. The Resolution presented acknowledges Bret Daniel's service on the SacRT Board of Directors.

Staff recommends that the Board adopt the attached Resolution commending Bret Daniels.

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

August 26, 2024

COMMENDING BRET DANIELS

Whereas, Bret Daniels has faithfully represented the City of Sacramento on the Sacramento Regional Transit District (SacRT) Board of Directors from January 2023 through August 2024; and

Whereas, Bret Daniels has served his community with pride and distinction as a law enforcement officer for 20 years and as a member of the Citrus Heights City Council; and

Whereas, Bret Daniels was a strong advocate for developing the first Citrus Heights Police Department and a Founding Member and the President of Toys for the Troops' Kids, a non-profit charitable organization that provides toy to the kids of our military service members during Christmas; and

Whereas, SacRT has undergone an historic transformation to optimize service, seek continuous and innovative mobility options, and bring greater value to the diverse communities served; and

Whereas, during Bret Daniels' term on the Board of Directors, SacRT accomplished the following programs and initiatives among many others:

- Celebrated SacRT's 50th Anniversary in April 2023.
- Celebrated the opening of the affordable housing development, Salvator Apartments, which serves as a catalyst for neighborhood revitalization and smart growth.
- SacRT's Bus Maintenance department celebrated the first female apprentice graduate of the Bus Maintenance Program.
- In partnership with the City and County of Sacramento, a \$5 million grant was secured from SACOG to continue progress on a bus rapid transit route along Stockton Blvd.
- In partnership with UC Davis Health, SacRT launched a new Elk Grove/UC Davis Medical Center Express bus route 137.
- Secured over \$400 million for the Light Rail Modernization Project and celebrated the project, new low-floor trains, and breaking ground for the Folsom 15-Minute Service construction.
- In partnership with Civic Thread, SacRT embarked on the Bus Stop Improvement Project, a unique initiative aimed at enhancing the overall bus stop experience.
- The Downtown Riverfront Streetcar Project moved into final design.
- RydeFreeRT student ridership reached 4.2 million rides in FY24.
- SacRT was awarded approximately \$77 million in Capital funds from the Federal Transit Administration's Low or No Emission Grant program.

Whereas, SacRT was awarded in 2023 the Transportation Security Administration's Gold Standard Award for Transit Security and Emergency Preparedness; and

Whereas, SacRT received the 2023 APTA Rail Safety Certificate of Merit for Light Rail/Streetcar Systems and the 2023 APTA First Place AdWheel Award for Best Marketing and Communications to Highlight Transit Needs/Funding; and

Whereas, Bret Daniels has helped keep SacRT on a Journey to Excellence by improving fiscal stability - building reserves, attracting new riders, and heightening the commitment to providing clean, safe and convenient service for people who live, work, and play in the Sacramento region; and

Whereas, during Bret Daniels' time on the SacRT Board has begun historic transitions to a new fleet of modern low-floor light rail vehicles and zero emission buses;

NOW, THEREFORE, BE IT HEREBY RESOLVED AS FOLLOWS:

That, all members of the Sacramento Regional Transit Board of Directors hereby commend Bret Daniels for his years of public service, dedication to the community he serves, attention to detail and willingness to provide alternative perspectives on challenging matters, and wish him a long and happy life in retirement.

ATTEST:

HENRI LI, Secretary

By: _____

Tabetha Smith, Assistant Secretary

By: _____

PATRICK KENNEDY, Chair

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Carmen Alba, VP, Operations & Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: LIGHT RAIL MODERNIZATION UPDATE

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Staff will provide a Light Rail Modernization Update.



EST.

1973

SACRAMENTO
REGIONAL TRANSIT

Light Rail Modernization Update

August 26, 2024

Light Rail Station Platform Upgrade

Raise all station platforms to 8" to accommodate the new S700 Fleet

- Phase 1: Gold Line station platforms have been raised to accommodate a 2-car train
- Phase 2: Full build out of Gold Line station platforms will accommodate a 3-car train
- Phase 3: Full build out of Blue Line station platforms at Roseville Rd., Swanston, Globe, and Alkali Flat Stations, will accommodate a 3-car train
- Phase 4: Blue Line station platforms at the remaining 15 Blue Line Stations



