



Sacramento Regional Transit District Agenda

BOARD MEETING
4:00 P.M., MONDAY, APRIL 28, 2025
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, Dickinson, Hume, Kennedy, Maple, Rohrbough, Schaefer, Serna, Singh-Allen, and Chair Jennings

Alternates: Directors Leary, Lopez-Taff, Rodriguez, Sander and Suen

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 24, 2025
- 2.2 Resolution 2025-04-029: Approving the Fifth Amendment to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. and Work Order 7.4 to the Contract (H. Ikwut-Ukwa)
- 2.3 Resolution 2025-04-030: Approving Amendment No. 2 to Work Order No. 5 to the Contract for On-Call Flagging Support Services with National Railroad Safety Services, Inc. for Additional Flagging Support During Construction of the Dos Rios Light Rail Station Project (H. Ikwut-Ukwa)
- 2.4 Resolution 2025-04-032: Conditionally Approving the Contract for Account-Based Transit Payment Platform with Masabi, LLC (J. Johnson)
- 2.5 Resolution 2025-04-033: Authorize the General Manager/CEO to Execute the Memorandum of Understanding Regarding Coordination of State Transportation Improvement Program Funding Applications and Communication on the Federal Funding Program (Sacramento County) (L. Ham)
- 2.6 Resolution 2025-04-034: Approving Contract Change Order No. 11 to the Contract for Watt/I-80 Transit Center Improvements with Thompson Builders Corporation (H. Ikwut-Ukwa)

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

4. NEW BUSINESS

- 4.1 Information: Fiscal Health Update and Long-Term Outlook (J. Johnson)
- 4.2 Information: Mystery Rider Program Update (L. Hinz)
- 4.3 Resolution 2025-04-031: Declaring Bus Operator Assaults an Emergency, Authorizing the Suspension of Competitive Bidding, and Delegating Authority to the General Manager/CEO to Execute Contracts for Bus Operator Barriers as Necessary to Mitigate the Emergency (L. Hinz) **[Note: Resolution Requires 4/5th vote]**
- 4.4 Chair Appointment: Establishing an Ad Hoc Committee to Provide Support to Sacramento Transportation Authority Board Independent Taxpayer Oversight Committee (S. Valenton)
- 4.5 Information: Report Regarding Amendment No. 1 to Contract Change Order No. 1 and Contract Change Order No. 7 to the Contract for Dos Rios Light Rail Station with DMZ Builders (H. Ikwut-Ukwa)

5. GENERAL MANAGER'S REPORT

- 5.1 General Manager's Report
 - a. Major Project Updates
 - b. SacRT Meeting Calendar
 - c. Next Stop News
 - d. Real Estate Ad Hoc Committee Update
 - e. Monthly RTPS Social Worker Data Report
 - f. Customer Service Response to Feedback and Comments (L. Hinz)

6. REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATION

- 6.1 San Joaquin Joint Powers Authority Special Meeting Summary – March 19, 2025 (P. Hume)
- 6.2 Mobility Advisory Council Meeting Summary – March 20, 2025 (B. Araujo)
- 6.3 Capitol Corridor Joint Powers Authority Meeting Summary – April 16, 2025 - (R. Brewer, T. Schaefer)

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

8. ANNOUNCEMENT OF CLOSED SESSION ITEMS

9. RECESS TO CLOSED SESSION

10. **CLOSED SESSION**

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

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

11. **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 Thursday, May 1st at 2:00 PM and Monday, Saturday, May 3rd 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: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Tabetha Smith, Clerk to the Board
SUBJ: APPROVAL OF THE ACTION SUMMARY OF MARCH 24, 2025

RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
MARCH 24, 2025**

ROLL CALL: Roll Call was taken at 4:03 p.m. PRESENT: Directors Brewer, Budge, Dickinson, Hume, Kennedy, Rohrbough, Serna and Chair Jennings. Absent: Directors Maple, Schaefer, and Singh-Allen.

1. PLEDGE OF ALLEGIANCE

2. CONSENT CALENDAR

- 2.1 Motion: Approval of the Action Summary of March 10, 2025
- 2.2 Resolution 2025-03-022: Authorizing the General Manager/CEO to Release the Sacramento Regional Transit District Preliminary Fiscal Year 2026 Operating and Capital Budget, and Set a Notice of a Public Hearing for May 12, 2025 (J. Johnson)
- 2.3 Resolution 2025-03-023: Ratifying the General Manager/CEO's Execution of the Contract for Insurance Broker Services with Alliant Insurance Services, Inc. and Approving the First Amendment to the Contract to Exercise Option Years 4 and 5 (J. Johnson)
- 2.4 Resolution 2025-03-024: Approving Purchase of Six Replacement Non-Revenue Ford Explorer Vehicles Using State of California Contracts and Delegating Authority to the General Manager/CEO to Award Future Purchase Orders for Non-Revenue Vehicles using State Contracts Until the Funding is Exhausted (B. Araujo)
- 2.5 Resolution 2025-03-025: Authorizing the Submittal of Local Access Fund Administrator Application for the Access for All Program (L. Ham)
- 2.6 Resolution 2025-03-026: Modifying the Fare Structure to Define a "Single-Ride – Electronic Fare Media" and Temporarily Authorizing a New "Contactless Discount Single Ride – Electronic Fare Media" to Include Discounts Offered for Eligible Groups Through the California Integrated Travel Project (J. Johnson)
- 2.7 Resolution 2025-03-027: Authorizing the General Manager/CEO to Execute Agreements and Assurances with the California Governor's Office of Emergency Services for Federal Financial Disaster Relief and Emergency Assistance Programs (L. Ham)
- 2.8 Resolution 2025-03-028: Approving a Contract with CDW Government, LLC for VMware Cloud Foundation License Subscriptions using Sourcewell Contract 121923-CDW (S. Bobek)

Director Comment:

Item 2.4 - Director Dickinson asked that electric vehicles be considered for future non-revenue vehicle purchases.

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

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

Public Comment:

Troy Wilkinson, Strong SacTown, commented on staffing, safety and security on light rail trains.

Michelle Baker suggested a monthly pass and same day rides be implemented for SacRT Flex.

4. GENERAL MANAGER'S REPORT

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

Henry Li provided a comprehensive capital projects update and responded to Director comments.

Director Comment:

Director Kennedy commented on the new administration and the viability of Federal and State Government grants.

Director Brewer asked about grant application submissions and timelines.

Director Hume commented on the Elk Grove BRT and the Greenline to the airport easement expirations. He also commented on safety and security on the light rail trains.

Director Dickinson commented on the current projects and the need for a local measure to support public transit.

Director Serna emphasized the importance of getting the next measure in support of public transit passed.

Chair Jennings congratulated SacRT staff on the safety awards received in the past six years and commented on the number of jobs that projects will bring to the region.

Public Comment:

Helen O'Connell commented on SacRT's ability to receive state and federal funds, hydrogen stations and the Elk Grove Light Rail and BRT to the Airport.

Mr. Li recognized and complimented the next speaker, ATU President, Crystal McGee Lee.

Crystal McGee Lee provided a brief ATU report.

5. **REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATION**
6. **CONTINUATION OF PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA (If Necessary)**
7. **ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 5:08 p.m.

RICK JENNINGS, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVING THE FIFTH AMENDMENT TO THE CONTRACT
FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020
WITH MARK THOMAS & COMPANY, INC. AND WORK ORDER
NO. 7.4 TO THE CONTRACT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving the Fifth Amendment to the Contract for General Engineering Support Services – 2020 with Mark Thomas & Company, Inc. (“Mark Thomas GESS – 2020 Contract”), will allow for timely execution of multiple Work Orders/Work Order amendments, allow SacRT to move forward with the Dos Rios Station Project and the Watt Avenue/Interstate 80 Transit Center Improvement Project, and ensure continuity of design services for additional projects. Approving Work Order No. 7.4 will restore funding to the Work Order for design support during construction of the Dos Rios Station that was previously approved by the Board.

FISCAL IMPACT

The Mark Thomas GESS – 2020 Contract was awarded in 2020 (Resolution No. 20-09-0089) with a Total Consideration amount of \$3,000,000.00. The Third Amendment to the Contract increased the Total Consideration by \$1,000,000.00, to \$4,000,000.00 (Resolution No. 2023-06-067). Funds are encumbered and applied against the Total Consideration for specific projects as Work Orders are issued.

To date, 24 Work Orders (some of which have been amended) have been issued under the Contract. When the Board was asked to approve Work Order No. 7.2 in March (for design support during construction of the Dos Rios Station project), that action inadvertently put the value of all Work Orders above the maximum total consideration amount, to \$4,582,679.21, although the costs actually incurred and invoiced remain well below that amount.

