



Sacramento Regional Transit District Agenda

**Revised 10/11/2024
Addition of Closed Session
Item 13.1**

**SPECIAL BOARD MEETING
4:00 P.M., MONDAY, OCTOBER 14, 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)**

ROLL CALL — Directors Brewer, Budge, Hume, Jennings, Kaplan, Kozlowski, Maple, Serna, Singh-Allen, Vang and Chair Kennedy

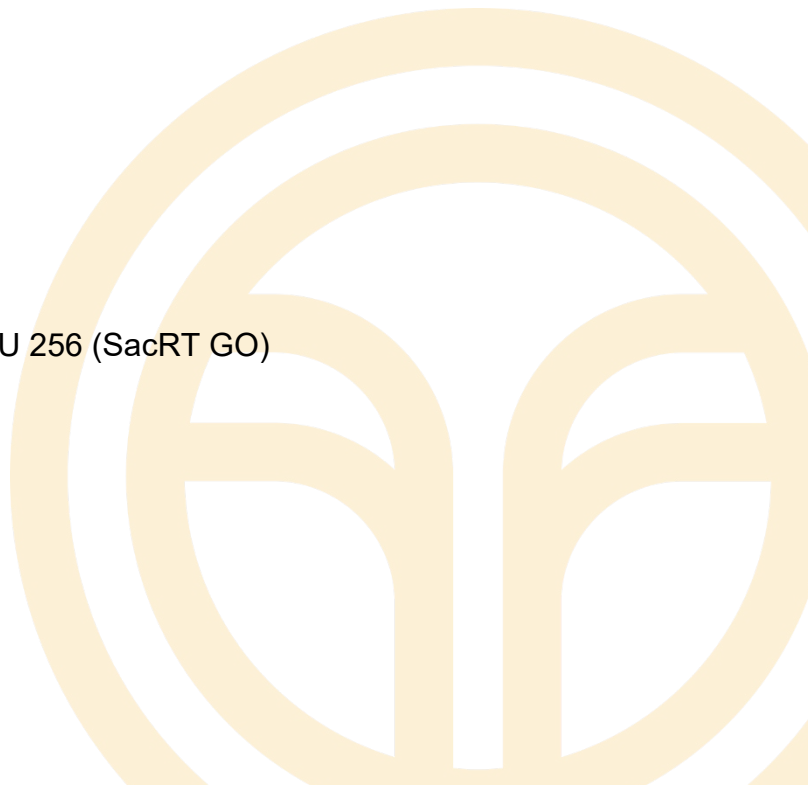
Alternates: Directors Chalamcherla, Sander, Schaefer, Suen

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of September 23, 2024
- 2.2 Resolution 2024-10-102: Approving the First Amendment to the Contract for Security Guard Services with Blue Knight Security & Patrol Inc. (L. Hinz)
- 2.3 Resolution 2024-10-103: Approving a Sole Source Procurement and the Second Amendment to the Contract for Pre-Employment Background Investigation Services with TruView BSI, LLC (D. Topaz)
- 2.4 Resolution 2024-10-104: Approving a New Light Rail Station Cleaning and Maintenance Agreement with the City of Rancho Cordova (L. Hinz)
- 2.5 Approving the First Amendment to Personal Services Contracts (L. Ham)
 - a) Resolution 2024-10-105: Approving the First Amendment to the Personal Services Contract with Kevin Alvarez; and
 - b) Resolution 2024-10-106: Approving the First Amendment to the Personal Services Contract with Rowan Brandt
- 2.6 Resolution 2024-10-107: Delegating Authority to the General Manager/CEO to Bind SacRT Subrecipient Agreements with The Sacramento Area Council of Governments to Receive SB 125 Funds for Transit Operations and a Comprehensive Operational Analysis/Long Range Plan (J. Johnson)

3. **INTRODUCTION OF SPECIAL GUESTS**
4. **UNFINISHED BUSINESS**
 - 4.1 Information: Update Regarding Transitioning SmaRT Ride Service to a Proposed Equitable and Transportation Disadvantaged Eligibility Based Microtransit Service (L. Ham)
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 – September 19, 2024 (B. Araujo)
 - 9.2 San Joaquin Joint Powers Authority Meeting Summary – September 20, 2024 (Hume)
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 Labor Negotiator Pursuant to Section 54957.6
District Negotiator: David Topaz
 - A. Employee Organization: Local ATU 256 (SacRT GO)
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.

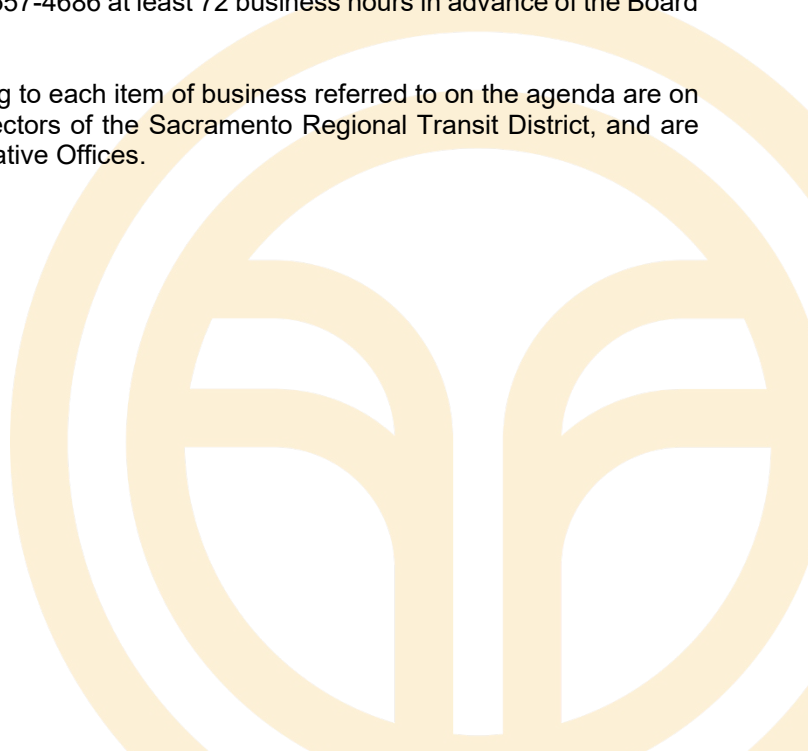
Matters under the jurisdiction of the Board and not on the posted agenda may be addressed under the Item "Public addresses the Board on matters not on the agenda." Up to 30 minutes will be allotted for this purpose. Time allowed per person for public comment on matters not on the agenda is at the Chair's 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 is recorded with closed captioning. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and Direct TV U-Verse cable systems. The recording will also be video streamed at metro14live.saccounty.gov. Today's meeting replays Wednesday, October 16th at 2:00 PM and Friday, October 18th at 2:00 PM on Metro Cable Channel 14. Once posted, the recording of this meeting can be viewed on-demand 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: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF SEPTEMBER 23, 2024

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
SEPTEMBER 23, 2024**

ROLL CALL: Roll Call was taken at 4:01 p.m. PRESENT: Directors Brewer, Budge, Jennings, Kaplan, Kozlowski Singh-Allen and Chair Kennedy. Director Schaefer present and vote as alternate for Director Daniels for the remaining of 2024. Absent: Directors Hume, Maple, Serna and Vang.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of August 26, 2024
- 2.2 Resolution 2024-09-091: Amending Title II (Conflict of Interest and Code of Ethics) of Sacramento Regional Transit District's Administrative Code to Revise Appendix A (O. Sanchez-Ochoa)
- 2.3 Resolution 2024-09-092: First Amendment to the FY 2024 Operating Budget (J. Johnson)
- 2.4 Resolution 2024-09-093: Amending the Fare Structure (Resolution No. 09-10-0174) to Modify the Definition of Fare Equivalent (D. Selenis)
- 2.5 Resolution 2024-09-094: Approving a Collective Bargaining Agreement for International Brotherhood of Electrical Workers, Local 1245 for the Term April 1, 2024 through March 31, 2028 (D. Topaz)
- 2.6 Resolution 2024-09-095: Approving a Collective Bargaining Agreement for Amalgamated Transit Union, Local 256 SacRT GO Bargaining Unit for the term July 1, 2024 through June 30, 2027 (D. Topaz)
- 2.7 Resolution 2024-09-096: State of Good Repair Project List Amendment and Allocation of Funds (L. Ham)
- 2.8 Resolution 2024-09-097: Conditionally Awarding a Contract for Uniform Rental and Laundry Services to Vestis Uniforms and Workplace Supplies, Inc. (B. Salcedo)
- 2.9 Resolution 2024-09-098: Approve Amendment No. 1 to Work Order No. 7 to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. for Design Support During Construction for the Dos Rios Light Rail Station Project (H. Ikwut-Ukwa)

- 2.10 Resolution 2024-09-099: Approve a Sole Source Procurement and the Fourth Amendment to the Contract for Microtransit Scheduling Services with Via Mobility, LLC. (B. Salcedo)
- 2.11 Resolution 2024-09-100: Approve a Sole Source Procurement and Delegating Authority to the General Manager/CEO to Approve the Seventh Amendment to the Software License and Services Agreement with Ecolane USA Inc. for Complementary Paratransit Scheduling and Dispatching Software (B. Salcedo)
- 2.12 Resolution 2024-09-101: Delegating Authority to the General Manager/CEO to Approve and Execute Information Technology Contracts Over \$150,000 for Purchase and Implementation of Replacement Firewalls (S. Valenton)

The Clerk stated that staff would like to pull item 2.6 to be brought back to the Board at a later date.

Public Comment:

Item 2.11 – Barbara Stanton, on behalf of Helen O’Connell, commented on the extension with Ecolane.