Folsom 15 Update

- **Sidetrack or Passing Track at Glenn/Robert G Holderness Station**
 - Track realignment and installation is under construction
 - Construction contract started 5/2/2022
 - Light Rail System Shut Down started 01/02/2024
 - Length of the construction zone is 0.6 miles
 - Expected Revenue Service as soon as late October



S700 Light Rail Vehicle (LRV) Readiness

- **LRV Commissioning**
 - **20** LRVs are Received
 - **14** LRVs are Conditionally Accepted
 - The remaining **6** LRVs will become available after testing is complete
- **LRVs Required for Revenue Service**
 - Sunday/Saturday/Holiday:
 - **8-16** LRVs for 8 Gold Line trains
 - Weekdays:
 - **8-16** LRVs for 8 Gold Line trains
 - **1** LRV for the Green Line train



S700 LRV Employee Training & Preview

- **S700 LRV Siemens Training for Employees**
 - Operator Training
 - Transportation Supervisor Training
 - Technicians/Mechanics
 - Maintenance Supervisors
- **Communication with Labor Partners**
 - AFSCME
 - ATU
 - IBEW
- **Employee Events**
 - December 12, 2023: Exclusive Preview for Light Rail Employees
 - February 24, 2024: Tour of S700 LRVs for all SacRT Employees



SACRAMENTO REGIONAL TRANSIT 50

Light Rail Exclusive Preview

Join us for a Light Rail Exclusive Preview

This is a voluntary event for SacRT employees only. Please check with your supervisor before attending.

We are thrilled to invite all Sacramento Regional Transit employees to an exclusive preview of our brand-new low-floor S700 light rail vehicles. Get ready for a firsthand look at the cutting-edge technology and features that will elevate the light rail experience.

Tour: Step inside and explore the sleek design and modern amenities of our new low-floor trains.

When: Wednesday, February 28, 2024
11 a.m. - 1 p.m. (Stop by any time between)

Where: Maintenance Heavy Repair Facility (MHRF)
2760 Academy Way, Sacramento

SacRT Employees Invited

This is a voluntary event for SacRT employees only. Please check with your supervisor before attending.

Join us for a tour of the new S700 low-floor light rail vehicles.

Please wear closed-toed shoes and no high heels. Also, no cell phone photography is allowed.

Learn more about the Light Rail Modernization Project at sacrt.com/modernization



MAC/Disabled/Senior/Bike LRV Tour Events

1. **June 29, 2021** – San Diego S700 “Trolley” MAC Tour @ Siemens
2. **August 19, 2021** – Static Display of the S700 LRV Door and Ramp @ SacRT Auditorium
3. **January 19, 2023** – S700 LRV MAC Exclusive Tour & Questionnaire (Ramp Review) @ Siemens
4. **June 12, 2024** – S700 Community Event @ 7th & Richards/Township 9
5. **August 17, 2024** – S700 LRV Exclusive Tour @ 7th & Richards/Township 9



Siemens Manufacturing Facility



7th & Richards/Township 9 Station



7th & Richards/Township 9 Station

S700 LRV Discussion Items at the MAC - 2024

A. Closed Items

1. Strollers (*No Policy Change*)
2. Exterior Push To Open Button Height and Placement
3. Detectable Warning Tile (DWT)
4. Priority Seating Area Seat Height
5. Bike Policy (*Policy Clarification*)

B. Open Items (Addressed Prior to Launch)

1. In-Person Customer Service Support Efforts During Launch
2. Exterior Ramp Deployment Tone
3. Barricades at Gold Line Mini-High Ramps