After this issue was identified, Staff issued Work Order No. 7.3 to reduce the maximum allowable total consideration for design support for the Dos Rios Station project and bring the total for all issued Work Orders under the maximum total consideration amount. However, there is a continuing need for design support services for the Dos Rios Station

project. In addition, Work Order No. 25 for \$45,483.91 for required bridge inspections is pending and further Work Orders may be required prior to the Contract expiration in September 2025.

Staff is therefore requesting that an additional \$1,000,000.00 be added to the Contract Total Consideration (through the Fifth Amendment) to allow for continued services until the end of the Contract term. The funding sources will be identified for each individual Work Order as it is approved by the General Manager or Board, as applicable.

In addition, Staff is requesting that the Board approve Work Order No. 7.4 to restore the required funding for design support during construction of the Dos Rios project. The funds for this Work Order amendment (\$592,810.71) were already budgeted and the expenditure was approved by the Board in March with the approval of Work Order No. 7.2.

DISCUSSION

The base term of the Mark Thomas GESS - 2020 Contract was extended by two years as part of the Third Amendment and will expire September 20, 2025. Increasing the maximum total consideration and approving Work Order No. 7.4 will allow for new Work Orders to be issued and existing Work Orders to be amended through the end of the Contract term to provide needed engineering support.

RESOLUTION NO. 2025-04-029

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

April 28, 2025

APPROVING THE FIFTH AMENDMENT TO THE CONTRACT FOR GENERAL ENGINEERING SUPPORT SERVICES – 2020 WITH MARK THOMAS & COMPANY, INC. AND WORK ORDER NO. 7.4 TO THE CONTRACT

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 General Engineering Support Services – 2020 by and between the Sacramento Regional Transit District (therein “SacRT”) and Mark Thomas (therein “Consultant”), whereby the Total Consideration is increased by \$1,000,000.00, from \$4,000,000.00 to \$5,000,000.00, is hereby approved.

THAT, Work Order No. 7.4, whereby the total not-to-exceed amount for design support during construction for the Dos Rios Station project is increased by \$592,810.71, from \$688,023.13 to \$1,280,833.84, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute the Fifth Amendment and Work Order No. 7.4.

RICK JENNINGS, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVING AMENDMENT NO. 2 TO WORK ORDER NO. 5 TO THE CONTRACT FOR ON-CALL FLAGGING SUPPORT SERVICES WITH NATIONAL RAILROAD SAFETY SERVICES, INC. FOR ADDITIONAL FLAGGING SUPPORT DURING CONSTRUCTION OF THE DOS RIOS LIGHT RAIL STATION PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Amendment No. 2 to Work Order No. 5 to the Contract for On-Call Flagging Support Services will provide additional funding and extend the duration of work to allow National Railroad Safety Services, Inc. (NRSS) to provide additional flagging support during the construction of the Dos Rios Light Rail Station Project (Project) by DMZ Builders (DMZ) through July 3, 2025, by which time it is anticipated that the Transit and Intercity Rail Capital Program (TIRCP) funds will be available to fund Work Order No. 6 and Work Order No. 6 will be executed.

FISCAL IMPACT

Amendment No. 2 to Work Order No. 5 will increase the Work Order not-to-exceed for flagging support during construction of the Project by \$159,390, from \$145,222 to \$304,612. This amendment is fully funded through State funds.

DISCUSSION

SacRT is required by the Public Utilities Commission (General Order 175-A) to provide roadway worker protection, also known as railroad flagging, to support all activities in the SacRT rail right-of-way and infrastructure and systems. Under normal circumstances, the SacRT Light Rail Maintenance Department provides these services. However, at times the demand for railroad flagging exceeds the capacity of the department's personnel resources. To alleviate this problem, SacRT solicited bids from third party contractors to provide flagging services under a general On-Call Flagging Support Services Contract.

On December 11, 2023, the Board awarded three on-call contracts for railroad flagging support services for ongoing SacRT construction projects and third parties requesting access to SacRT's right-of-way, including a contract with NRSS.

The Dos Rios Light Rail Station construction contractor, DMZ, requires flagging services to construct the new tracks and light rail station. Due to SacRT's limited internal resources and its own ongoing maintenance obligations, the SacRT Light Rail Maintenance Department is unable to provide the required flagging services internally and requested assistance from NRSS.

On December 3, 2024, Work Order No. 5 was executed by the General Manager in the amount of \$145,222 for NRSS to provide flagging support through January 31, 2025 for the construction of the Project. On February 4, 2025, Amendment No. 1 to Work Order No. 5 was executed to extend the performance of work to March 31, 2025.

On February 10, 2025, the Board conditionally delegated authority to the General Manager/CEO to approve and execute Work Order No. 6 for flagging support services for the construction of the Project once the State of California (State) releases the TIRCP funds to SacRT (Resolution No. 2025-02-012). To date, the State has not released the TIRCP funds.

Under Amendment No. 2 to Work Order No. 5, NRSS will provide additional flagging support for the Project until July 3, 2025. The additional funding is anticipated to be sufficient to provide all required flagging support until TIRCP funds are released and Work Order No. 6 is executed. But if additional time or funds are still required before the release of TIRCP funds, an additional amendment may need to be processed at a later date.

RESOLUTION NO. 2025-04-030

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

April 28, 2025

APPROVING AMENDMENT NO. 2 TO WORK ORDER NO. 5 TO THE CONTRACT FOR ON-CALL FLAGGING SUPPORT SERVICES WITH NATIONAL RAILROAD SAFETY SERVICES, INC. FOR ADDITIONAL FLAGGING SUPPORT DURING CONSTRUCTION OF THE DOS RIOS LIGHT RAIL STATION PROJECT

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

THAT, Amendment No. 2 to Work Order No. 5 to the Contract for On-Call Flagging Support Services between Sacramento Regional Transit District, therein referred to as "SacRT," and National Railroad Safety Services, Inc., therein referred to as "Contractor," whereby the Contractor agrees to provide additional flagging services in support of the Dos Rios Light Rail Station Project and the not-to-exceed amount for the Work Order is increased by no more than \$159,390, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute the foregoing Work Order amendment.

RICK JENNINGS, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: CONDITIONALLY APPROVING THE CONTRACT FOR
ACCOUNT-BASED TRANSIT PAYMENT PLATFORM WITH
MASABI, LLC

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Resolution will conditionally approve a Contract for Account-Based Transit Payment Platform (Platform) with Masabi, LLC (Masabi) that will allow SacRT and other regional transit agencies, to move forward with a long-term contactless fare payment system.

FISCAL IMPACT

The proposed implementation fees of \$336,118.80 will be funded by a Transit and Intercity Rail Capital Program (TIRCP) grant and will not impact the Operations budget.

The first annual fixed fee will be \$153,972.96. plus an applicable Consumer Price Index (CPI) increase calculated at the time the payment is due, which will be at full system acceptance. These fees will further escalate annually in line with CPI adjustments. The fixed fees will be due in full annually in advance.

The intent is that the other regional transit agencies will pay a portion of these fees; however, if other Transit Partners choose not to participate (either initially or at a later point in time), SacRT will be fully financially liable for all costs associated with this Contract.

In addition to the fixed annual fees, SacRT (and the Transit Partners) will pay transaction fees for each ticket or pass processed through the Platform as shown in Table 3 below. Based on the invoicing and payment timeline for these fees, SacRT will likely be responsible for paying the fees on behalf of the Transit Partners and then seeking reimbursement.

It is important to note that the proposed FY2026 budget includes mobile application (currently ZipPass) fees sufficient to cover any transactional fees that may be incurred in FY 2026 as well.

The initial term of the Contract will be for 5 years, with a SacRT option to extend for up to 2 additional 1-year terms. While SacRT typically has the right to terminate contracts for convenience without penalty, the negotiated terms of this Contract will require SacRT to pay a penalty of up to \$450,000.00 for an early termination for convenience.

DISCUSSION

SacRT, El Dorado Transit, Placer County Transit, Roseville Transit, South County Transit/Link (SCT), Yolo County Transportation, and Yuba-Sutter Transit (collectively, "Transit Partners") previously issued a request for a Best and Final Offer ("BAFO") under the California Master Service Agreements for Contactless Payment Provision: Categories A (Payment Acceptance Devices) and B (Transit Processor Services) and have proceeded with award of contracts for those goods and services to Kuba, Inc. and Littlepay, Inc., respectively. SacRT launched these contactless services on April 1, 2025.

The "Platform" will provide electronic ticketing options to the customers of the Transit Partners with a specific focus on market segments, fare products, and payment methods that are not sufficiently covered by the contactless card (pre-paid, debit, and credit) payment option. The Platform will ultimately integrate with the contactless payment validators.