ACTION: APPROVED. Director Budge moved; Director Jennings seconded approval of the consent calendar as written with the exception of Item 2.6. Motion was carried by voice vote. Ayes: Directors Brewer, Budge, Jennings, Kaplan, Kozlowski, Schaefer, Singh-Allen and Chair Kennedy; Noes: None; Abstain: Director Schaefer abstained from item 2.1; Absent: Directors Hume, Maple, Serna and Vang.

3. INTRODUCTION OF SPECIAL GUESTS

4. UNFINISHED BUSINESS

5. PUBLIC HEARING

6. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Public Comment:

Michael Bevens recommended using a utility cargo train.

Coco Cocozzella, STAR, proposed having a citizen advocate as a Board member.

Barbara Stanton, on behalf of Gale Morgan, commented on the accessible strip on the new light floor trains.

7. NEW BUSINESS

7.1 Information: Safety and Security Update (L. Hinz)

Lisa Hinz, VP, Safety, Security, Customer Satisfaction and Facilities provided a presentation.

Director Kaplan complimented staff for quick action regarding a recent incident and recommended looking into having bus breaks take place at cut outs.

Director Singh-Allen commended staff for working with the Elk Grove School Superintendent regarding safety concerns.

Chair Kennedy asked if SacRT staff is working with other school districts on similar concerns.

Ms. Hinz confirmed they are.

Chair Kennedy commented on bus barriers and asked for clarification on restroom breaks.

Blanca Salcedo, VP Operations, provided restroom break information.

Henry Li introduced Blanca Salcedo who replaced Carmen Alba as VP, Operations and also commended Carmen Alba for her service at SacRT.

Chair Kennedy asked about the street harassment bill, SB 434.

Ms. Hinz responded.

Public Comment:

Artemeius Moye commented on the live feed cameras, restroom breaks and guard safety.

Crystal McGee Lee commented on SB434, the employee survey, the bus maintenance safety committee meeting and operator safety.

7.2 Information: Proposed Creation of a New Pilot Rideshare Voucher Program and Elimination of SmaRT Ride Service (L. Ham)

Laura Ham, VP Planning, Grants and Procurement provided a presentation.

Chair Kennedy commented on the SACOG SB125 and fiscal sustainability concerns, the cost incurred by SacRT for the SmaRT Ride program and asked for clarification on cost/vouchers and if peer analysis was completed.

Ms. Ham responded extensive peer analysis was completed and will continue.

Director Kozlowski asked about current SmaRT Ride wait times and anticipated Uber wait times.

Ms. Ham said SmaRT Ride is typically 30 minutes and there has been and will continue to be some testing with Uber.

Director Schaefer commented on Uber procedures and challenges.

Director Budge recommended handing fliers to current users with the upcoming changes.

Director Kozlowski asked about the history of Smart Ride.

Chair Kennedy responded initially it was to fill gaps where fixed bus or light rail was not available.

Henry Li explained multiple transit agencies are dropping the program whereas SacRT is looking at ways to transition the program, so it is more innovative and cost effective.

Director Budge stated the program did fill a gap in service.

Director Kaplan asked about the cost differences with the pilot program.

Ms. Ham stated it would be a \$5 base fare, \$5 voucher and the customer would pay the difference. After trips were analyzed, the average was \$12.

Director Kaplan agreed that an explanation flyer should be distributed to current users and noted that bus route expansion in certain areas should be considered.

Director Singh-Allen is concerned about safety, security and liability with Uber and Lyft.

Ms. Ham responded that SacRT would have a contract with Uber and drivers would remain employed by Uber.

Director Jennings asked if a shorter term trial was an option.

Ms. Ham stated SacRT could terminate contracts as needed at any time.

Director Jennings likes the idea of reviewing the program every six months with constituent input.

Ms. Ham stated the public can contact customer advocacy at any time to provide feedback.

Director Jennings asked about the education process on the new program.

Ms. Ham said there will be open houses and a marketing campaign and staff will expand as needed.

Chair Kennedy commented on first mile, last mile usage and stated with marketing people can be encouraged to use it for transportation to fixed route of light rail service.

Director Schaefer asked the average distance for SmaRT Ride.

Ms. Ham responded two to three miles.

Director Schaefer commented on multiple riders combining fares.

Ms. Ham responded that one fare is for as many people that fit.

Director Budge stated it is zone based and Ms. Ham confirmed.

Public Comment:

Michael Bevens recommended adding fixed routes and implementing a voucher system.

Coco Cocozzella, STAR, commented on equity access issues with using Uber.

Barbara Stanton, on behalf of Helen O'Connell, requested a public hearing and additional time before discontinuing the service. Ridership for the Masses and Organized Sacramento concur.

Dan Allison, STAR, commented the new program should re-focus on people with moderate disabilities, seniors and lower income individuals.

Michelle Baker commented on the cost of the new program being unaffordable.

Miguel Pina commented on the difficulties that many will face if the SmaRT Ride program is canceled.

L.R. Roberts commented on safety concerns about using Uber.

Jeffery Tardaguila commented that a better and different option should be provided.

Chair Kennedy thanked everyone for their input and comments.

7.3 Member and Alternate Member Chair Appointments for Capitol Corridor Joint Powers Authority (S. Valenton/T. Smith)

Chair Kennedy appointed Tim Schaefer to the Member Appointment and asked that the item be brought back on the next agenda for the Alternate position. ***There was not vote taken for this item. The item was incorrectly titled Chair Appointment and will be brought back to the Board for a motion to approve both member and alternate appointments.***

Public Comment:

Michael Bevens commented on collaboration with SacRT and the addition of train stops.

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)

Mr. Li provided a brief report and then shared a video.

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

- 9.1 Mobility Advisory Council Meeting Summary – August 15, 2024 (B. Salcedo)
- 9.2 Capitol Corridor Joint Powers Authority Meeting Summary – September 18, 2024 (Maple)

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

11. ANNOUNCEMENT OF CLOSED SESSION ITEMS

12. RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 5:50 p.m.

PRESENT: Directors Brewer, Budge, Jennings, Kaplan, Kozlowski, Schaefer, Singh-Allen and Chair Kennedy.

ABSENT: Director Hume, Maple, Serna and Vang

13. CLOSED SESSION

- 13.1 Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation
 - a. Castillo v. SacRT
Case Number 34-2018-00235414

14. RECONVENE IN OPEN SESSION

15. CLOSED SESSION REPORT

Chair Kennedy announced that there would be no report out on the Closed Session items.

16. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 6:11 p.m.

PATRICK KENNEDY, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety and Customer Satisfaction
SUBJ: APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR SECURITY GUARD SERVICES WITH BLUE KNIGHT SECURITY & PATROL INC.

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

This action will extend SacRT's existing contract for security guard services with Blue Knight Security & Patrol Inc. ("Blue Knight") for an additional two years to allow SacRT to continue to maintain security guard services at its light rail stations and parking lots, on light rail vehicles, and at facilities.

FISCAL IMPACT

The First Amendment includes \$9,112,549.00 for Years 4 and 5. These amounts include contingency for emergencies and special events. The billing will be based on actual hours worked. Costs related to this First Amendment of \$2,280,720.00 for FY2025, \$4,283,870.00 for FY2026, and \$2,547,959.00 for FY2027 are included in the approved FY 2025 Operating Budget and will be included in Operating Budgets for the corresponding Fiscal Years.

DISCUSSION

SacRT uses security guard services to patrol its light rail stations and parking lots, on light rail vehicles, and at facilities. These guard services also respond to calls for service on SacRT's system. On December 13, 2021, after a competitive solicitation, the Board of Directors awarded a Contract for Security Guard Services to Blue Knight for an amount not to exceed \$10,0194,045.00 for a 3-year term with a SacRT option to renew for up to two additional one-year periods (Resolution No. 21-12-0126).

Blue Knight has been a responsive contractor to SacRT's public safety needs. The Contract Manager and staff have extensive knowledge of SacRT's current operations and deployment.

The Contract was solicited based on an estimated staffing level of 21 guard staff and 3 supervisors/managers. At those estimated staffing levels, Blue Knight proposed pricing

of \$1,768,748.80 for Year 4 and \$1,793,937.60 for Year 5. In part due to the loss of police personnel and in part due to an overall desire for a greater security presence, these staffing levels will be significantly increased during the extended Contract term, which is the reason Staff is requesting that \$9,112,549.00 be added through the First Amendment. The actual expenditures are expected to be below this amount.

RESOLUTION NO. 2024-10-102

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

October 14, 2024

APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR SECURITY GUARD SERVICES WITH BLUE KNIGHT SECURITY & PATROL INC.

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

THAT, the First Amendment to the Contract for Security Guard Services by and between the Sacramento Regional Transit District ("SacRT") and Blue Knight Security & Patrol, Inc. ("Contractor") whereby SacRT exercises its option to extend the Contract for an additional two years, to January 31, 2027, and the Total Consideration is increased by \$9,112,549, from \$10,194,045 to \$19,306,594, is hereby approved.

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: David Topaz, VP, Employee Development and Engagement
SUBJ: APPROVING A SOLE SOURCE PROCUREMENT AND THE SECOND AMENDMENT TO THE CONTRACT FOR PRE-EMPLOYMENT BACKGROUND INVESTIGATION SERVICES WITH TRUVIEW BSI, LLC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The action would allow Staff to complete the formal solicitation process for a new contract while continuing to perform pre-employment background investigations for applicants for use in hiring decisions.

FISCAL IMPACT

Total fiscal impact for the remaining contract term and contract extension will be \$35,000, for a total contract not-to-exceed amount of \$185,000. The cost for these services is included in the FY 2025 Operating budget.

DISCUSSION

In January 2020, after a competitive solicitation, a Contract for Pre-Employment Background Investigation Services was awarded to TruView BSI, LLC (“TruView”) for a 5-year term, expiring December 31, 2024, for an amount not to exceed \$90,000. In August 2022, due to an increase in the estimated quantity of services required, the First Amendment was executed to add \$60,000 to the Total Consideration, bringing the Contract total to \$150,000.