C. Future Items

1. Between-Car Barriers
2. Bike Racks
3. Activation Strip to Deploy the Ramp



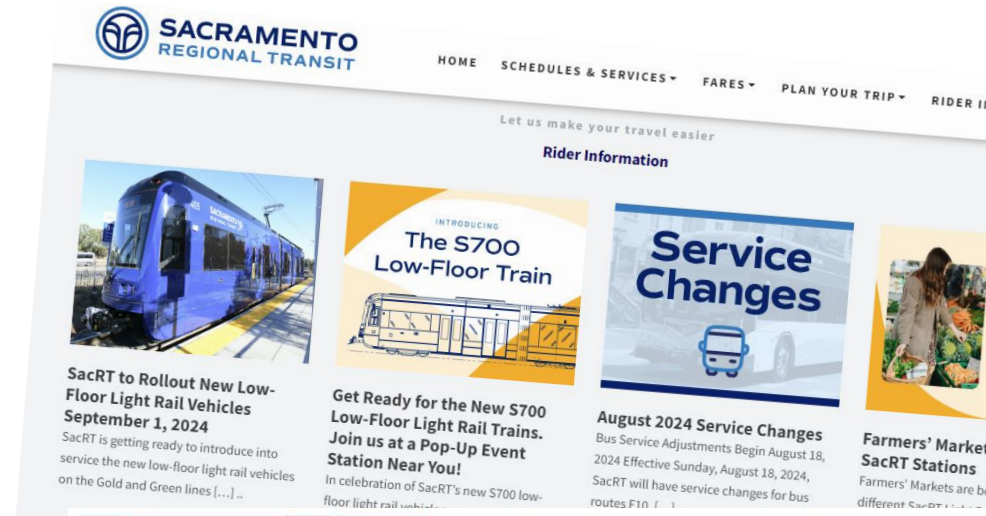
Community Assistance Program (CAP)



- Community Assistance Program
 - Phase 1 CAP: SacRT to staff the 6 mixed fleet stations (high-floor and low-floor trains) to assist riders with a focus on customers using the mini-high ramp for four weeks starting August 30th.
 - Phase 2 CAP: Promote the new S700 low-floor light rail trains to current and new riders that board key Gold Line and Green Line stations the first week of service (in addition to Phase 1 outreach).
- CAP staff will hand out pocket timetables, swag, info cards, and/or fact sheets to educate riders.
- All CAP staff will receive training.

Communication Plan

- Website
- Push Notifications
- How to Ride & Info Videos
- Social Media Posts
- Press Release/Events
- Community/Neighborhood Events
- Pop Up Events at Stations
- Banners/Posters
- Passenger Newsletter Articles
- Blog Stories
- Digital Toolkit
- Rack Cards
- Paid Advertising



SACRAMENTO REGIONAL TRANSIT

HOME SCHEDULES & SERVICES FARES PLAN YOUR TRIP RIDER INFO

Let us make your travel easier
Rider Information

SacRT to Rollout New Low-Floor Light Rail Vehicles September 1, 2024
SacRT is getting ready to introduce into service the new low-floor light rail vehicles on the Gold and Green lines [...]

INTRODUCING The S700 Low-Floor Train
Get Ready for the New S700 Low-Floor Light Rail Trains. Join us at a Pop-Up Event Station Near You!
In celebration of SacRT's new S700 low-floor light rail vehicles...

Service Changes
August 2024 Service Changes
Bus Service Adjustments Begin August 18, 2024 Effective Sunday, August 18, 2024, SacRT will have service changes for bus routes F10 [...]

Farmers' Market SacRT Stations
Farmers' Markets are held at different SacRT stations...

New Low-Floor Light Rail Vehicles Launching Soon!



SacRT is thrilled to announce the launch of our brand-new low-floor light rail vehicles. The new train cars will significantly improve accessibility and comfort for all riders.

- **Gold Line:** Starting Sunday, Sept 1, 2024, trains will operate between Sacramento Valley Station and Iron Point Station*.
 - **Green Line:** Starting Tuesday, Sept. 3, 2024
- *SacRT is continuing construction efforts to...



How to Ride New Low-Floor Light Rail Trains



How to Ride the new S700 Low-Floor Light Rail Vehicles

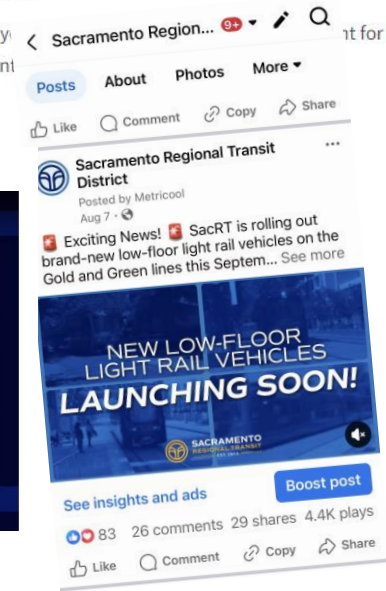
HOW TO RIDE NEW LOW-FLOOR LIGHT RAIL VEHICLES

SACRAMENTO REGIONAL TRANSIT

2024 will be a big year for light rail modernization. Here are the improvements riders can look forward to

November 29, 2023

This coming year... the Sacramento Region... for light rail in Sacramento. Years in the making, to le, as, les.