A Request for Proposals was issued on April 15, 2024, and SacRT received six proposals in July 2024. Staff reviewed and evaluated each proposal individually and invited the three top-ranked proposers to provide demonstrations of their product to further assess their ability to meet SacRT's needs. Based on the provided proposals and subsequent demonstrations, Masabi was deemed the most qualified proposer to provide the Platform. Staff has engaged in negotiations with Masabi over the last six months to finalize the Contract terms and conditions and fees.

The negotiations have concluded, and Staff has determined that the pricing offered by Masabi, including for the optional items, is fair and reasonable by comparison to other proposals.

Masabi's "Just Ride" fare payment platform provides passengers with a world class experience. Combining fare payment, trip planning, rider alerts, and enhanced messaging, among other features, passengers will no longer have to carry smart cards in their wallet or manage multiple online accounts to enjoy SacRT's and its regional partners' services. SacRT envisions the new Platform from Masabi to be a one-stop fare payment and trip planning shop for nearly all SacRT riders.

The Platform will be rolled out in multiple phases to provide a smooth transition for customers. The first phase of the project will introduce the new consolidated mobile fare payment application for SacRT and YoloBus passengers (YoloBus also currently uses ZipPass application). During this phase, SacRT and YoloBus passengers will download the new mobile application (yet to be named) and be able to enjoy the features provided within the base mobile ticketing application, including but not limited to, fare payment and trip planning. Tickets and passes will be validated visually during this implementation phase, similar to SacRT's current mobile app, ZipPass. However, additional features

included in the new mobile application will greatly increase the reach of the application to include riders receiving third-party subsidies that were unable to easily integrate into ZipPass.

State employees, college students and recipients of benefits from some social service agencies, among others, will all have access to SacRT fares on their mobile device for the first time without having to go through cumbersome processes to receive reimbursement. SacRT anticipates that Phase 1 of the project for SacRT and YoloBus will be completed by October 30, 2025. As the new mobile application is released to the public, SacRT will ensure that existing passengers using the current mobile application are notified to facilitate a smooth transition.

Passengers will also be able to add fare to the mobile application through a third-party retail network to be established by Masabi, creating additional options for passengers to convert cash to mobile fares.

Phase 2 of the project will integrate the new mobile application with the Kuba hardware (Tap2Ride system) installed on SacRT's bus and SacRT GO fleet. Mobile application users will electronically validate their tickets and passes directly on the Kuba hardware. Electronic validation will provide both SacRT and its passengers with even more benefits, including faster boarding times with little-to-no operator interaction, improved data location, and reduction in potential fraud. Phase 2 of the project (for SacRT) is scheduled to conclude April 30, 2026.

The other Transit Partners will be implemented in phases, beginning after SacRT, starting in summer 2026. Assuming all Transit Partners choose to participate, full system acceptance for all Transit Partners is anticipated by October 30, 2026.

Additional Contract options include: (1) integration of closed loop cards, which would provide a more direct replacement for the Connect Card system, (2) more in-depth integrations with the back office of the open loop fare system supported by Cal-ITP, (3) distance-based fares, and (4) customer rewards programs. Staff would return to the Board to exercise desired options if funding is available and a clear need and/or benefit to the region's passengers is presented.

Acting on behalf of the Transit Partners, SacRT will enter into the Contract with Masabi and subsequently enter into cost-sharing agreements with each of the other Transit Partners. Masabi's proposal includes one-time implementation fees (funded by a TIRCP grant), fixed annual fees, and transaction fees. The fixed annual fees and transaction fees will be shared with participating Transit Partners, with the allocation model still to be negotiated. If agreement is not reached, SacRT will remain responsible for these costs. Tables 1-3 below display the fee structure included in the Contract:

Table 1 (Base Implementation Fees)

Base Scope Implementation Fees	
1A-1. Standard Implementation [Section 3.4, 3.5 and 3.6 SOW]	\$ 261,474.00
1A-2. Implementation Associated with Fare Inspection Application, if any [Section 3.8.5 SOW]	Not Applicable
1A-2bis. Support During Implementation	\$ 74,644.80
Subtotal	\$ 336,118.80

Table 2 (Fixed Annual Fees)

1B. Fixed Annual Fee(s)*		Annual Fee
Level 2 and Level 3 Customer Support - [Section 3.8.1 SOW]	Entire System	\$ 18,661.20
Licensing and Maintaining Fare Inspection Application - [Section 3.8.5 SOW]	Fare Inspection	\$ 18,661.20
Back Office, Risk and Debt Management - [Section 3.8.6 and 3.8.7 SOW]	Entire System	\$ 18,661.20
Retail Application - [Section 3.8.8 SOW]	Entire System	\$ 18,661.20
Centralized Data Portal - [Section 3.8.9 SOW]	Entire System	\$ 60,666.96
Customer Service Application - [Section 3.8.10 SOW]	Entire System	\$ 18,661.20
Subtotal	Entire System*	\$ 153,972.96

**Fees will be increase based on annual CPI index increases throughout the term of the Contract.*

Table 3 (Transaction Fees)

Transaction Revenue Share Fees	Percentage
Mobile App and Website Fee as a % of Total Monthly Revenue Processed through Mobile App and Website	1.75%
Gateway/Payment Processor/Acquirer Fee as % of Total Monthly Revenue Processed through Mobile App and Website	0.35%
% of Total Monthly Revenue Processed through Institutional Partners*	1.75%
Third Party Retail Network Fee as a % of Total Revenue Processed through Third Party Retail Network**	5.00%

**Transactional Revenue Share Fees for College Pass Programs (Los Rios and Sac State) will be fixed at \$60,000 for the first Contract, approximately 1.75% of total fare revenue. This cost will be increased*

annually based on the CPI index increase, and is also subject to increase if the revenues received from colleges vary by more than 10%

***Masabi will act as the Merchant of Record (MoR) for the retail network and will charge a fixed monthly fee of \$750 above the 5.00% transaction fee listed above.*

The fees listed above have been determined to be fair and reasonable based on proposals provided by other vendors during the RFP process. By purchasing an off-the-shelf ABT system, SacRT is able to save time and money on implementation services.

RESOLUTION NO. 2025-04-032

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

April 28, 2025

CONDITIONALLY APPROVING THE CONTRACT FOR ACCOUNT-BASED TRANSIT PAYMENT PLATFORM WITH MASABI, LLC

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

THAT, the Contract for Account-Based Transit Payment Platform by and between the Sacramento Regional Transit District, therein referred to as "SacRT," and Masabi, LLC, therein referred to as "Contractor," whereby Contractor agrees to provide an account-based transit payment platform for SacRT and six Transit Partners for an initial 5-year term, subject to SacRT's payment of implementation fees, fixed annual fees, and transaction fees, as further described therein, is approved, on the condition that no protests are received during the protest period.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute the contract upon satisfaction of the foregoing contingency.

RICK JENNINGS, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, Senior VP, Planning, Grants and Procurement
SUBJ: AUTHORIZE THE GENERAL MANAGER/CEO TO EXECUTE THE MEMORANDUM OF UNDERSTANDING REGARDING COORDINATION OF STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING APPLICATIONS AND COMMUNICATION ON THE FEDERAL FUNDING PROGRAM (SACRAMENTO COUNTY)

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of this action will allow the General Manager/CEO to execute the Memorandum of Understanding (MOU) regarding coordination of State Transportation Improvement Program (STIP) funding applications and communication on the federal funding program (Sacramento County) in substantially the form presented.

FISCAL IMPACT

No fiscal impact as a result of this action.

DISCUSSION

Beginning with SB 45 (Kopp) in 1997, regional and county transportation agencies, specifically Regional Transportation Planning Agencies (RTPAs), were given authority for programming county shares of State Transportation Improvement Program (STIP) funding through a California Transportation Commission (CTC) led process. In this process, each RTPA is tasked with preparing a Regional Transportation Improvement Program (RTIP) consistent with CTC's STIP Guidelines to allocate these funds based on a statutorily defined formula incorporating population (75%) and highway lane miles (25%) as the basis for "county shares."

Sacramento Area Council of Governments (SACOG) serves as the RTPA for Sacramento, Sutter, Yolo, and Yuba counties. SACOG submits its RTIP every two years, programming the county shares of STIP funds for these counties using a pooled competitive approach.

In February 2024, SACOG revamped its STIP funding approach to include both a competitive regional program and individual intra-county competitive programs with a separate call for projects from the federal funding programs. Then in February 2025, SACOG approved a funding estimate for the 2025 Four-County STIP Program, with 90% of each county's share allocated to individual intra-county competitive funding programs, as well as a call for projects. See Table 1, below.