TruView provides background information searches on all requested applicants for use in hiring decisions. Searches include, at a minimum, per person: verification and validation of names used, social security number, address (residency), employment history, county criminal records, and sex offender registry.

A new Request for Proposal (RFP) for a long-term contract will be released soon and it is estimated that it may take up to five months to complete the full procurement process and award of a new contract for these services. In the meantime, SacRT requires these services to continue for all requested applicants for use in hiring decisions. Due to the

short duration of time for the extension, it is in SacRT's best interest to approve a sole source amendment to the existing contract with TruView while the new solicitation is conducted.

In addition, due to higher-than-expected quantities of background checks, the Total Consideration has almost been exhausted with three months remaining until the planned termination of the Contract. The nature of the service is not changing, it is the quantity of services that is increasing. Additional funds are needed for the remainder of the Contract term and for the three-month contract extension for SacRT to continue hiring.

This amount is considered fair and reasonable as TruView has confirmed that the current prices would remain in effect for the duration of the contract extension, which were previously deemed fair and reasonable in 2019.

RESOLUTION NO. 2024-10-103

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

October 14, 2024

APPROVING A SOLE SOURCE PROCUREMENT AND THE SECOND AMENDMENT TO THE CONTRACT FOR PRE-EMPLOYMENT BACKGROUND INVESTIGATION SERVICES WITH TRUVIEW BSI, LLC

WHEREAS, TruView BSI, LLC (“TruView”) has provided background investigation services to SacRT since 2020 under a competitively-solicited contract (“Contract”); and

WHEREAS, SacRT has been satisfied with the services provided by TruView; and

WHEREAS, the Contract with TruView will expire December 31, 2024; and

WHEREAS, SacRT’s adopted background check ordinance and implementing Standard Operating Procedure require that SacRT conduct background checks for certain positions; and

WHEREAS, due to higher-than-anticipated hiring activities, the current Contract total consideration will be exhausted prior to the current Contract termination date; and

WHEREAS, in addition, there is insufficient time to conduct a new competitive solicitation for background investigation services prior to the current Contract termination date.

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

THAT, pursuant to Section 1.505 of the Procurement Ordinance, the Board finds that although the Contract was solicited using an informal solicitation, the need to increase the Contract Total Consideration above \$150,000 for the remaining Contract term arises from an unforeseeable increase in quantities due to the growth of SacRT’s workforce since the initial solicitation in 2019 and that there was not improper procurement splitting; and

THAT, pursuant to Section 1.405.B.2 of the Procurement Ordinance, the Board has determined that it is in the best interest of SacRT to amend the existing service Contract with TruView to provide for continued services until March 31, 2025, while a new competitive solicitation is conducted for a long-term contract for these services and to provide adequate funding for additional quantities of services during the remaining Contract term; and

THAT, the Second Amendment to the Contract for Background Investigation Services by and between the Sacramento Regional Transit District (“SacRT”) and TruView BSI, LLC (“CONTRACTOR”), whereby the total consideration is increased by \$35,000, from \$150,000 to \$185,000, and the term is extended by three months, to March 31, 2025, is hereby approved; and

THAT, the General Manager/CEO is authorized and directed to execute the foregoing amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: APPROVING A NEW LIGHT RAIL STATION CLEANING AND MAINTENANCE AGREEMENT WITH THE CITY OF RANCHO CORDOVA

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Terminate existing Agreement ending on June 30, 2025 and enter into a new Agreement from July 1, 2024 through June 30, 2026, and add funds for station cleaning and maintenance for Fiscal Years 2025 and 2026. The current Light Rail Stations Cleaning and Maintenance Agreement with the City of Rancho Cordova expires on June 30, 2025.

FISCAL IMPACT

Costs for Fiscal Year (FY) 2025 will increase by 10% from \$96,520 to \$106,172 per year and are included in the FY 2025 Operating Budget. Costs will remain the same for FY 2026.

DISCUSSION

SacRT has had agreements in place since 2015 for the City of Rancho Cordova to perform weekly cleaning and maintenance for 5 days a week, Monday - Friday at SacRT light rail stations, parking lots, and a pedestrian crossing in the City of Rancho Cordova.

Under the Agreement, Rancho Cordova cleans and maintains SacRT's Mather Field/Mills, Zinfandel, Cordova Town Center, and Sunrise light rail station platforms, sound walls, park and ride lots, and the Coloma pedestrian crossing. Cleaning and maintenance services include trash collection and removal, graffiti removal, and landscaping and irrigation maintenance. In June 2020 the Board approved the Second Amendment to the Agreement to extend the term to 2025. However, only funding for FY 2021 was added to the Total Consideration because parties had not agreed on funding for future years. SacRT staff and Rancho Cordova have agreed to add funds for FY 2022 at the current annual price of \$96,520, and in FY 2023 and FY 2024 they agreed to an increase of \$193,040 or \$96,520 per year. For FY 2025, SacRT negotiated an increase of 10% over the previous fiscal year of \$106,172 and cutting back service from 5 days per week to 4 days per week. Because the Contract terms will change with the new

service schedule, SacRT intends to terminate the existing Agreement and enter into a new Agreement, that will provide service for FY 2024-25 and FY 2025-26, , for the light rail stations to be serviced on Mondays, Tuesdays, Thursdays, and Fridays. The new Agreement will expire on June 30, 2026.

RESOLUTION NO. 2024-10-104

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

October 14, 2024

APPROVING A NEW LIGHT RAIL STATION CLEANING AND MAINTENANCE AGREEMENT WITH THE CITY OF RANCHO CORDOVA

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

THAT, the new Light Rail Station Cleaning and Maintenance Agreement (the "Agreement") between the City of Rancho Cordova, therein referred to as "City," and Sacramento Regional Transit District, therein referred to as "SacRT," whereby funding of \$212,344 is added to the Agreement to allow services starting July 1, 2024 and continuing through Fiscal Year 2026, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to terminate the existing Light Rail Station Cleaning and Maintenance Agreement, set to expire June 30, 2025, and execute the foregoing new Agreement. .

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING THE FIRST AMENDMENT TO THE PERSONAL SERVICES CONTRACTS WITH KEVIN ALVAREZ AND ROWAN BRANDT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Resolutions would amend the Personal Services Contracts (PSC) for Kevin Alvarez and Rowan Brandt, extending both contracts through June 30, 2025, and would increase the total consideration by \$33,750 per temporary employee, from \$53,000 to \$86,750 per temporary employee.

FISCAL IMPACT

The recommended action would authorize expenditures of \$50,000, after deducting \$17,500 of labor costs that could be charged to capital projects. These costs are included in the approved FY 2025 operating budget.

DISCUSSION

Under the General Manager/CEO's authority, SacRT entered into PSCs with Kevin Alvarez and Rowan Brandt as Planning Interns, for terms beginning January 1, 2024 and ending December 31, 2024. The attached Resolutions would extend both contracts for six months, to the end of Fiscal Year 2025.

Planning Interns assist the regular Planning staff with a variety of tasks, including monthly reporting and statistics (i.e., to SacRT management and the FTA), data cleansing and maintenance of ridership databases, grant applications, public inquiries, service changes, maintaining SacRT's open data portal, field observations, bus stop evaluations, research and peer reviews on special initiatives (e.g., signal priority), and other similar support tasks.

Several of SacRT's recent successful grant applications have benefited from assistance from Planning Interns in preparing demographic analysis, supporting maps and exhibits, etc. Interns also help staff research best practices at other agencies and reach out to staff at other agencies to obtain lessons learned from various projects and initiatives and

experiences with different vendors. Interns also assist with field work, augment ridership data with “real world” observations and conversations with customers and front-line staff.

Both Mr. Alvarez and Mr. Brandt have demonstrated excellent performance in a wide variety and growing list of duties. This has enabled them to become qualified to assist as interns on high level projects, including SacRT’s Comprehensive Operational Analysis and Stockton Boulevard Bus Rapid Transit, both of which will allow the interns to charge time to the capital budget in 2025. On this basis, the First Amendment to both PSC Contracts would increase the hourly wage rate for each intern from \$23.50 to \$30.00. Staff recommends the Board approve both amendments.

RESOLUTION NO. 2024-10-105

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

October 14, 2024

**APPROVING THE FIRST AMENDMENT TO
THE PERSONAL SERVICES CONTRACT WITH KEVIN ALVAREZ**

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

THAT, the First Amendment to Personal Services Contract between Sacramento Regional Transit District and Kevin Alvarez, whereby the total consideration is increased by \$33,750 from \$53,000 to \$86,750, the hourly rate is increased from \$23.50/hr. to \$30.00/hr., **effective January 1, 2025**, and the term of the Contract is extended to June 30, 2025, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to sign the First Amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-10-106

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

October 14, 2024

**APPROVING THE FIRST AMENDMENT TO
THE PERSONAL SERVICES CONTRACT WITH ROWAN BRANDT**

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

THAT, the First Amendment to Personal Services Contract between Sacramento Regional Transit District and Rowan Brandt, whereby the total consideration is increased by \$33,750 from \$53,000 to \$86,750, the hourly rate is increased from \$23.50/hr. to \$30.00/hr., **effective January 1, 2025**, and the term of the Contract is extended to June 30, 2025, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to sign the First Amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-10-105

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

October 14, 2024

**APPROVING THE FIRST AMENDMENT TO
THE PERSONAL SERVICES CONTRACT WITH KEVIN ALVAREZ**

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

THAT, the First Amendment to Personal Services Contract between Sacramento Regional Transit District and Kevin Alvarez, whereby the total consideration is increased by \$33,750 from \$53,000 to \$86,750, the hourly rate is increased from \$23.50/hr. to \$30.00/hr., effective January 1, 2025, and the term of the Contract is extended to June 30, 2025, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to sign the First Amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2024-10-106

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

October 14, 2024

**APPROVING THE FIRST AMENDMENT TO
THE PERSONAL SERVICES CONTRACT WITH ROWAN BRANDT**

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

THAT, the First Amendment to Personal Services Contract between Sacramento Regional Transit District and Rowan Brandt, whereby the total consideration is increased by \$33,750 from \$53,000 to \$86,750, the hourly rate is increased from \$23.50/hr. to \$30.00/hr., effective January 1, 2025, and the term of the Contract is extended to June 30, 2025, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to sign the First Amendment.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO BIND SACRT SUBRECIPIENT AGREEMENTS WITH THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS TO RECEIVE SB 125 FUNDS FOR TRANSIT OPERATIONS AND A COMPREHENSIVE OPERATIONAL ANALYSIS/LONG RANGE PLAN

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

SacRT will enter into subrecipient agreements with Sacramento Area Council of Governments (SACOG) to receive SB 125 funds totaling \$61,626,765 for Operating Expenditures in FY 24/25 and the cost of a Comprehensive Operational Analysis (COA)/Long Range Plan.