Sacramento Regional Transit District

Posted by Metricool Aug 7

Exciting News! SacRT is rolling out brand-new low-floor light rail vehicles on the Gold and Green lines this September... See more

NEW LOW-FLOOR LIGHT RAIL VEHICLES LAUNCHING SOON!

See insights and ads Boost post

83 26 comments 29 shares 4.4K plays





EST.

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SACRAMENTO
REGIONAL TRANSIT

Questions & Answers

STAFF REPORT

DATE: August 26, 2024
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
September 9, 2024
1102 Q Street - SacRT Auditorium
4:00 P.M.

Quarterly Retirement Board Meeting
September 11, 2024
1102 Q Street - SacRT Auditorium
1:00 P.M.

Mobility Advisory Council Meeting
September 19, 2024
1102 Q Street - SacRT Auditorium
2:30 P.M.

New Low-Floor Light Rail Vehicles Launching Soon!

SacRT is thrilled to announce the launch of our brand-new low-floor light rail vehicles. The new train cars will significantly improve accessibility and comfort for all riders.

- Gold Line: Starting Sunday, September 1, 2024, trains will operate between Sacramento Valley Station and Iron Point Station*.
- Green Line: Starting Tuesday, September 3, 2024

*SacRT is continuing construction efforts to add a passing track to provide 15-minute service frequency to Folsom area stations through October 2024. Once construction is complete, the new low-floor trains will operate on the Gold Line between Sacramento Valley Station and Historic Folsom Station.

The new low-floor vehicles are designed to offer a smoother and more accessible ride, particularly for passengers with disabilities, seniors, and those with strollers or bicycles.

All Gold and Green line riders will board the new low-floor trains from the platform level, and riders in mobility devices or those needing to use the deployable ramp, can use the two middle doors.

Blue Line Riders: SacRT will continue to operate the high-floor trains on the Blue Line. The transition to low-floor vehicles on this line is anticipated in 2027, once the station platform construction is completed and additional light rail vehicles are purchased. Learn more at sacrt.com/newtrains.

Join Us to Celebrate the Launch of the New S700 Low-Floor Trains

SacRT is thrilled to invite you to a special community event marking the debut of our state-of-the-art S700 low-floor light rail vehicles. Come and be a part of this exciting milestone!

Event Details:

Tuesday, September 3, 2024

11:30 a.m. - 1:30 p.m.

7th & Richards/Township 9 Station

Join us in the celebration including tours of the new trains, live entertainment, refreshments, games and more!

Note: There will be a temporary bus bridge from the 13th Street Station directly to the 7th & Richards/Township 9 Station during the special event hours. Bus route 11 is also an option to travel to and from the event.

Learn more at sacrt.com/newtrains.

SacRT Board & Mobility Advisory Council Meetings Moving to New Location

Effective Monday, August 26, 2024, SacRT Board meetings will move to a new location. The new venue for these meetings will be at 1102 Q Street, 4th Floor, Suite 4600, conveniently located near the 13th Street Station.

Mobility Advisory Council (MAC) meetings will move to the new venue starting with the Thursday, September 19, 2024 meeting.

To ride transit to the Board and MAC meetings, take light rail to 13th Street Station (served by all three light rail lines) or available downtown bus routes.

We look forward to welcoming you to our new auditorium space and continuing our work to improve Sacramento's transit system. For more information about SacRT Board meetings, visit sacrt.com/board, and for more information about MAC meetings, visit sacrt.com/MAC



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SACRAMENTO
REGIONAL TRANSIT

GM/CEO Update

August 26, 2024

Light Rail Low Floor Train Launch



You're invited!

Press Conference &
Commemorative First Train Ride

South Korea



South Korea



Transit Unplugged TV



WATCH NOW ▶

TRANSIT
UNPLUGGED TV

SACRAMENTO

CAPITAL CITY

WITH PAUL COMFORT

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Priscilla Vargas, ADA Compliance Officer
SUBJ: MOBILITY ADVISORY COUNCIL MEETING SUMMARY – JULY 18, 2024

RECOMMENDATION

No Recommendation - For Information Only.