Table 1 County Fund Estimate

County	County Share	Regional (10%)	Intra-County (90%)
Sacramento	\$31,562,377	\$3,156,237	\$28,406,140
Yuba	\$2,801,345	\$280,135	\$2,521,210
Yolo	\$5,965,048	\$596,505	\$5,368,543
Sutter	\$2,255,930	\$225,593	\$2,030,337
Total	\$42,584,700	\$4,258,470	\$38,326,230

At the end of 2024, Yolo County began considering a collectively beneficial approach to the upcoming 2025 Four-County STIP Program with approximately \$5.4 million available for the county. The approach would be to partner through an MOU utilizing formulas to allocate STIP funding across eligible agencies to develop and submit a competitive package of projects to SACOG. This approach would improve the certainty of the funding amounts at the agency level and SACOG has expressed a willingness to support this approach by evaluating projects for competitiveness through a pre-application process. This approach also complements the upcoming competitive federal funding programs which will allow each agency to obtain additional federal funding.

In January 2025, Sacramento Transportation Authority (STA) sent information about Yolo County's approach to several local agencies for consideration. After some positive feedback, STA held a Professional Advisory Group (PAG) meeting in coordination with SACOG and local agencies on February 20th to introduce the approach to a larger group of agencies along with a concept of how it could work for Sacramento County reflecting 22.5% for transit and rail projects and the remaining 77.5% for roads and active transportation projects using a geographic suballocation approach for the County and Cities using the Measure A formula of 75% population and 25% lane miles. The PAG was supportive of bringing this concept forward to the STA Governing Board.

In March, the STA Governing Board received a presentation on the SACOG four-county STIP funding program and approved the proposed strategy for a collectively beneficial MOU approach that enhances funding predictability while maintaining regional competitiveness.

Since the March STA Governing Board meeting, STA has received comments from several agencies on the conceptual draft MOU. An updated version of the MOU, which incorporates the comments received, is attached.

SacRT Staff recommends that the Board authorize the General Manager/CEO to execute the MOU regarding coordination of STIP funding applications and communication on the federal funding program (Sacramento County) in substantially the form presented.

RESOLUTION NO. 2025-04-033

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

April 28, 2025

AUTHORIZE THE GENERAL MANAGER/CEO TO EXECUTE THE MEMORANDUM OF UNDERSTANDING REGARDING COORDINATION OF STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING APPLICATIONS AND COMMUNICATION ON THE FEDERAL FUNDING PROGRAM (SACRAMENTO COUNTY)

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

THAT, the Board hereby authorizes and directs the General Manager/CEO to execute the Memorandum of Understanding (MOU) regarding coordination of State Transportation Improvement Program (STIP) funding applications and communication on the federal funding program (Sacramento County) in substantially the form presented.

RICK JENNINGS, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: APPROVING CONTRACT CHANGE ORDER NO. 11 TO THE
CONTRACT FOR WATT/I-80 TRANSIT CENTER
IMPROVEMENTS WITH THOMPSON BUILDERS
CORPORATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 11 to the Contract for Watt/I-80 Transit Center Improvements (Transit Center) with Thompson Builders Corporation (Thompson) will allow Thompson to relocate Sacramento County's unforeseen fiber optic line and connect it to the service pedestals.

FISCAL IMPACT

CCO No. 11 will add \$159,816.00 to the not-to-exceed amount for the Contract. Contractor will be paid the lump-sum amount \$187,226.00 for the relocation of the County fiber cable due to unforeseen utility conflict. That amount is expected to be partially offset by reductions in the quantity of drainage work required, which will be deducted on a unit-price basis. This CCO will be funded with a combination of FY20 Solutions for Congested Corridors Program (SCCP), FY22 Federal CMAQ, and FY22 Federal 5307 funds.

DISCUSSION

The current Transit Center is one of the busiest transfer centers in the Sacramento region. It has been prone to safety and security challenges because of the location and design, situated both above and below major roadways, with steep enclosed stairwells, and in a high-crime area. The scope of the construction contract includes reconstructing the Transit Center's bus stop waiting areas on Watt Avenue; replacing the stair structures; widening the sidewalks along the Watt Avenue overpass; incorporating improved bike access along the overpass; improving pedestrian access under Watt Avenue from the northbound bus stop to the light rail station; modifying the freeway off-ramps for improved pedestrian access; adding/updating lighting, signage, site furnishings, and fencing; and updating the operator restroom and breakroom.

The Board delegated authority for the GM/CEO to award a construction contract on October 23, 2023, and a construction contract was executed with Thompson Builders Corporation (Contractor) on January 26, 2024. Notice to Proceed was issued on May 9, 2024.

The table below includes all Contract Change Orders issued to date for the Contract:

CCO#	CCO Name	CCO Amount	CCO Total	Contract Total
1	Revised Drainage Plans	\$138,483.00	\$138,483.00	\$19,424,029.04
2	Utility Relocation at West Stair Foundation	\$149,000.00	\$287,483.00	\$19,573,029.04
3	Sewer Drain Relocation	\$23,000.00	\$310,483.00	\$19,596,029.04
4	Asbestos Removal and ADL Limits Clarification	\$7,551.00	\$318,034.00	\$19,603,580.04
5	Contract Time Extension for Resequencing	\$204,700.00	\$522,734.00	\$19,808,280.04
6	Bridge Overhang Modifications, Contract Extension and Misc Items	\$126,334.00	\$649,068.00	\$19,934,614.04
7	Replace Existing Damaged Drain Inlet	\$59,603.00	\$708,671.00	\$19,994,217.04
8	West Barrier Wall Revisions	\$149,000.00	\$857,671.00	\$20,149,217.04
9	West Stair Footing Redesign	\$149,000.00	\$1,006,671.00	\$20,292,217.04
10	Electrical Changes	\$25,000.00	\$1,031,671.00	\$20,317,217.04

The Contract scope included demolition of the center median on the top of the Watt Avenue bridge and required Contractor to protect and maintain Sacramento County's traffic signal interconnect system located at the center median of Watt Avenue. During the Underground Service Alert (USA) utility location marking process, it was determined that in addition to the interconnect (copper coaxial cable), there is also a fiber optic line owned by Sacramento County. The County fiber optic line was not shown in as-built or record drawing documentation known to SacRT, the designer Mark Thomas & Company (MTCO), or the County CMID Inspector assigned to the project; nor was it marked up or noted by the County during its reviews of the project plan set.

As part of CCO No. 5, SacRT granted Contractor a compensable time extension for this differing site condition, but the ultimate plan for relocation of the fiber optic cable was deferred while SacRT's design contractor prepared updated Plan sheets that reflect the relocation.

The existing fiber optic line lays underneath the median, is unprotected, and is not in a conduit. For Thompson to complete the contractual scope of work, the fiber line must be relocated, and the relocated fiber must be cut-over and operational prior to the demolition of the center median.

The new design for the relocated fiber optic line will also affect the connections to the service pedestals at both eastbound and westbound off-ramps from I-80. The pathway of

the relocated fiber optic line will also conflict with a proposed drain inlet and storm drain pipe at the Watt Avenue on-ramp to Auburn Boulevard, which Contractor must now relocate to an existing drain inlet.

RESOLUTION NO. 2025-04-034

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

April 28, 2025

**APPROVING CONTRACT CHANGE ORDER NO. 11 TO THE CONTRACT FOR
WATT/I-80 TRANSIT CENTER IMPROVEMENTS WITH THOMPSON BUILDERS
CORPORATION**

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

THAT, the Contract Change Order No. 11 to the Contract for Watt/I-80 Transit Center Improvements between Sacramento Regional Transit District, therein referred to as "SacRT," and Thompson Builders Corporation, therein referred to as "Contractor," whereby the Contractor agrees to relocate the unforeseen County fiber optic line, connect the relocated fiber optic line to the service pedestals, and modify the drainage as needed, as further specified in CCO No. 11, for an amount of \$159,816.00, increasing the total contract consideration from \$20,317,217.04 to \$20,477,033.04, is hereby approved

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute the foregoing Contract Change Order.

RICK JENNINGS, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Jason Johnson, VP, Finance/CFO
SUBJ: FISCAL HEALTH UPDATE AND LONG-TERM OUTLOOK

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Staff will provide a fiscal health update and long term outlook presentation.

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: MYSTERY RIDER PROGRAM UPDATE

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Staff will provide a Mystery Rider Program update presentation.

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Lisa Hinz, VP, Security, Safety, Customer Satisfaction & Facilities
SUBJ: DECLARING BUS OPERATOR ASSAULTS AN EMERGENCY,
AUTHORIZING THE SUSPENSION OF COMPETITIVE BIDDING,
AND DELEGATING AUTHORITY TO THE GENERAL
MANAGER/CEO TO EXECUTE CONTRACTS FOR BUS
OPERATOR BARRIERS AS NECESSARY TO MITIGATE THE
EMERGENCY

RECOMMENDATION

Adopt the Attached Resolution. (Requires 4/5 Vote)

RESULT OF RECOMMENDED ACTION

The proposed Resolution will declare an operator safety emergency and delegate authority to the General Manager/CEO, or their designee, to authorize the procurement of retrofit bus barriers to support the emergency condition due to the increased severity of assaults on operators.