FISCAL IMPACT

The FY 24/25 Operating and Capital Budgets include \$61,626,765 in SB 125 funds for Operating Expenditures and the cost of a COA/Long Range Plan. Execution of this subrecipient agreement will allow SACOG to reimburse SacRT for these expenditures.

DISCUSSION

As part of the California State Budget for the 2023-24 Fiscal Year, the Legislature set aside \$5.1 billion (SB125) over four years to help transit agencies that have been hard hit by the pandemic and associated loss of ridership. SB125 provides one-time, multi-year bridge funding for transit operators to address operation costs until long-term sustainability solutions are identified. As part of the approved FY 2024-25 Operating and Capital Budget, SacRT included SB 125 funding totaling \$61,626,765, with \$60,626,765 for operations and \$1,000,000 for a COA. These funds have been approved by SACOG and are ready for distribution pending execution of subrecipient agreements for each.

A key goal of the COA is to identify service efficiencies and service delivery models to ensure fiscal sustainability. The COA will include scenarios not only for expansion of SacRT's network if a new source of revenue is secured, such as new statewide legislation

or a local/regional ballot measure, but will also take a fiscally constrained approach to service plans in a scenario where such funding is not secured after the SB125 relief funds are fully expended. Moving forward a permanent and stable source of revenue will be critical to support transit agencies throughout the state of California and as described in the SB125 legislation.

As required by the SB125 guidelines, regional transportation planning agencies must also submit a long-term financial plan to California State Transportation Agency (CalSTA) by June 26, 2026. The regional long-term financial plan will be completed separately by SACOG utilizing SB125 funds, but SacRT's COA will help inform that effort. In addition, SB 125 establishes a statewide Transit Transformation Task Force led by CalSTA to develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

The COA will include a review of service standards for all modes to ensure an optimal mix of services that is cost-effective, fiscally sustainable, and consistent with other goals such as ridership maximization, coverage and accessibility, equity, air quality, etc., and to make sure that level of service expectations match industry norms for communities of various sizes and densities (i.e., that high-frequency service is planned and provided only in areas with the jobs and population density to support such service).

RESOLUTION NO. 2024-10-107

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

October 14, 2024

DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO BIND SACRT SUBRECIPIENT AGREEMENTS WITH THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS TO RECEIVE SB 125 FUNDS FOR TRANSIT OPERATIONS AND A COMPREHENSIVE OPERATIONAL ANALYSIS/LONG RANGE PLAN

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

WHEREAS, SACOG has been allocated SB 125 Formula-Based Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program (SB 125) funds administered through the California State Transportation Agency (CalSTA), one-time multi-year bridge funding to implement and support transit capital projects and operating expenditures; and

WHEREAS, SacRT is eligible to apply for and receive SB 125 funds for capital projects and operating expenditures; and

WHEREAS, the SACOG Board of Directors has approved an allocation of SB 125 funds to SacRT in the amount of \$61,626,765 for Operating Expenditures in FY 24/25 and the cost of a Comprehensive Operational Analysis (COA)/Long Range Plan; and

WHEREAS, the SacRT Board of Directors has approved the FY 24/25 Operating and Capital Budget which includes SB 125 funds in the amount of \$61,626,765 for Operating Expenditures and the cost of a COA/Long Range Plan; and

WHEREAS, SacRT and SACOG are in the process of negotiating the specific contract terms and conditions in each subrecipient agreement and are close to having final subrecipient agreement, but do not yet have final agreements for execution; and

WHEREAS, time is of the essence in signing the subrecipient agreements and SacRT Staff does not want a delay executing the subrecipient agreements if they are ready for execution before the next Board meeting.

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

THAT, the Board hereby delegates authority to the General Manager/CEO or his designee, to approve and execute the subrecipient agreements and any other forms, applications or other documents, including amendments to the subrecipients, with SACOG necessary for the distribution of SB 125 funding.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: UPDATE REGARDING TRANSITIONING SMART RIDE SERVICE TO A PROPOSED EQUITABLE AND TRANSPORTATION DISADVANTAGED ELIGIBILITY BASED MICROTRANSIT SERVICE

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

N/A

FISCAL IMPACT

As further detailed below, Staff will request that STA and Board authorize spending up to \$1,200,000 of STA grant funds, an estimated \$370,000 of fare revenue, and an estimated \$1,020,870 of other state and local funds for a contract with Nomad Transit, LLC, which operates under the “Via” brand in California (“Via”) totaling \$2,591,370, to fund a shared-use mobility program over an 18-month period beginning January 1, 2025. This transition will yield an estimated net savings of \$7.0 million per year, compared to continuing SmaRT Ride service under current conditions.

DISCUSSION

On September 23, 2024, Staff presented a report on the planned discontinuation of SmaRT Ride service and replacement with a rideshare voucher program, effective January 1, 2025. Based on comments from the public and Board feedback, Staff has developed an alternative approach to provide an accessible mobility solution at a significantly lower cost than SmaRT Ride. As explained in more detail in this report, the proposed program is a shared-use mobility service, also known as microtransit, with rides scheduled through an app or by telephone. To contain costs, the service is proposed to be limited to a defined group of eligible riders, prioritizing passengers that are transportation disadvantaged, such as persons with disabilities, persons that are low income, seniors and possibly students. The service would be available in the current nine SmaRT Ride zones, with the same hours of service per day, provided in fully wheelchair accessible vehicles. The service would be offered at a fixed fare of \$2.50 per trip for all eligible riders. Staff is currently negotiating with Via to provide the modified service.

Background

SmaRT Ride

As discussed in the September 23, 2024 Staff Report regarding the discontinuation and replacement of SmaRT Ride service with a modified program, the decision to transition the service followed a comprehensive assessment of SmaRT Ride's service performance and financial impact. That report explained that SmaRT Ride was implemented as a pilot program in 2018, with a one-time lump sum of \$14 million from Measure A's Neighborhood Shuttle Program. Unfortunately, annual allocations from the Neighborhood Shuttle program today are only \$800,000, compared to annual operating costs of \$8.5 million (plus \$1.8 million of amortized capital costs), which is only secured through June 2026. SmaRT Ride's operating cost per passenger is over \$47, almost five times more than SacRT's fixed-route bus system, while carrying less than 1 percent of overall system ridership. With very limited grant funds available today, the SmaRT Ride program has become increasingly reliant on SacRT's other state and local revenues.

Additionally, the September 23, 2024 Staff Report outlines the requirements of SB 125 and the Sacramento Area Council of Governments (SACOG), which is responsible for allocating the SB 125 funding. SacRT has developed a long-term action framework for strong fiscal sustainability, including optimizing business processes, maximizing efficiencies, reviewing less efficient ridership services, and identifying opportunities for cost savings. While SacRT has taken great pride in being a trendsetter in the transit industry over the years, implementing innovative new transit services to boost mobility in the Sacramento region, we must also be good stewards of public funds. For these reasons, and after conducting a thorough analysis, the SmaRT Ride program is proposed to be discontinued and replaced, at least in the short-term, with a modified microtransit service.

The rationale for the discontinuation of SmaRT Ride was explained in more detail in the September 23, 2024 Staff Report and Board presentation. At that meeting, a proposed rideshare voucher program was also described. Outstanding issues regarding the voucher program at the time of the presentation included the ability to provide wheelchair accessible vehicles also known as WAVs and overall accessibility to people with disabilities. Concerns were also raised regarding the affordability of the proposed program for more vulnerable riders, including persons with disabilities and low-income riders. Given that input, Staff revisited the program and has developed an alternative proposal for a shared-use mobility program operated by an outside contractor and provided in a contractor-owned fleet of fully accessible vehicles. This proposed alternative will address the fiscal sustainability concerns of the SmaRT Ride program and provide accessible and affordable high-quality service for customers with the greatest transportation needs.

Proposed Changes

Following the last day of SmaRT Ride service on Tuesday, December 31, 2024, SacRT would implement an 18-month pilot for a shared-use mobility service through a contracted provider. SacRT is currently negotiating with Via to operate the service. The new pilot program would operate in the existing nine SmaRT Ride zones and would be available

the same days and hours (Monday to Friday, excluding holidays, from 7:00 am to 7:00 pm).

Booking – Trip booking would be allowed on-demand via smartphone application or by telephone. The new program would allow advance reservations, a feature that is not currently possible on SmarT Ride, but that customers have requested.

Via also offers several innovative features that may be helpful to seniors and others who prefer not to use apps, including:

- Persons who book by phone can opt for an automated call-back to alert them as their bus approaches or, if they prefer, an SMS text message.
- Calls placed during busy times are automatically rerouted to an overflow call center, to prevent long wait times.

Fleet – The fleet would be owned and maintained by Via and would consist of nine fully accessible, gas-fueled passenger vans, each able to seat three passengers plus one wheelchair, loaded via a rear-entry ramp. Daily service would require nine vehicles. Including two spares, the fleet would total 11 vans. Each of the nine zones would have one vehicle assigned to it throughout the day; however, vehicles would be shared across zones (i.e., redeployed to areas of greater demand, if needed).