SUMMARY

The following is a summary of the Mobility Advisory Council Meeting (MAC) Meeting held on July 18, 2024. Full Meeting Minutes and previous MAC Meeting Minutes can be found at www.sacrt.com/sacramento-regional-transit-mobility-advisory-council/

Item 1. Call to Order

Item 2. Introduction of Council Members and Staff

Item 3. Approval of Minutes

Item 4. Public Comment

- Jeff Tardaguila asked about disabled riders not being picked up due to heat, and fare boxes not working due to heat.

Item 5. Chair Report

- A. Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Grant Application: Mr. Greiner read a letter signed by Mr. Thom on behalf of the MAC, which staff would send to Secretary Toks Omashakin as support for SacRT's TIRCP grant application.

Item 6. Old Business

- A. Siemens Low Floor Vehicle Project
1. Public Education Communication Plan for S700 Trains: Jessica Gonzalez, Director, Marketing and Public Communications reported that invites to the August 17 event for riders with disabilities will be sent. The "How to Ride S700" videos are on YouTube, and the version with audio description should be available next week
 2. Tactile Door Striping at Light Rail Station Platforms: Craig Norman, Director, Engineering & Construction, reported that platform modification has been underway, but before S700 vehicles can be put into service, door indicator tiles must be installed. Ms. Flohr asked who would be responsible for helping riders find the new door indicator tiles; Mr. Norman said this would be transit ambassadors.
 3. S700 LRV Project Implementation Response to Public Feedback, Activation Strip to Deploy Ramp: Henry Ikwut-Ukwa, Vice President Capital Projects discussed the

activation switch issue raised by Ms. O’Connell; staff found from Siemens that it was not feasible to move the switch because of engineering issues and the risk of accidental activation. Staff reached out to other agencies and regarding the switch.

4. S700 LRV Update: Anthony DiCristofano, Assistant Vice President Operations, reported that the ramp deployment tone is not audible from the outside, so he discussed with Siemens and found that Portland has adopted a means to address this issue. By dropping the speaker into a lower section of the door pocket, the audio tone can be heard outside the LRV. Staff will implement this as soon as possible.

Craig Norman, Director, Engineering & Construction reported that staff researched between-car barriers and found that they are required on elevated level-boarding platforms, which are 14 inches; SacRT’s new platforms are only 8 inches. Per California regulations, the door indicator tiles serve the same purpose. This item will continue to be discussed in a future a meeting.

Michael Cormiaie, Director, Light Rail Maintenance, discussed the height of the priority seating. Per APTA guidelines, seats are designed to be comfortable for riders from 5th to 95th percentile height. The S700 priority area seat height is satisfactory.

- B. SacRT GO Quarterly Update: Richard Mitchell, Director, Community & Contract Bus Services, reported on SacRT GO and UZURV ridership and On-Time Performance. Ms. O’Connell asked about what SacRT is doing to retain operators. Mr. Mitchell said bargaining with ATU is ongoing and Staff will update the MAC upon completion.

Item 7. New Business

Item 8. Other Business

Item 9. Announcements/Council Members Request for Information

- Ms. Brink announced that there will be a virtual meeting of the ACB Capitol Chapter, California Council of the Blind, along with the National Federation of the Blind River City Chapter this Saturday, in order to hear a presentation from the City of Sacramento on their ADA transition planning process.
- Mr. Lozano requested that Mr. Mitchell present the MAC with an update in the August or September meeting on UZURV GPS.
- Ms. Vargas will address this. Mr. Tardaguila said that tomorrow, SacMoves will have a meeting on the transit tax measure.

Item 10. Adjournment

- The next meeting of the Mobility Advisory Council is scheduled for August 15, 2024, from 2:30 p.m. – 4:30 p.m.



STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Sarah Poe, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY SPECIAL MEETING AND SAN JOAQUIN REGIONAL RAIL COMMISSION - SAN JOAQUIN JOINT POWERS AUTHORITY JOINT SPECIAL MEETING SUMMARIES OF JULY 18, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Chair Pat Hume was present for the special meeting of the San Joaquin Joint Powers Authority (SJJPA) on July 18, 2024, at 9:30 a.m., and the special joint meeting of San Joaquin Regional Rail Commission (SJRRC) & San Joaquin Joint Powers Authority on July 18, 2024, at 10:00 a.m.