FISCAL IMPACT

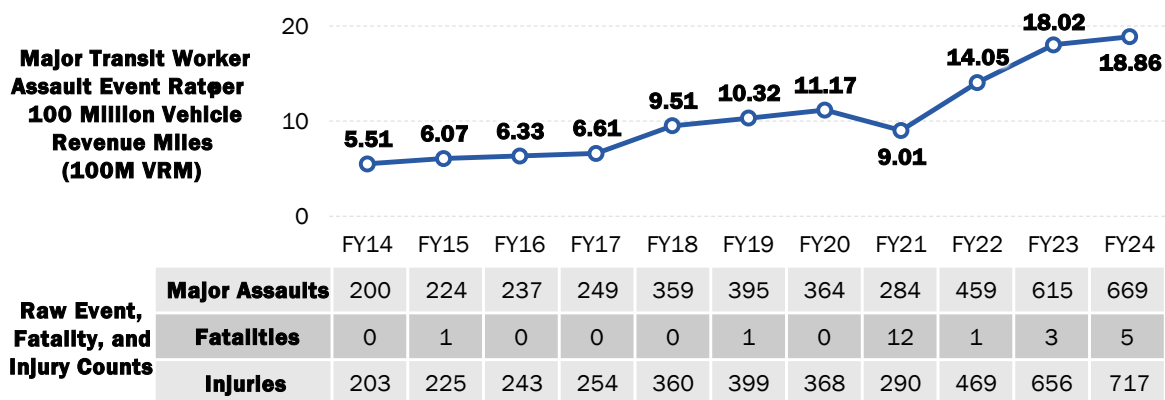
Funding in the amount of \$1,034,522.50, which is inclusive of sales tax, is needed to purchase parts to retrofit 162 forty-foot buses with operator barriers. Staff has secured \$544,289.00 in Measure A funds and is actively pursuing additional funding to cover the balance. SacRT staff will complete the installation in-house. The remaining bus fleet is scheduled for replacement over the next two years and will be equipped with barriers at the time of purchase.

DISCUSSION

Bus operator assaults have increased nationwide, and SacRT is experiencing similar trends. According to the National Transit Database (NTD), from 2014 to 2024, there was an average of 405 assaults against transit workers that occurred annually in transit vehicles. Alarming, major assaults on transit workers, which the FTA defines as an event resulting in a fatality or injury requiring medical transport, tripled between 2014 and 2024. In fact, major assaults alone on transit workers went up 86% from just 2018 to 2024. Despite current efforts to eliminate bus operator assaults through strategies such as de-escalation training, video monitoring, and campaigns to respect operators, assaults are still rapidly increasing.

Under Public Utilities Code section 102222(a), SacRT contracts for the purchase of supplies, equipment, and materials in excess of one hundred twenty-five thousand dollars (\$125,000) must be awarded to the lowest responsive and responsible bidder or, in SacRT's discretion, to the responsive and responsible bidder that submitted a proposal that provides the best value on the basis of the factors identified in the solicitation. With the identification of a prototype to fully enclose the operator seating area, a Board declaration that an emergency situation has arisen resulting in a need to secure bus barrier equipment to protect SacRT's bus operators without conducting a formal solicitation as authorized under Public Utilities Code section 102222(b) is required to accelerate purchase and installation of the barriers to protect the health and safety of SacRT's bus operators.

Major Transit Worker Assaults: FY 2014 /24



• **Source:** National Transit Database (NTD)
FY 2024 data are preliminary.



The primary methods for attacks on operators have consistently been physical assaults with hands or spitting, with assailants exploiting the absence of adequate barriers to commit the act.

Implemented Strategies to Prevent Operator Assaults

SacRT staff has been proactive in our efforts in the research of best practices and analysis of data to implement safety strategies to protect our employees. In collaboration with its Employee Assault Mitigation Task Force, SacRT has been implementing prevention strategies to reduce the risk of safety incidents and create a safer environment for all SacRT employees to safely perform their jobs:

- SacRT buses have up to nine on-board cameras and a DVR
- SacRT buses have emergency buttons

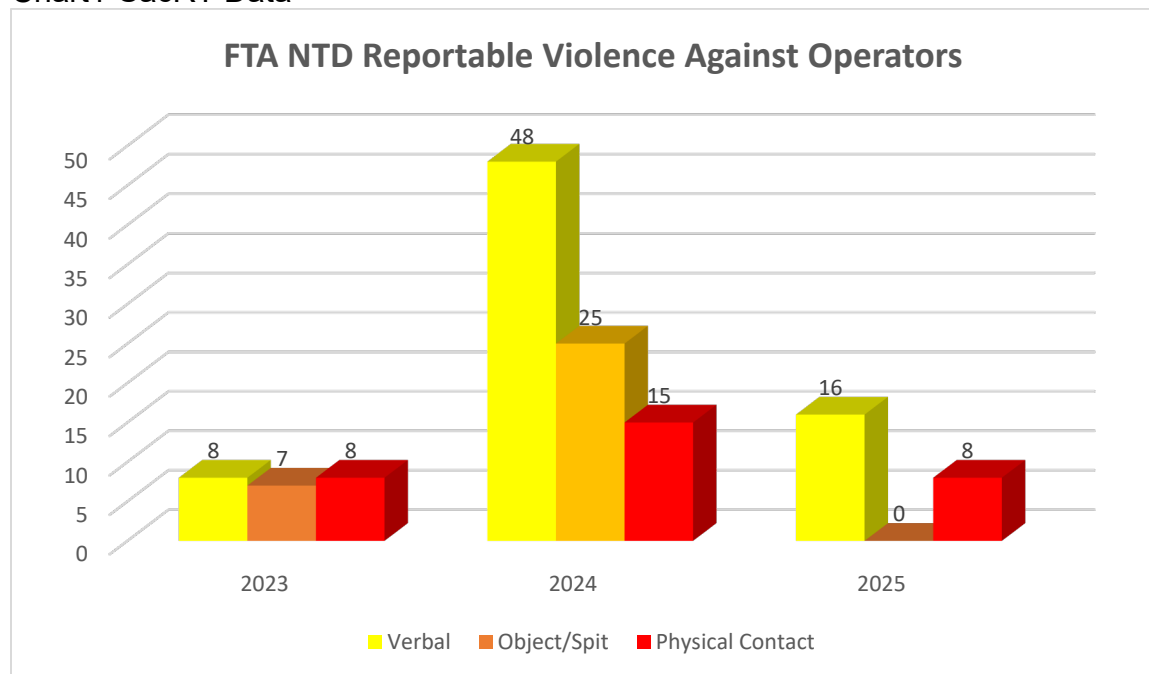
- Clear signage will be posted about legal penalties for assaults on operators (“Let’s Respect Operators...injuring an operator is punishable by up to three years in prison or up to 10,000 fine, or both.” Penal Code 243.3”)
- Operators are currently receiving de-escalation training
- SacRT has a “See Something, Say Something” campaign and a “Respect the Ride, Respect the Employee” campaign has recently launched highlighting how to treat operators.

Retrofit Barrier Background

SacRT staff worked closely with the Amalgamated Transit Union and bus operators to test three types of bus barriers. After a trial period, SacRT operators represented by ATU chose the Arrow Barrier.

On the SacRT bus system, aggravated assaults on bus operators increased by a factor of 4 between 2023 and 2024, and battery on bus operators doubled during the same period (see Chart 1). This recent trend is extremely alarming and must be addressed immediately. Data analysis revealed that 50% of incidents since 2023 occurred due to the assailant being able to access the operator.

Chart1-SacRT Data



The primary methods for attacks on operators have consistently been physical assaults with hands or spitting, with assailants exploiting the unprotected Operator’s area to commit the act.

Current Impact on SacRT

SacRT has experienced an escalation in the type and severity of violent operator assaults over the last few years. These incidents have occurred with no provocation or warning and have created an environment of increased risk and trauma as assailants are resorting to the use of violence. The sudden, unexpected increase in the violent nature of bus operator assaults has resulted in an emergency procurement condition, giving rise to the need to immediately procure barriers to retrofit the current buses with an enclosed barrier to protect the health and safety of bus operators as soon as possible.

Safety is of the utmost importance to SacRT, and it is imperative that bus operators are protected from assaults that have been increasing nationwide. Bus operators face disproportionate safety risks as frontline staff. Their safety is necessary to ensure dependable public transportation for community members who rely on transit. The safety of bus operators will be enhanced with the streamlined procurement of the supplies necessary for the installation of fully enclosed-tempered glass protective barriers that provide a significantly higher level of protection than not having any barrier in place to separate the operator from the public. This action to authorize procurement in an expedited manner will help to ensure the safety and well-being of SacRT's bus operators.