Service Levels – Since total ridership is expected to decrease by approximately 45 percent (700 to 390 per day) because the service is only open to eligible riders as described above, service levels would also be reduced by approximately 45 percent. For each of the nine zones, one vehicle would always be in service, for a 12-hour day, from 7:00 a.m. to 7:00 p.m. Most trips would be booked in advance, the day before, so zones with gaps in demand during certain times could “loan” their bus to nearby zones with greater demand.

Eligibility/Prioritization – To help ensure the availability of the service to more vulnerable transit populations, the new program would prioritize disadvantaged and higher-need groups, such as seniors, disabled, low-income, and/or possibly students. SacRT may restrict use of the service to only persons meeting these criteria. If demand is lower than available supply, persons not meeting these criteria could potentially be allowed to ride on an on-demand basis.

SacRT’s existing Department of Human Assistance (DHA) Pass, which is issued to persons on General Assistance, could be used to verify eligibility as a low-income person. SacRT is considering adding a certification process (e.g., for CalFresh or Supplemental Nutritional Assistance Program (SNAP) recipients) so additional low-income populations could also qualify. Persons already eligible for senior/disabled or paratransit services would also be eligible to use the service. SacRT will establish a process for passengers to register and confirm eligibility for the service.

Student eligibility is currently being evaluated based on potential demand for the service. Student rides may be allowed only on an on-demand basis dependent on the number of requested trips.

Performance – SmaRT Ride currently operates at or near capacity, with over a quarter of trip requests turned away. Since service levels would be reduced approximately 50 percent, SacRT expects to remain at capacity, with a comparable productivity level of 3.6 boardings per vehicle hour.

Cost per passenger, however, is expected to decrease significantly, from \$47 to \$16 per passenger, based on operating cost decreasing from \$140 to \$56 per vehicle hour. Total ridership would decrease by approximately 45 percent, the same as vehicle hours, from approximately 700 to 390 passengers per day.

Fare – Subject to change, the new service would be available only for certain rider types (e.g., seniors, disabled, low-income, and/or students). Daily, monthly, and other multi-ride passes would no longer be allowed on SmaRT Ride.

Potential New Fare Structure
Subject to Change

	Existing	Proposed
Senior/Disabled with valid SacRT photo ID	\$1.25 per person	\$2.50 per trip subject to change
Student Fare Ryde Free RT	Free Unlimited free rides	
DHA Pass Dept. of Human Assistance general assistance recipients	Free Unlimited free rides	
Low-Income Fare Ex: SNAP/CalFresh recipients (details TBD)	n/a Does not currently exist	
Group Rate	Free Groups of 5 or more persons riding together pay no fare	Free Companions All fares are per trip, not per person Attendants and companions ride for free ¹

Although the existing Basic single ride fare for SmaRT Ride is nominally \$2.50, seniors and persons with disabilities, pay only the \$1.25 Discount single ride fare. Under the potential new fare structure, a uniform single ride fare of \$2.50 would be in force. ²

¹ Free companions are subject to vehicle capacity (i.e., 3 seats and 1 wheelchair space).

² SacRT Go paratransit costs \$5.00 per trip. Fixed-route transit costs \$2.50 for adults, \$1.25 for senior/disabled, and is free for students. At \$2.50, the new service would be priced between fixed-route and paratransit for most users.

Because the new service would have half as many vehicle hours per day, SacRT would likely limit use to persons meeting one of the criteria above, to help assure that vulnerable populations are prioritized. However, if capacity permits, SacRT could potentially broaden eligibility to allow the general public to use the new service, subject to additional constraints, potentially including:

- A premium fare (e.g., \$5.00 to \$10.00)
- Same-day, on-demand booking only (i.e., only if capacity permits)
- Possession of a SacRT fixed-route transit pass

For example, if a member of the general public wanted to ride the new service, it could be available, but only if they already possess a \$100 monthly pass for SacRT fixed-route service (i.e., the pass would not cover their use of the new service, it would merely make them eligible to ride at the per-ride price, which might also potentially be a premium fare).

Fiscal Impact

Compared to existing SmaRT Ride service, the proposed new program would reduce service levels by approximately 45 percent, from 196 to 108 revenue hours per day. Productivity is expected to remain the same, at 3.6 boardings per revenue hour (essentially at capacity). Ridership would decrease proportionately, from 707 to 389 boardings per day.

Operating cost per hour would decrease almost 70 percent, from \$170 to \$57. This would improve cost per passenger from \$47 to \$16.

The average fare per passenger would increase from \$1.05 to \$2.50, by eliminating passes and increasing the single fare. This would improve farebox recovery ratio from 2 percent to 16 percent.

Gross annual operating cost would decrease more than 80 percent, from \$8.5 million to approximately \$1.6 million, because of the reduction in hours and cost per hour. Assuming approximately \$0.25 million in fare revenue, local share from other SacRT funds would decrease from \$7.5 million (88 percent) to a more sustainable \$0.56 million per year. Staff will be pursuing other state and local grants to fund the full cost of the program.

Estimated Fiscal Impact

*Subject to Change
All figures are annual*

	Existing	Proposed
Revenue hours per day	196	108
Revenue hours per year	49,860	27,432
Hourly rate	\$170	\$57
Cost per year	\$8,465,763	\$1,557,040
Additional fees	\$0	\$56,120
Annual cost	\$8,465,763	\$1,613,160
Boardings per revenue hour	3.6	3.6
Boardings per day	707	389
Boardings per year	179,578	98,800
Cost per passenger	\$47	\$16
Average fare per boarding	\$1.05	\$2.50
Fare revenue	\$188,557	\$247,000
STA Neighborhood Shuttle	\$800,000	\$800,000
Other SacRT funds	\$7,477,206	\$566,160
Total revenues	\$8,465,763	\$1,613,160
Farebox recovery	2%	16%

For the 18-month contract with Via, including \$171,630 in one-time startup costs, Staff expects a Not-to-Exceed amount of \$2,591,370. This would be paid by \$1,200,000 of STA Neighborhood Shuttle funds, an estimated \$370,500 in fare revenue, and \$1,020,870 in other state and local funds.

Via Contract Amounts

Estimates subject to change

Cost per year	\$1,613,160
Cost over 18 months	\$2,419,740
One-time costs	<u>\$171,630</u>
Contract NTE	\$2,591,370
Revenues (18 months)	
STA Neighborhood Shuttle	\$1,200,000
Fare revenue	\$370,500
Other SacRT Funds	<u>\$1,020,870</u>
Total revenues	\$2,591,370

Equity

In evaluating the transition of the SmaRT Ride program, Staff evaluated equity components of existing SmaRT Ride service. Approximately 26 percent of existing SmaRT Ride customers are low-income,³ compared to just 20 percent for the general population.⁴ Expenditure of Neighborhood Shuttle funds on SmaRT Ride is therefore beneficial to disadvantaged communities, compared to many or most other potential Neighborhood Shuttle projects.

SmaRT Ride users are, however, less likely to be low-income than fixed-route transit customers. Given SacRT's deficit reduction needs, reductions to SmaRT Ride are therefore less harmful to disadvantaged communities than reductions to fixed-route service.

SacRT is also proposing a transition to new eligibility criteria for the program that would increase its share of disadvantaged riders. As discussed in the service plan, SacRT will be prioritizing disadvantaged groups for the new service--for example students, seniors, disabled, and low-income persons. Eligibility to ride may be restricted to just these populations or all others may be required to pay a much higher premium fare (and not be allowed to book in advance).

³ Source: Survey data collected for *A Glimpse of Microtransit at an Early Stage: The SmaRT Ride Consumer Market in the Sacramento Area*. Xing, Yan. University of California, Davis (2022). Additional analysis by SacRT (unpublished). Low-income was considered household income under \$25,000 for the purposes of this survey.

⁴ Source: SacRT's Draft Title VI Program Update (2023), Appendix G, Page 86. Available online at: https://www.sacrt.com/apps/wp-content/uploads/Title-VI-Draft-Document_for-Web.pdf

SacRT is proposing to increase the fare and eliminate the use of unlimited ride passes. Although fare increases are impactful to customers, in particular low-income populations, SacRT believes this is necessary. Unlimited ride passes are generally not a best practice for demand-response services such as microtransit, because operating cost scales with ridership. Because the current nominal price of \$2.50 (\$1.25 for senior/disabled) is the same as fixed-route transit, many customers opt to take SmaRT Ride in lieu of a viable fixed-route option. Since the current SmaRT Ride service is already running at capacity, and service levels will be reduced approximately 45 percent with the new service, it is necessary to raise the fare in general, but allow exceptions to vulnerable groups, as discussed above.

Term

The program will be an 18-month pilot beginning January 1, 2025 and ending June 30, 2026 to coincide with the availability of Sacramento Transportation Authority (STA) Measure A Neighborhood Shuttle Funding.

Next Steps

Staff is currently seeking to amend the scope to SacRT's grant agreement with STA for Neighborhood Shuttle funds, to reflect the proposed changes to SacRT's microtransit service, and expects to seek approval from the STA Board on Thursday, November 14, 2024. A contract with Via is also being negotiated, and Staff expects to seek approval of the contract from the SacRT Board on Monday, November 18, 2024. Official Notice to Proceed would be issued in early December. Implementation preparations also include:

- Preparing and distributing more detailed public information, including informational web page, FAQ, etc.
- Helping Via identify a suitable location for vehicle parking and dispatching
- Retrofitting fare collection equipment on Via's fleet
- Finalizing eligibility criteria and fare structure and establishing an eligibility determination process and an online registration process
- Establishing oversight personnel and procedures, including complaints, safety, invoice payment, and ridership reporting

Public Input

Staff has scheduled in-person meetings to present updates and take questions from the public:

Virtual Open House

Thursday, October 10, 2024, 3:30 p.m.