SJJPA Special Meeting Notes

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

Item 2. Public Comments

- Camilla Miller (Public) addressed the closing of the Antioch-Pittsburg Station without Public Notice/Feedback
 - Subject is agendized; no dialogue proceeded
- Tashina Garrett (Alliance of Californians for Community Empowerment Chairperson) echoed Miller's comments on the closing of the Antioch-Pittsburg Station.
- Eddy Gums (ACCE Co-chair) echoed similar comments made by Garrett and Miller

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 Approving Amendment 02 to the Agreement with AECOM Technical Services, Inc. (AECOM) for California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA), and Preliminary Engineering (PE) Consulting Services for the Merced Intermodal Track Connection (MITC) Project Increasing the Compensation Amount by \$3,715,455 for a New Amount Not-To-Exceed \$6,936,250 and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Agreements and Documents Related to the Project including Approving Any and All Amendments thereto within Her Spending Authority (Dan Leavitt/Autumn Gowan)

Staff Comments:

- The Merced Intermodal Track Connection Project will allow for San Joaquin Amtrak users to connect with the interim High-Speed Rail by linking the existing alignments
- The project will also expand the Merced Maintenance Facility to be used by both ACE San Joaquin.
- San Joaquin staff have been coordinating with the California High Speed Rail Authority during development.

Public Comments:

- No public comments

Board Vote:

- Item was passed unanimously

Item 5. San Joaquins Rebranding Update (David Lipari/Marques Cook)

Staff Comments:

- Staff briefs SJJPA on updates to the San Joaquins rebranding efforts

Public Comments:

- No Public Comments

Board Vote:

- Item is information; no vote was held

Item 6. Adjournment

- The next regular meeting is scheduled for September 20th, 2024.

SJRRC – SJJPA Joint Special Board Meeting Notes

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

Item 2. Safety Briefing

Item 3. Roll Call

Item 4. Public Comments

- Melvin Willis (ACCE organizer, Richmond City Council Member) calls for the Board to not move forward with the closing of the Antioch-Pittsburg Station.
- Devin Williams (public) echoes the sentiments of Melvin Willis regarding the closure of the Antioch-Pittsburg Station without any community input
- Kathy Wally (Contra Costa County Racial Justice Coalition member) echoes previous comments and cites the lack of a publicly available ridership impact on the closure of the Antioch-Pittsburg Station
- Amy Majori (public) also urges the Board to reconsider the closure of the Antioch-Pittsburg Station
- Stephanie Tadeo (Racial Justice Coalition member) echoes above sentiments.
 - Item is not agendized, no dialogue

Item 5. Valley Rail Passenger Experience Update (David Lipari)

Staff Comments:

- Staff has been working on projects related to improving and standardizing customer experience

- Signage, wayfinding, fare policy, and customer service (among other projects) were cited

Board Comments:

- Is the next phase to go beyond the San Joaquin and integrate additional services (ACE, San Joaquin RTD, SacRT Light Rail, etc.)?
 - Yes, that is the plan
- Is there a way to connect with Clipper?
 - Staff is already looking to plan what a future integration with Clipper looks like
- Board urges to connect with smaller rail agencies when it comes to integration in regard to the fiscal cliff
- Are we looking to change ACE to the reservation system
 - Staff is not recommending that ACE fully switch to a reservation system

Board Vote:

- Item is informational; no vote was held

Item 6. Valley Rail Construction, Design and Scheduling (CDS), and Governance Update
(Laurence Farrell)

Staff Comments:

- Staff provides updates to various construction and service projects
 - Lathrop connection between Modesto and the Bay Area is 43% complete with 138 days until completion (November 15th, 2024)
 - 9 Projects to be completed in 2024 (7 projected for 2025 & 3 for 2026)
 - Additional Keyes Layover and Interim Passenger Boarding Locations have been identified
 - Valley Rail North Program is looking into Midtown & Elk Grove Stations along with a South Sacramento Yard; looking to seek UP approval to do interim service on UP track

Board Comments:

- Commissioner Warmsley expressed wanting to avoid issues with on time departures due to UP and San Joaquins sharing track.
- Commissioner Craig expressed appreciation for the negotiations with UP across various projects.