Next Steps

This emergency authorization will allow procurement to purchase bus barriers to be installed on all of SacRT's buses. Initial deployment of the new barriers will be on buses that operate on lines that have experienced the greatest number of operator assaults within the past year.

Upon Board approval, Staff will initiate the procurement of equipment and supplies to install enhanced operator barriers for the approval of the General Manager/CEO. Procurement staff will review to determine that the proposed equipment prices are fair and reasonable and Finance staff will determine that funding is available before the Contract is executed.

The following image is of an Arrow Bus Barrier.



RESOLUTION NO. 2025-04-031

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

April 28, 2025

DECLARING BUS OPERATOR ASSAULTS AN EMERGENCY, AUTHORIZING THE SUSPENSION OF COMPETITIVE BIDDING, AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE CONTRACTS FOR BUS OPERATOR BARRIERS AS NECESSARY TO MITIGATE THE EMERGENCY

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

THAT, pursuant to Public Utilities Code section 102222(b), the Board declares that an emergency condition exists that could result in imminent harm to bus operations personnel, property, and essential public services, which justifies the suspension of competitive bidding to purchase the bus retrofit barriers required to mitigate the emergency.

THAT, the Board hereby suspends competitive bidding for the purchase of bus retrofit barriers and hereby delegates authority to the General Manager/CEO or his designee to execute contracts that would otherwise be in excess of his authority under the Procurement Ordinance to the extent necessary to facilitate purchase and installation of bus barriers up to a maximum aggregate amount of \$951,285.06, plus applicable sales tax.

THAT, the foregoing delegation will expire, without further action by the Board, as of April 30, 2028.

RICK JENNINGS, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

Passed and adopted by a 4/5 vote of the Board Members of the Sacramento Regional Transit District Board of Directors at a regular meeting on this 28th day of April 2025 by the following vote:

AYES:
NOES:
ABSTENTIONS:
ABSENT:

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: ESTABLISHING AN AD HOC COMMITTEE TO PROVIDE
SUPPORT TO SACRAMENTO TRANSPORTATION AUTHORITY
BOARD INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

RECOMMENDATION

Chair Appointment

RESULT OF RECOMMENDED ACTION

Chair Appointment of Board Members to an Ad Hoc Committee to provide support to Sacramento Transportation Authority (STA) Board Independent Taxpayer Oversight Committee (ITOC) .

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Title III of SacRT's Administrative Code, adopted by the Board, provides for the creation of an Ad Hoc Committee. The Chair is authorized to appoint all Ad Hoc Committees (§3.1.8.1). Title III requires that meetings of Ad Hoc Committees must be open to the public, except for meetings which would be eligible for closed sessions under the Brown Act. If less than a quorum of the Board is appointed to serve on Ad Hoc Committee, no notice need be given other than the posting of a notice of the time and place of such committee meetings on a publicly accessible bulletin board at the offices of the District, which is located at 1400 29th Street, Sacramento, California (§3.1.8.3).

The Board Chair wishes to establish an ad hoc committee to provide support to the STA Board Independent Taxpayer Oversight Committee. The Chair will provide direction to the Ad Hoc Subcommittee regarding the scope of its responsibility and purpose and the duration of the subcommittee, at the time of appointment.

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Ikwut-Ukwa, VP, Capital Programs
SUBJ: REPORT REGARDING AMENDMENT NO. 1 TO CONTRACT CHANGE ORDER NO. 1 AND CONTRACT CHANGE ORDER NO. 7 TO THE CONTRACT FOR DOS RIOS LIGHT RAIL STATION WITH DMZ BUILDERS

RECOMMENDATION

No Recommendation - For Information Only.

RESULT OF RECOMMENDED ACTION

None. Information Only

FISCAL IMPACT

CCO Nos. 1.1 and CCO No. 7 were fully funded with state and federal funds.

DISCUSSION

The City of Sacramento (City), in partnership with the Sacramento Housing and Redevelopment Agency (SHRA) and Sacramento Regional Transit District (SacRT), proposes implementation of the Twin Rivers Transit-Oriented Development and Light Rail Station Project (Project). The Project will develop a mixed-income, mixed-use community comprising of 218 replacement public housing units, 281 new market-rate rental and Low-Income Housing Tax Credit (LIHTC) units, a realigned internal street network, green open space, and other community amenities on two noncontiguous properties in close proximity to one another, totaling approximately 24.2 acres that currently includes public housing and undeveloped land. The Project includes construction and operation of the proposed SacRT Dos Rios Light Rail Station on the existing SacRT light rail Blue Line and adjacent to North 12th Street. The new Dos Rios Light Rail Station will include track realignment, signaling modifications, system upgrades, and construction of the new station.

On June 10, 2024, the Board conditionally awarded a Contract to DMZ Builders for an amount not to exceed \$27,417,581. The Notice to Proceed (NTP) was issued on August 6, 2024.

Since NTP was issued, the General Manager/CEO or his designee has issued several CCOs due to unanticipated issues. Section 1.506 of SacRT's Procurement Ordinance

2022-12-001 establishes the General Manager's authority to issue Change Orders for Public Works Contracts and states that:

"For CONTRACTS originally awarded for a price of \$10,000,000 or more, the GENERAL MANAGER has authority to issue change orders if the sum of all such change orders for any single CONTRACT does not exceed the following percentages of the original CONTRACT amount: 10% of the first \$1,000,000, plus 8% of the next \$9,000,000, plus 6% of the balance."

The Procurement Ordinance also states that "notwithstanding the foregoing, any single change order that exceeds \$150,000.00 requires BOARD approval."

However, despite this limitation, under Procurement Ordinance Section 1.506(F)(1):

"The GENERAL MANAGER has authority to issue change orders in such sums as may reasonably be necessary if the GENERAL MANAGER determines, in writing, that a change order is required to: 1. Prevent interruption of the work which would result in a substantial increase in cost to SACRT..."

When such an exception is taken, "the GENERAL MANAGER must report such action to the BOARD as soon as reasonably possible but in no event more than 30 days after the action is taken."

The Contract scope includes the removal and disposal of hazardous material that are tested and classified as Type Z-1 (Aerially Deposited Lead) material. However, the quantity of Type Z-1 (Aerially Deposited Lead) soil material was significantly underestimated in the Bid Documents.

The Bid Documents assumed that approximately 4,015 cubic yards of material would be excavated for roadway and track work and that, of that total, 700 yards would require special handling.

To date, an additional 1,211 cubic yards above and beyond the initial estimated quantity have been excavated, stockpiled, and tested to be Type Z-1 (Aerially Deposited Lead) requiring special handling. It is anticipated that additional soil will be excavated that requires special handling.

It took several months to characterize the excavated soil, which has been stored in stockpiles on the Sacramento Housing and Redevelopment Agency property. To make room for additional soil and avoid an interruption to the ongoing work, on April 2, 2025, the General Manager issued an amendment to CCO No. 1 for removal and disposal of hazardous material tested as Type Z-1 (Aerially Deposited Lead) material. The amendment brought the total for CCO No. 1 to \$157,250.00, which exceeded the General Manager's typical authority of \$150,000.00. required by the Procurement Ordinance, the General Manager is reporting back on this action.

CCO#	CCO Name	CCO/ Amendment Amount	CCO Not-to- Exceed Amount
1	Over Excavation N12 Track Embankment 101+00 to 103+50	\$65,120.00	\$65,120.00
1.1	Type Z-1 Additional Hazardous Material Disposal	\$92,130.00	\$157,250.00

Unfortunately, even with the removal of a portion of the stockpiled material, it became necessary to authorize additional stockpile removal to allow work to proceed. CCO No. 7 was issued April 25, 2025 to dispose of additional hazardous material tested and classified as Type Z-1 (Aerially Deposited Lead) material for track and roadway excavation billed up to February 2025.

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Henry Li, General Manager/CEO
SUBJ: GENERAL MANAGER'S REPORT

RECOMMENDATION

Motion to Approve.

SacRT Meeting Calendar

Regional Transit Board Meeting

May 12, 2025
1102 Q Street - SacRT Auditorium
4:00 P.M.

Quarterly Retirement Board Meeting

June 11, 2025
1102 Q Street - SacRT Auditorium
1:00 P.M.

Mobility Advisory Council Meeting

May 15, 2025
1102 Q Street - SacRT Auditorium
2:30 P.M.