Zoom Webinar: <https://us02web.zoom.us/j/82283568332>

(60 to 90 minutes for presentation and Q&A)

SacRT Mobility Advisory Council

Thursday, October 17, 2024, 2:30 p.m.

SacRT Auditorium, 1102 Q Street, Fourth Floor

(15-minute presentation and Q&A)

In-Person Open House

Tuesday, October 22, 2024, 3:00 p.m. to 4:30 p.m.

SacRT Auditorium, 1102 Q Street, Fourth Floor

(60 to 90 minutes for presentation and Q&A)

In-Person Open House

Wednesday, November 6, 2024, 5:30 p.m. to 6:30 p.m.

SacRT Auditorium, 1102 Q Street, Fourth Floor

(60 to 90 minutes for presentation and Q&A)

At least one additional virtual webinar is planned. Dates and times are subject to change and will be confirmed on sacrt.com.



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SACRAMENTO
REGIONAL TRANSIT

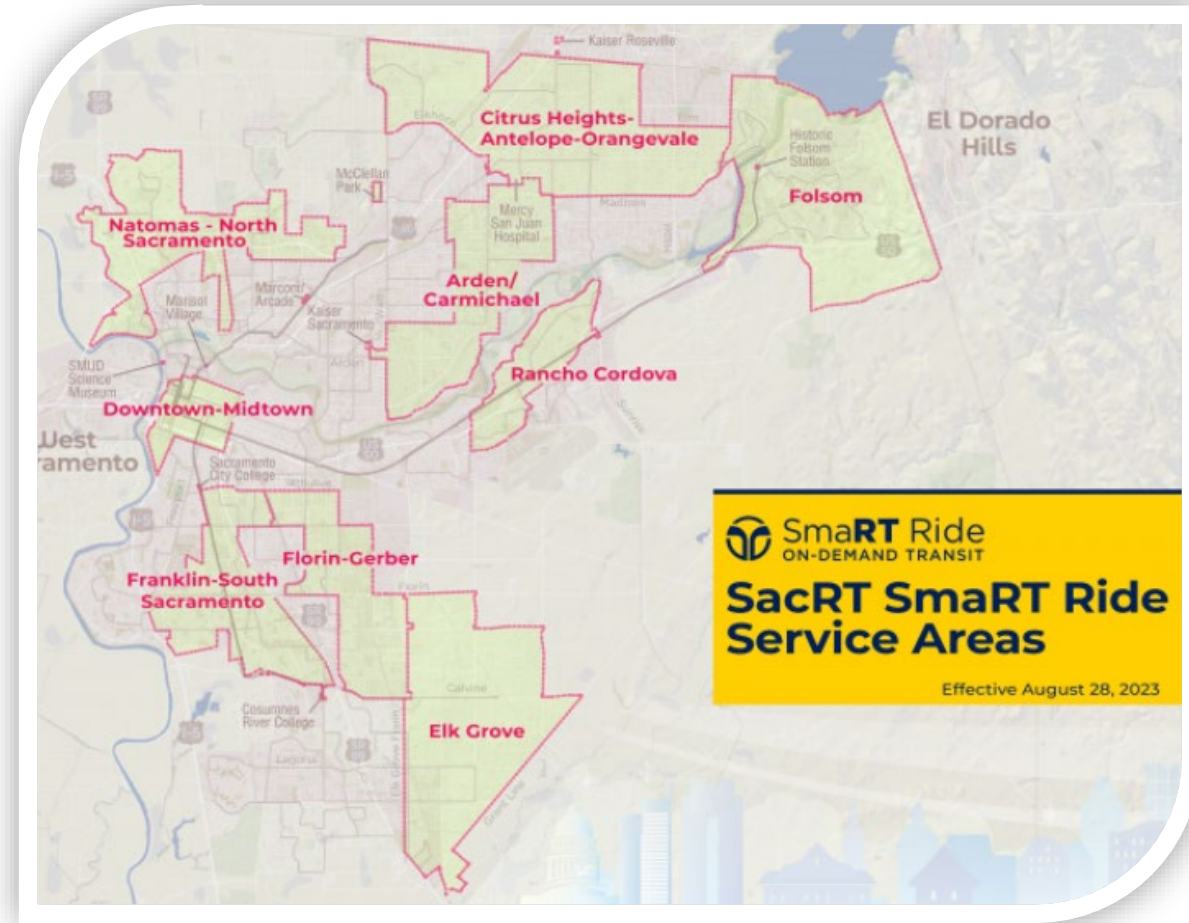
**Transitioning SmaRT Ride to
Equitable & Transportation Disadvantaged
Shared Mobility Pilot**

October 2024

SmaRT Ride History & Accomplishments

Operated by SacRT since 2018 as the **largest** micro-transit service in the nation.

- Has provided over 1.5 Million trips
- Provides critical access to shopping, medical facilities, and schools.
- Largely funded by \$14M one-time grant by Sacramento Transportation Authority's Neighborhood Shuttle Program
 - One-time funds ran out in 2022, since, SacRT has shouldered 90% of the cost.



Budget Considerations and SB 125 Requirements

Pandemic Impact:

- Severe operating deficits for transit nationwide. “Transit fiscal cliff”

Legislative Requirements:

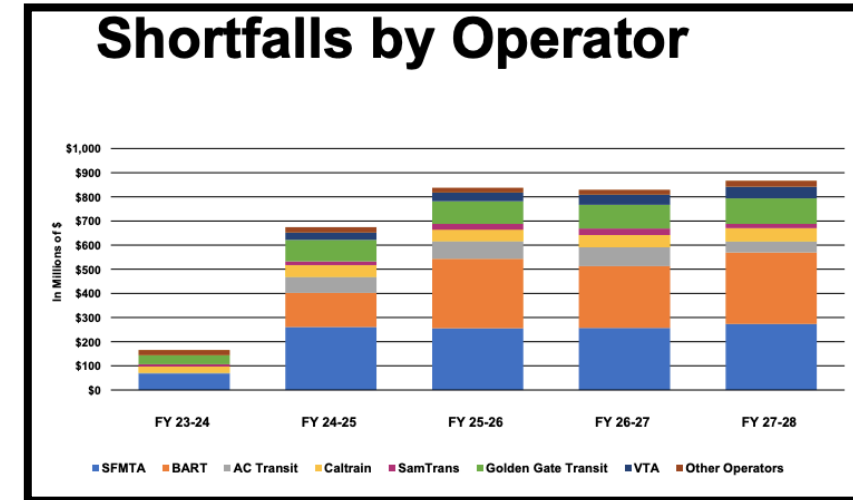
- **SB125** transit relief package requires long-term fiscal sustainability financial plan

Budget Considerations:

- Proactive steps to achieve budget savings to match available revenues in FY26 and FY27 is essential

SmaRT Ride Annual Cost:

- **\$8.4 million** plus capital (\$10.2M total cost)





SmarT Ride Lessons Learned

SmarT Ride fills a mobility need

- Connected people in areas not served by transit
- On-demand service is attractive for only \$2.50
- Wait times often exceeded 30 minutes
- Difficult to handle high demand events

SmarT Ride is used by transit dependent riders

- Wheelchair accessibility is essential!

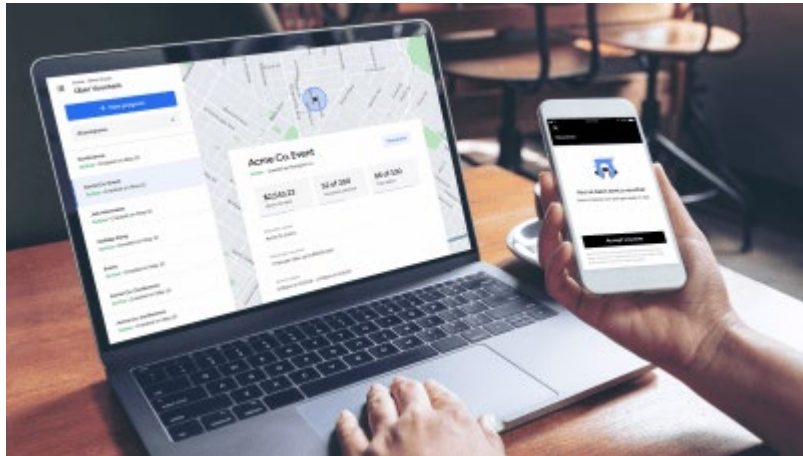
SmarT Ride is **expensive** to operate

- SmarT Ride required a large staff to manage
- Maintenance and storage of 45 shuttle fleet
- **Average cost over \$47 per rider; 2% farebox**

Previous Rideshare Voucher Proposal

Previously Proposed Program Details:

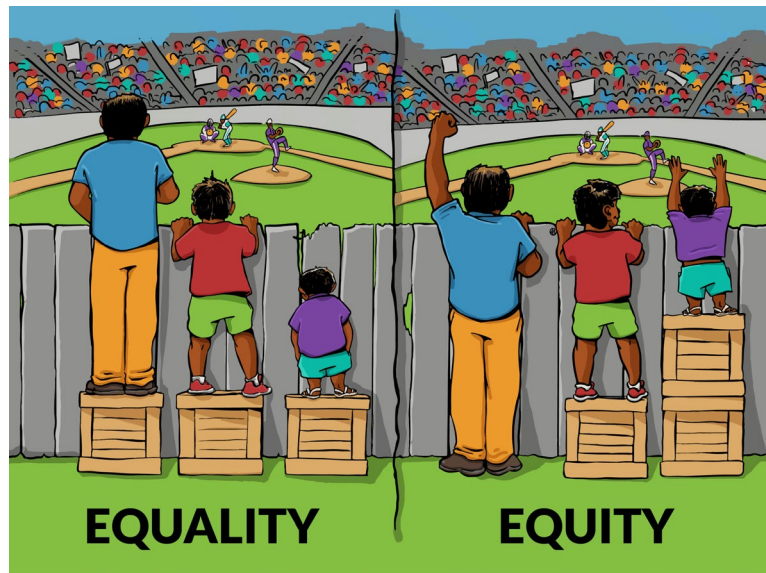
- Customer pays first \$5 and SacRT pays next \$5.
- Average ride of \$13 means rider would pay \$8 per ride.
- 20 vouchers per month
- Geographically restricted to current 9 zones
- Available M-F, 7 am to 7 pm



Previous Rideshare Voucher Proposal

Concerns we Heard:

- Rider cost for new voucher program was much higher than \$2.50 rate.
 - **Equity** concern
- **Wheelchair accessible vehicles** are of limited availability.
- Examples of **service dogs** not being able to ride along.