Board Vote:

- Item is informational; no vote was held

Item 7. Planning, Grants & Programming Department Updates (Momoko Tamaoki/Dan Leavitt/Andy Cook)

Staff Comments:

- Staff provides updates to various projects in the Planning, Grants, & Programming Department
 - Staff is pursuing additional funds for operations & capital projects.
 - San Joaquins is on track to apply for TIRCP by July 22nd.
 - Draft EIR for Merced Intermodal Track Connection has been released
 - Staff are in the process of hiring a consultant team for the ACE Extension to Union City as well as the North Valley Rail Extension to Chico.

- 7th Round Trip on San Joaquins is set to be reviewed for implementation in early 2025

Board Vote:

- Item is informational; no vote was held

Item 8. The Rail Academy of Central California (TRACC) Update (Megan Craig)

Staff Comments:

- Staff provides updates to the Rail Academy of Central California
- Rail Commission Staff attended the San Joaquin One Voice advocacy trip
- The next outreach event will be at the Livermore Valley Chamber of Commerce on July 15th, 2024
- The first Rail Academy graduation will be on August 1st, 2024, at the Board Room at Robert J Cabral Station.

Board Comments:

- Commissioner Warmlesley congratulated the first cohort of the Rail Academy for their upcoming graduation
- Commissioner Mei thanks staff for sharing updates

Public Comments:

Board Vote:

- Item is informational; no vote was held

Item 9. Board Member Comments

- Commissioner Burgis thanks Rail Commission and SJJPA staff for their hard work
- Commissioner Espinoza states that this will likely be his last Rail Commission meeting after 8 years and expresses support for the Livingston Station in Merced.
- Commissioner Craig thanks Michael and Dan at the city of Lodi for securing the Sustainable Transportation Grant Funding for Valley Rail
- Commissioner Nuño appreciates the updates and data provided in today's meeting
- Commissioner Mei will be terming out as mayor of Fremont and appreciates the hard work staff have put in.
- Commissioner Young recommends exploring Pivot options on the closure of the Antioch Pittsburg Station to make sure the board has explored all options.

Item 10. Executive Director's Report

Item 11. Adjournment

- The next regular meeting is scheduled for September 20th, 2024.

STAFF REPORT

DATE: August 26, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Director Linda Budge
SUBJ: SACRAMENTO PLACERVILLE TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY MEETING SUMMARY OF
AUGUST 5, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Written Report by Director Budge from the Sacramento Placerville Transportation Corridor JPA Meeting of August 5, 2024

MEMO TO: SacRT Board of Directors

Cc: Interested Parties

RE: Sacramento – Placerville Transportation Corridor Joint Powers Authority Meeting of August 5, 2024.

The SPTC/JPA Board met on August 5, 2024, in Folsom City Hall as usual. The membership includes RT Representative and Rancho Cordova Alternate, Linda Budge; Rancho Cordova Representative David Sander; Sacramento County Representative and RT Alternate, Pat Hume; Folsom Representative and Chair Sarah Aquino; and El Dorado County Representative Supervisor John Hidahl.

Minutes for the May 2024 meeting were approved.

CEO Vickie Sanders presented items that were carry overs from the last meeting. The negotiations and issues with the renewal of the PSVRR contract were thoroughly discussed and included public comment from all affected parties.

Vickie asked for clarification on the concept of drafting a Master Plan specifically for the SPTC. Since all member jurisdictions have Transportation Plans, including some that specifically address their goals for the rail corridor, Vickie asked what the actual goal might be. Supervisor Hidahl is very focused on adopting specific goals for the rail corridor. Since there are no changes planned for the RT/Rancho Cordova section, and very little planned for the Folsom section, it seemed logical for Vickie to take the time to meet with Public Works in the various member agencies and find out how they individually address the corridor. It was also suggested that the Capital Southeast Connector plan might offer some insight. In that case, the basic corridor concept is being implemented by the individual jurisdictions and their builders along the route.

The concept of having Rancho Cordova join the JPA as a full, dues paying member was also discussed, and Vickie will discuss it with the City Manager.

There was also a follow up presentation on the El Dorado County effort to construct a biomass production plant along the rail corridor. A project of this significance and magnitude would return heavy rail, commercial traffic to the El Dorado County segment of the corridor and would change its characteristics significantly. Apparently, biomass plants are a goal of the State. El Dorado County seems to be a prime location with abundant fuel.

The next meeting will be November 4, 2024. Topics will include reports back and determining necessary actions on all of the outstanding issues.

Linda Budge, AICP
8/8//2024.