Notice of SacRT Fiscal Year 2026 Preliminary Budget Public Hearing

The Sacramento Regional Transit District (SacRT) Fiscal Year 2026 Preliminary Operating and Capital Budget document is now available for public review. A public hearing for the preliminary budget will be held on Monday, May 12, 2025, in the SacRT Auditorium located at 1102 Q Street, Suite 4600. Members of the public can attend the meeting and provide public comments or may submit written comments before the public meeting.

During the hearing, SacRT will provide an opportunity for interested persons or agencies to make their views known with respect to the social, economic, and environmental aspects of these projects. Members of the public can participate in person or they may submit written public comments by 1 p.m. on the day of the Board meeting at boardcomments@sacrt.com. Comments received by 1 p.m. will be submitted to the Board for their review no later than the start of the public hearing. Members of the public submitting written comments are asked to place the Item Number in the subject line of

your correspondence. Board comments are limited to 250 words or less. View the preliminary budget document here: [FY 2026 Abridged Budget Document](#).

Tap2Ride: A Faster, Easier Way to Pay for Your Ride

SacRT's Tap2Ride program offers a contactless fare payment system designed to simplify your transit experience. Riders can enjoy a faster, more convenient way to pay for bus, light rail, and paratransit services.

To ensure a smooth implementation, the Tap2Ride program is rolling out in two phases:

Phase 1: Available Now

Tap2Ride devices are available on buses and SacRT GO paratransit vehicles.

- **Buses and SacRT GO Paratransit Services:** Riders can use contactless debit or credit cards and mobile wallets on Tap2Ride devices installed on buses and SacRT GO shuttles to pay fares and transfer seamlessly between buses.
- **Light Rail Stations:** Contactless fare payment is available at fare vending machines located at all light rail stations. However, during this phase, fare transfer benefits between bus and light rail (90-minute window, 25-cent transfer fee, and unlimited rides between bus and light rail for the day) are not valid using contactless payment.

Phase 2: Expected in Late 2025

- **New Tap2Ride Devices at Light Rail Stations:** The program will expand to include new contactless fare payment options at all light rail stations. Once this phase is complete, riders will be able to use contactless payment to transfer seamlessly between buses and light rail trains.

How Tap2Ride Works

- **On Fixed-Route Buses and SacRT GO Paratransit Services:** Tap your contactless debit or credit card or mobile wallet (Visa, Mastercard, Discover, and American Express) on a Tap2Ride device as you board.
- **On Light Rail:** Use fare vending machines at light rail stations to pay with your contactless card or mobile wallet (Phase 1). Once Phase 2 launches, Tap2Ride will be a option at stations, allowing full integration for transfers.

Note: To transfer between buses, be sure to use the same contactless payment method—the same card or smart device—throughout your trip.

Discounted Fares for Eligible Riders

Tap2Ride offers built-in support for fare discounts, making transit more affordable accessible for:

- Seniors (65+ years old)
- Veterans
- Persons with Disabilities (Medicare cardholders)

Discounts are securely linked to your contactless payment card through the California Integrated Travel Project (Cal-ITP) web tool/app. This process eliminates the need for in-person verification, so you can focus on your journey. To check discount fare eligibility, [click here](#).

Blue Line Service Disruption May 3-4

SacRT is making steady progress on modernizing the light rail system to welcome the new low-floor light rail vehicles on the Blue Line. As part of the ongoing platform construction project along the Blue Line, Alkali Flat/La Valentina Station will temporarily close for work on the weekend of Saturday, May 3 and Sunday, May 4, 2025.

To accommodate this work, a bus bridge will be in place between Globe and 10th & K stations, with K Street closed to vehicles between 8th and 12th streets.

Riders are encouraged to check sacrt.com/stationclosures or download the free Alert SacRT app to stay informed about the latest service updates and impacts. Learn more at sacrt.com/stationclosure.

SacRT Launches New and Improved Website

We're excited to announce the launch of our redesigned website at sacrt.com! The new site goes live on Monday, April 28, 2025, and offers a modern look and improved functionality to help you get where you are going—faster and easier.

With a more intuitive layout, mobile-friendly design, and enhanced features, the new sacrt.com site puts rider needs first. Whether you're checking real-time schedules, planning your trip, learning about our services, or exploring fare options, everything is now easier to find and use.

Here's what's new:

- **Mobile-optimized design** for easy browsing on any device
- **Improved trip planning tools** and route info
- **Streamlined navigation** to get you the info you need faster
- **Fresh new look** with accessibility in mind

To explore the new site, visit sacrt.com on April 28th.

NEXT STOP NEWS

April 2025

SacRT Monthly Newsletter - April 2025

Check out our video newsletter!



Audio description version: <https://youtu.be/BmK-fJO7JOE?si=twXbHO8YelU3CpQJ>

SacRT Station Platform Modification Update

RIDER  ALERT

Low-Floor Station Modification Project

SacRT is preparing to enter the next stage of station platform construction on the Blue Line to accommodate the new low-floor light rail vehicles. Before that work begins, there will be a few more service disruptions at Globe and Alkali Flat Stations in April and May. During this time, the contractor will be installing Mini-High Shelters at Globe and installing detectable warning services at both stations.

Although the timeline for the next phase, which will include modifications to the remaining Blue Line stations and further upgrades to Gold Line stations, is still being developed it is anticipated that construction will restart in early 2026.

SacRT remains committed to improving accessibility and enhancing the rider experience as we transition to a fully modernized light rail system. For the latest updates visit sacrt.com/stationclosure.

Tap2Ride Contactless Fare Payment Launches April 1!

SacRT is making it even easier to pay for your ride! Starting Tuesday, April 1, 2025, you can use “Tap2Ride,” a new contactless fare payment option, on SacRT buses and SacRT GO paratransit vehicles. Simply tap your contactless debit or credit card or mobile wallet on the Tap2Ride device when you board. For discounted fare, you must pre-register at benefits.calitp.org.

How Tap2Ride Works

- **On Buses and SacRT GO:** Tap your contactless card or mobile wallet as you board.
- **On Light Rail:** Contactless payment is available at fare vending machines at all light rail stations. However, full transfer benefits between bus and light rail won't be available until Phase 2 of the program later this year.

Key Benefits

- **Fast and Convenient:** No more fumbling for cash—just tap and go!
- **Seamless Bus Transfers:** Use the same card or mobile device to transfer between buses (transfer between bus and light rail will be activated later this year).
- **Discounted Fares Available:** Seniors (65+), veterans, and persons with disabilities can apply for fare discounts linked directly to their contactless payment method through the California Integrated Travel Project (Cal-ITP) web tool.

For more details and to apply for discounted fares, visit sacrt.com/Tap2Ride.



Effective Monday, April 7, 2025, SacRT is making a service adjustment to improve connectivity and reliability to bus route 210 (La Riviera Drive). The 7:43 a.m. trip will now depart five minutes earlier at 7:38 a.m. For full details, visit sacrt.com/servicechanges or call 916-321-BUSS (2877).

Watt/I-80 Transit Center Improvement Project Continues



Work continues on the Watt/I-80 Transit Center Improvement Project. This project will create a safer, more accessible environment at one of the region's largest transit hubs.

The SacRT bus stop located on the southbound side of Watt Avenue (upper level) is temporarily closed due to construction activity on Watt Avenue. The bus routes affected include 1, 26, 84 and 93. Riders can catch the bus at an existing bus stop in front of Sacramento Inn & Suites (formerly Red Roof Inn) located further down Watt Avenue toward Longview Drive. For the latest project updates, visit sacrt.com/WattI80.



Ever wondered how public transit works behind the scenes? Want to be a voice for transit in your community? Now's your chance!

SacRT's FREE Transit Academy is a six-class course designed to educate and engage residents, business professionals, students, and community leaders about how public transit shapes the Sacramento region. Participants will meet SacRT leaders, explore transit operations, and learn about key transportation issues.

Topics include:

- How SacRT funds, operates and plans transit services
- The benefits of public transit for the community
- Behind-the-scenes access to SacRT operations
- Ways to get involved in shaping transit decisions

Space is limited! Participants will be selected on a first-come, first-served basis while ensuring a diverse cross-section of the community is represented. Classes will be held once a week over a six-week period, concluding with a graduation ceremony.

Who Can Apply?

Applicants must be:

- At least 18 years old
- Live or work within SacRT's service area
- Passionate about public transit and community involvement

Applications close Monday, April 21, 2025, at 5 p.m.

Don't miss this opportunity—apply today at sacrt.com/TransitAcademy.

Important Update for SacRT GO Riders

SacRT GO is transitioning to a new and improved scheduling app! The new app is expected to launch in mid-April 2025. However, it's important to note that the old SacRT GO app expires on Thursday, April 17, 2025, and will no longer be available after that date. The new app will also be extended to Elk Grove e-van riders.