How do we evolve SmaRT Ride
to serve the most vulnerable
people, while being fiscally
responsible?

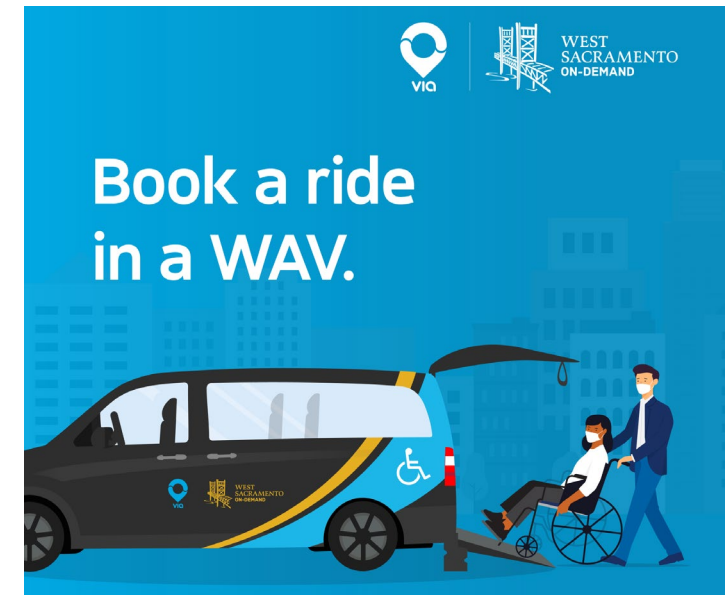
Agency Peer Review

Shared Mobility							Rideshare			
	SacRT Smart Ride	Trinity Metro (Fort Worth)	West Sacramento	Bee Line Yolo TD	SMART (Marin)	NCTD Microtransit (New)	NCTD Rideshare (Discontinued)	Golden Empire Transit Rideshare	Livermore (LAVTA)	Solano (STA)
Delivery Model	Directly Operated	Purchased Transportation	Purchased Transportation	Purchased Transportation	Purchased Transportation	Purchased Transportation	Rideshare Discount +Purch Transp WAVs	Rideshare Discount +Purch Transp WAVs	Rideshare Discount	Rideshare Discount
Vehicles	Agency-branded Agency-Owned	Agency-branded Contractor-owned	Agency branded Contractor-owned	Agency-branded Agency-owned	Agency-branded Contractor-owned	Agency-branded	Private Uber/Lyft Agency-Brand WAVs	Private Uber/Lyft Agency-Brand WAVs	Private Uber/Lyft Taxi Company WAVs	Private Uber/Lyft vehicles only
Reportable To NTD	Yes	Yes	N/A - Not an FTA recipient	Yes	Yes	Yes	No (except WAVs)	No (except WAVs)	No	No
Reservations	Agency app	Agency app	Via app	Agency app	The Routing Company app	Agency app	Uber/Lyft app	Uber/Lyft app	Uber/Lyft app	Uber/Lyft app
Partners	Via (Software only)	Via (Turnkey/MaaS)	Via (through subsidiary)	Transdev (Ops) RideCo software	The Routing Company	MV (Ops) Spare software	Uber, Lyft and TripShot	Uber, Lyft Via (for WAVs)	Lyft, Uber, and taxicab company	Lyft, with Uber option
Boundaries	Zones (9)	Zones (6)	Entire area (fairly small)	Zones (3)	Zones (2)	Zones (4)	Zones	Entire area	Entire area	Entire area
Travel Restrictions	Many-to-Many	Many-to-Many	Many-to-Many	Many-to-Many Plus Intercity	Many-to-Many	Many-to-Many	Many-to-Many	Many-to-Many	Many-to-Many	Hot Spots (12)
Pricing	\$2.50 single Passes allowed	\$3.00 single Passes allowed	\$3.50 single Senior & Disabled Passes allowed	\$2.00 single Passes allowed	\$1.50 single	\$5.00 single	Cost of ride after \$2.50 base fare, up to \$7.50 50 trips/mo cap	Cost of ride after \$3.00, up to \$7.00 40 trips/mo cap	50% of ride cost, up to \$5.00	80% of ride cost, up to \$25 45 trips/mo cap
Cost Per Year	\$8.3 million		\$3.2 million	\$2.1 million		\$600k to \$1.0m	\$250 total per year	\$1 million (estimate)	\$75,000 (Year 1) \$550,000 (ongoing)	\$100,000 (Year 1) \$380,000 (ongoing)
Ridership	700 per day 180,000 per year	1,500 per day	600 weekdays 340 weekends 200,000 per year	200 per day? (Awaiting data)			1 ride per day	325 per day (estimated)	85-100 per day	10-15 per day
Timeline	Launched 2018	Launched 2019	Launched 2018	Launched 2023	Launched 2023		2019	Proposed for August 2024	2015; expanded in 2020	2017

New Transportation Disadvantaged Shared Mobility Pilot

Program Details:

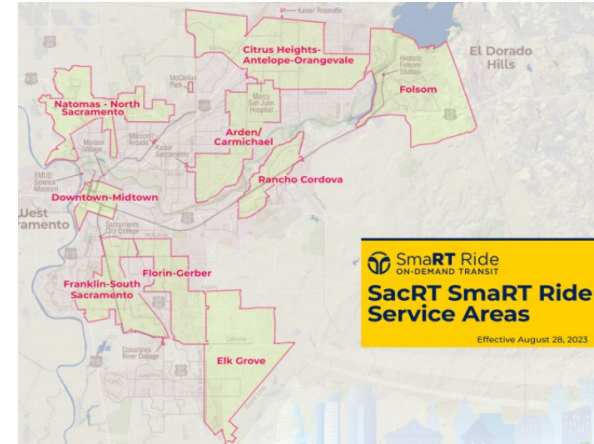
- To save resources, focus on most **vulnerable populations**:
 - Priority: Low-Income, Persons with a Disability, Seniors, and Students
- To be eligible, **riders must sign-up** and be validated (DHA, CalFresh, SSI, SNAP)
- All vehicles will be **wheelchair accessible** and allow service dogs.
- Total budget of approx. \$1.5M/yr
 - Avg cost of **\$16 per rider**



New Transportation Disadvantaged Shared Mobility Pilot

Service Model:

- Service operated by Via.
 - Same provider as **West Sacramento**
 - Via provides passenger vans, drivers, and booking service.
- Advance booking of rides available for low-income and disabled on **app** or by **calling customer service**.
- Service provided within **existing SmART Ride Zones**.
- As a premium service, customer pays **\$2.50**
 - Less than SacRT Go
 - Passes no longer accepted



Implementation Timeline

Public/Partner Outreach	Oct-Nov 2024
Award Contract(s)	Nov-Dec 2024
Registration for New Shared Mobility Pilot	Early/Mid Dec 2024
End of SmaRT Ride	Dec 31 st 2024
Launch New Shared Mobility Pilot Program	Jan 1 st 2025

STAFF REPORT

DATE: October 14, 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

October 28, 2024
1102 Q Street - SacRT Auditorium
4:00 P.M.

Quarterly Retirement Board Meeting

December 11, 2024
1102 Q Street - SacRT Auditorium
1:00 P.M.

Mobility Advisory Council Meeting

October 17, 2024
1102 Q Street - SacRT Auditorium
2:30 P.M.

How to Deploy the Ramp on the New S700 Low-Floor Trains

For riders using mobility devices or needing to use the deployable ramp on the new S700 low-floor light rail vehicles, please follow these steps:

- **Press the Button:** When you approach the stopped train, press the blue button with the wheelchair icon located next to the door.
- **Wait for the Doors to Close:** After pressing the button, the doors will first close. This is normal and allows the ramp to deploy safely.
- **Ramp Will Deploy:** Once the doors are fully closed, the ramp will begin to deploy. Please wait for the ramp to extend. Once the ramp is fully deployed, the door will reopen for riders to board using the ramp.
- **Exiting the Train:** Once the doors are open and the ramp is fully deployed, please exit the train facing the doors, not backwards.

Learn more about how to ride the new S700 low-floor light rail trains at sacrt.com/newtrains.

Service Disruptions Due to Ironman California Triathlon

SacRT will have limited services in downtown Sacramento on Sunday, October 27, 2024, due to road closures for the Ironman California Triathlon. Fixed-route bus and light rail services will not operate in parts of downtown Sacramento from noon until the end of service due to the race.

SacRT will operate special shuttle buses (bus bridges) to get riders to select bus stops in between the closed stations; however, SacRT will NOT be able to serve any light rail stations or major bus stops in between.

Gold Line Bus Bridge: Sacramento Valley Station and 13th Street Station NO STOPS IN BETWEEN.

Blue Line Bus Bridge: Gold Line and 10th & K/11th & K (Cathedral Square) NO STOPS IN BETWEEN.

Bus detours on bus routes 11, 30, 38, 51, 62, 86, 88 and 142. Learn more at sacrt.com/Ironman.

GoldenSky – Friday October 18th – Sunday October 20th

To reduce traffic congestion, SacRT is providing free rides on fixed-route bus and light rail with proof of a valid event ticket (wristband). Buses will travel between the 8th & K bus stop in downtown Sacramento to and from the stop located in front of the ARCO station on Jibboom Street (near Discovery Park). Visit sacrt.com/goldensky for the supplemental bus schedule.

Detours are expected on SacRT bus routes in the downtown area. Please allow for extra travel time during these dates. For details, please visit sacrt.com/alerts.

Help SacRT Ensure a Safe and Respectful Ride for Everyone – Participate in Our Safety Survey

SacRT launched a survey to enhance safety and create a more respectful ride across our transit system. We're asking for your input on key safety concerns, including the frequency and types of street harassment, and how perceptions of safety influence your decision to ride. Your feedback will help shape a safer, more inclusive experience for all riders.

How to Take the Survey:

We'll be conducting surveys at stations, on buses and trains, and online throughout October 2024. The survey is available in English, Chinese, Russian, Spanish, and Vietnamese.

[Click Here to Take the Survey](#)

Earn a \$10 Credit:

As a thank-you, riders who complete the survey will receive a \$10 credit applied to their Connect Card or ZipPass account.

Why This Matters:

The survey is part of a statewide initiative led by California Senate Bill 1161 (2022), which directed the Mineta Transportation Institute at San Jose State University to create a tool to gather information about street harassment on public transit. California Senate Bill 434 (2023) now requires the 10 largest transit agencies in the state, including SacRT, to use this tool to reach riders from underrepresented communities and those impacted by street harassment, ensuring their voices are heard and their safety concerns are addressed.



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SACRAMENTO
REGIONAL TRANSIT

GM/CEO Update

October 14, 2024

APTA TRANSform Conference



Best Practices on Hiring and Recruitment



Innovation in Safety and Security



Transforming Transit in the Golden State



A graphic with a blue background and dark blue curved borders. At the top center is a white shield icon with a checkmark. Below it, the text "Your Voice, Prioritizing Safety Together" is written in white. The word "Safety" is circled in a dark blue hand-drawn style. At the bottom center is a yellow rounded rectangle containing the text "Take the Survey" in black.

Your Voice,
Prioritizing Safety
Together

Take the Survey

www.sacrt.com/ridersurvey

Aftershock Music Festival



Le Dinner en Blanc



Sister City Delegation - Jinan





STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Priscilla Vargas, ADA Compliance Officer
SUBJ: MOBILITY ADVISORY COUNCIL MEETING SUMMARY –
SEPTEMBER 19, 2024

RECOMMENDATION

No Recommendation - For Information Only.

SUMMARY

The following is a summary of the Mobility Advisory Council Meeting (MAC) Meeting held on September 19, 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

- Ms. Bachrach commented on the new S700 vehicles.
- Mr. Peña commented on SmaRT RIDE services ending.
- Ms. Harper commented on SmaRT RIDE and how much it has helped her.

Item 5. Chair Report

Item 6. Old Business

A. SmaRT RIDE Update: Laura Ham, VP Planning, Grants and Procurement and James Drake, Senior Planner, discussed the discontinuation of SmaRT RIDE. Ms. Ham explained that the SmaRT RIDE service was funded with a \$14M grant from the Sacramento Transportation Authority (STA) for neighborhood shuttle service. SacRT currently receives \$800,000 annually to continue this service, but the annual operating costs are \$8.4M. SacRT developed a proposal for a subsidized rideshare program to replace SmaRT RIDE. Several comments were received by MAC members and the public.

- B. Cal Integrated Travel Project Update: Casey Courtright, Director Office of Management and Budget presented a new account and fare based ticketing system that can be integrated in the existing fleet of vehicles.
- C. Watt I/80 Transit Center Improvement Update: Jenny Niello, Principal Civil Engineer. This item was tabled until the October 17 MAC meeting.
- D. S700 LRV Post Launch Update: Anthony DiCristofano, AVP of Operations and Michael Cormiae, Director Light Rail Maintenance provided an update on the S700 light rail fleet indicating it has been a successful roll out.

Mr. Thom asked if they were monitoring the bicycle issue. Mr. Cormiae stated they are working with events to monitor the issue.

Mr. Tardaguila suggested that the operator deploy the ramp when they arrive at the station because not everyone can push the button.

Item 7. New Business

- A. TC&P Meeting on September 5, 2024, Update: Helen O'Connell, TC&P MAC Chair provided a summary of the items discussed including Operator Training and Sacramento County Emergency Preparedness plans for people with disabilities.
- B. SacRT GO – UZURV GPS and Locations Report: Kathy Sachen, Paratransit Operations Manager discussed SacRT GO's approach to re-pin locations in the service area that require correction for drop off and pick up locations.

Item 8. Other Business

Item 9. Announcements/Council Members Request for Information

- Ms. Vargas announced that Blanca Salcedo was promoted to VP of Operation as Carmen Alba recently departed SacRT.

Item 10. Adjournment

The next MAC meeting is scheduled for November 21, 2024, from 2:30 p.m. – 4:30 p.m. and will be held at the Q Street Auditorium.

STAFF REPORT

DATE: October 14, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Sarah Poe, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY MEETING
SUMMARY OF SEPTEMBER 20, 2024

RECOMMENDATION

No Recommendation - For Information Only.

Chair Pat Hume was not present for the San Joaquin Joint Powers Authority on September 20th, 2024 (11:00 a.m.)

Meeting Notes

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

Item 2. Public Comments

- See Item 5.

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 to Modify the Route 7 (Martinez-Santa Rosa-Cal Poly Humboldt) Service Schedule Including Eliminating the Seasonal Stop at Discovery Kingdom (City of Vallejo) and Authorizing the Executive Director to Execute Any and All Documents Related to Modifying the Route 7 Schedule (Dan Leavitt)

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 expand the Merced Maintenance Facility to be used by both ACE San Joaquin.
- SJJPA staff have been coordinating with the California High Speed Rail Authority during development.

Public Comments:

- A public participant asked to table the item until there is confirmation that operators will hold/wait for late buses so people will not miss their connection
- The General Manager at partner agency confirms the change will work well and appreciated working with SJJPA staff

Board Vote:

- Item was passed unanimously

Item 5. Antioch Station History and Update

Staff Comments:

- SJJPA Executive Director shared that the staff's goal is to find a solution, or alternatives to closing the station, which requires collaboration with the City of Antioch; however, communication with the City has been challenging
- Several Board members described the station issues, and information was presented to visually show the unsafe and unsanitary conditions at the station
- Board member communicated Chair Hume's written comments in his absence

Public Comments:

- Mayor of Antioch described the measures taken to increase security and safety, including a fare-only zone to manage loitering, and improved landscaping,
- Member of ACE community group opposed station closure; many residents rely on it
- Member of ACE community group opposed station closure; many communities depend on it; suggested improvements
- Member of ACE community group opposed station closure; multiple closures cause negative effects; suggested clear plans for solutions
- Member of ACE community group opposed station closure
- Member of ACE community group opposed station closure; alternative station is too far
- Member of ACE community group opposed station closure; asked for actual crime statistics
- Member of ACE community group opposed station closure; stated it is discriminatory
- Member of ACE community group opposed station closure; Amtrak police should assist
- Racial Justice Alliance member opposed station closure; encouraged Antioch mayor to improve station conditions
- Member of ACE community group opposed station closure; affects many communities
- Racial Justice Coalition member opposed station closure; SJJPA responsible to grow ridership
- Richmond City Council member opposed station closure; community presence was missing from outreach about the closure; inquired about crime stats vs other stations
- Antioch resident opposed station closure; did not see community outreach
- Antioch resident opposed station closure; need more resources to revamp station
- Member of ACE community group opposed station closure; reinvest in public transit
- Public participant opposed station closure; puts strain on union workers
- Resident of Antioch opposed station closure; community is starting to revive and losing station will be detrimental
- Public participant opposed station closure; supports dependent communities
- Public participant opposed station closure; encouraged improving communication
- Public participant opposed station closure; Oakley station is not an alternative
- Transbay Coalition member opposed station closure; crime data does not support the reported unsafe conditions
- Transbay Coalition member opposed station closure; increased access to destinations should not be cut

- Movement Legal Services attorney opposed station closure; reverse decision to decommission the station
- Racial Justice coalition member opposed station closure; stated an equity issue
- Public participant opposed station closure; City needs investments, not closures
- Public participant opposed station closure; City's use of redevelopment dollars

Board Vote:

- Item is information; no vote was held

Board Comments:

- Member Burgess is committed to helping the City of Antioch and community
- Member Young urges community members to work with City Council and is supportive of finding solutions
- Member Chiesa stated safety is the priority and is committed to the path forward
- Member Verboon urged the community members to rely on their elected officials
- Member Gonzalez was in favor of collaborating to identify a common solution

Item 6. The Rail Academy of Central California (TRACC) Graduation Update (Megan Craig)

Staff Comments:

- First cohort of The Rail Academy of Central California (TRACC) graduated on Thursday, August 1, 2024
- Ten (10) graduates received their Railroad Operations Certificates

Board Vote:

- Informational only

Item 7. Rail Safety Month Presentation (Cameron Paler)

Staff Comments:

- September is Rail Safety Month, organized by Operation Lifesaver (OL)
- Kicked off with conducting outreach to stakeholder groups along the San Joaquins corridor, including a comprehensive emergency response drill to enhance rail safety
- Staff will utilize social media channels to magnify the Rail Safety message and awareness

Board Vote:

- Informational only

Item 8. San Joaquins Service Update (Nathan Alastra/David Lipari)

Staff Comments:

- Staff provided an update of increased ridership and revenue year-over-year for most of the fiscal year 23/24
- Marketing and Outreach continued activities on train and thruway bus corridors and Revenue Management Pilot is expected to accelerate revenue ridership growth
- OTP has trended upwards for FY23/24 with increases during spring and early summer

Board Vote:

- Informational only

Item 9. Board Member Comments

Item 10. Executive Director's Report

Item 11. Adjournment

- The next regular meeting is scheduled for Friday, November 22, 2024 – 10:00 a.m.