During the transition period, passengers can continue booking trips by calling the SacRT GO reservation line at 916-321-BUSS (2877), Option 2, Option 2. We apologize in advance for any inconvenience during the brief transition period. Stay tuned for more

Respect the Ride. Respect the Driver



This month, SacRT is launching **"Respect the Ride – Respect the Driver,"** a new initiative aimed at raising awareness about the essential role our bus operators play and the importance of treating them with dignity and respect.

Our operators do more than drive—they are parents, neighbors, mentors, and friends who work tirelessly to ensure thousands of riders reach their destinations safely each day. A respectful and safe environment benefits everyone on board.

Why This Matters

Bus operators face daily challenges, from navigating traffic to assisting riders with various needs. Unfortunately, conflicts over fare payment or other disruptive behavior can sometimes escalate into assaults on our frontline staff—which impacts not just the driver, but every rider on board.

SacRT's Commitment to Safety

To help protect our bus operators and passengers, SacRT has implemented several safety measures, including:

- Protective shields installed on many buses
- Enhanced conflict resolution training for operators
- Increased security presence on board and at key locations
- Automated fare announcements to reduce direct enforcement
- Live-feed security cameras for real-time incident monitoring

Together, we can create a safer and more positive transit experience. Learn more at sacrt.com/RespectTheRide.

Help Shape the Future of SacRT's Transit Service



Shaping the Future of Transit

SacRT, in collaboration with our member agencies, is launching a Comprehensive Operational Analysis (COA) to evaluate and improve transit service across the region. This year-long effort will update SacRT's Short-Range Transit Plan and Long-Range Transit Plan—the first update to our long-term vision in over 15 years!

The COA will lay the groundwork for future transit service, pending funding availability. Community and stakeholder engagement will be key, with upcoming opportunities to provide input. To join our mailing list, please email coa@sacrt.com. Stay tuned for the outreach schedule which will be available at sacrt.com/COA.

Help Clean the Air on Earth Day



To celebrate Earth Day, SacRT is offering free rides on fixed-route bus and light rail with a free ride flyer on Tuesday, April 22, 2025. To ride free, visit sacrt.com/freerideflyer, then print or screenshot the Earth Day free ride flyer.

Earth Day is a reminder and opportunity for all of us to do our part to keep the Earth clean. At SacRT, our light rail vehicles minimize air pollution since they are 100% powered by electricity and most of our buses use compressed natural gas (CNG), which produces fewer pollutants than gasoline powered vehicles. On Earth Day, help clear the air by trying

an alternative form of transportation. Learn more at sacrt.com/earthday.

Ride SacRT for Free to Local Events in April

SacRT has partnered with several organizations in the region to offer free rides to several events this month. To ride for free, visit sacrt.com/freerideflyer and print or screenshot the flyer for the event you plan to attend. You must present the flyer to the bus operator upon boarding or have ready to show the fare inspector when riding light rail.

American River Parkway Foundation Spring Clean-Up

On Saturday, April 12, 2025, the American River Parkway Foundation is inviting the community to take part in the 2025 Spring Clean-up. The event will take place from 9 a.m. to noon at various locations.

ECOS Sacramento Earth Day

The Environmental Council of Sacramento (ECOS) is celebrating Sacramento Earth Day on Sunday, April 27, 2025. The family-friendly event will be from 11 a.m. – 4 p.m. at Southside Park.

Follow SacRT!



Sacramento Regional Transit District | 1102 Q Street | Sacramento, CA 95812 US

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Monthly RTPS Social Worker Data Report

Disclaimer: The information in this report reflects data from the month of February & March.

-Outreach Locations & Number of People Experiencing Homelessness (PEHs) contacted:

RTPS Units & SW Rose conducted outreach +in the following locations:

Blue Line –

Sac City LRS & ROW

4th Ave LRS & ROW

Roseville Rd LRS & ROW

Florin LRS & ROW

Swanston LRS & ROW

Marconi LRS & ROW

Meadowview LRS & ROW

Gold Line –

29th St LRS & ROW

39th St LRS & ROW

65th St LRS & ROW

Tiber LRS & ROW

Starfire LRS & ROW

Power Inn LRS & ROW

Bus Stops/Shelters –

Power Inn Rd/Calvine – 2 bus stops

Morse Ave/Cottage Way – 2 bus stops

Bradshaw Rd/Lincoln Village – 2 bus stops

Bus Stop #2801, #3027

RT Properties –

Gilman Way/Cornellia – Clear

Watt Ave/Poplar- Clear

26th Ave Xing/Substation

Brighton Bridge

CRC Bridge

Winters Bridge

- SW Rose contacted approximately **105 persons** experiencing homelessness while conducting outreach. SW Rose provided track safety education, written material on social services including housing/basic needs and complimentary fare (when appropriate).



Monthly RTPS Social Worker Data Report

-Number of critical infrastructure/safety risk encampments removed & location:

In this month, **nine** encampments were removed from critical infrastructure during scheduled cleanups with Forensiclean.

-Number of transit passes given out during outreach & engagement:

An estimated total of 1,112 single fare passes were handed out while conducting outreach & engagement, fulfilling requests from non-profit organization partnerships, office hours at Sac RT's customer service center & Friendship Park and assisting current clients on caseload.

-Additional info:

On February 5th, 2025 Officer Hasewaga & Social Worker Rose attended Sac State's Career Fair for Bachelor Social Work (BSWs) Interns. During the Career Fair, Ofc. Hasewaga and SW Rose promoted Sac RT's new position for BSWs including job description, partnership with community based-organizations, and the role to work for Sac RT and unhoused persons.





Monthly RTPS Social Worker Data Report

On February 6th, 2025 Officer Pangelinan & SW Rose attended a meeting focused on Critical Infrastructure in the unincorporated area of Sacramento County where several entities meet to discuss the impact of unhoused persons. SW Rose provided information on outreach, collaboration with RTPS, education of Sac RT critical infrastructures areas including the tracks & access roads, and how large encampments have impacted these areas.

On February 7th, 2025, Social Worker Rose established a new partnership with Joan Viteri Memorial Clinic. The clinic was founded in memory of Joan Viteri, a resident of the Oak Park neighborhood in Sacramento who died as a result of a treatable abscess. Fearing judgement from the medical community because of the stigma tied to intravenous drug use, she was unable to obtain the medical care she needed. Together with Harm Reduction Services and the Gender Health Center, JVMC strives to prevent such tragic and unnecessary deaths among stigmatized populations in the Oak Park community. Equipped with specific resources to treat individuals who use intravenous drugs, individuals who work in the sex trade, and members of the LGBTQ community, JVMC treats all patients with dignity and respect. SW Rose will utilize this new partnership to promote health care amongst the clientele she serves on a daily basis.

Social Worker Rose established a new partnership with Sacramento Regional Conservation Corps to better serve unhoused young adults looking to develop job skills and work experience. The Sacramento Regional Conservation Corps (SRCC) is a non-profit organization that provides an opportunity for 18-26 year-old young adults to acquire educational achievement and paid work experience. The SRCC improves communities in the Sacramento region by engaging young adults in a values-based approach to defining success. SRCC provides opportunity for young people to realize their potential in their educational career and life through community building, technical skills training, and job placement services. SRCC creates highly qualified employees that contribute to the community and a sustainable future.

On February 28th, 2025, Social Worker Rose attended the ACCESS California's Annual Statewide Conference to learn about a unique analysis for impacted communities and stakeholders, which included presenters with subject matter knowledge of systems from perspectives of counties, providers, and individuals with lived expertise with behavioral health intersections.

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Sarah Poe, Senior Planner
SUBJ: SAN JOAQUIN JOINT POWERS AUTHORITY SPECIAL MEETING SUMMARY – MARCH 19, 2025

RECOMMENDATION

No Recommendation - For Information Only.

Vice Chair Pat Hume was present for the special meeting of the San Joaquin Joint Powers Authority on March 19, 2025 (10:00am-12:00pm).

Meeting Notes

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

Item 2. Public Comments

- Zachary Moore (TCU Board of Trustees)
- Carter Lavin (Transbay Coalition)
- Melvin Willis (ACCE)
- Freddy Dunst
- Stephanie Taddeo (Representing Contra-Costa County)
- Carmen Martinez (Resident of Contra-Costa County)
- William Goodwin (public)
- Michael Barnbaum (public)

Item 3. Consent Calendar

- All items were passed on consent.

Item 4. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving the Draft 2025 San Joaquin Joint Powers Authority Business Plan Update and Authorizing and Directing the Executive Director to Execute Any and All Documents Associated with the Master Fund Transfer Agreement Supplements for Operations, Administration, and Marketing Budgets for Fiscal Year 2025/2026

(Michael Hanebutt)

- Staff's purpose is to draft funding plans for the next two fiscal years
- Key Areas include
 - 7th round trip to implement this year

- Connecting Bus Route between Merced and San Jose
- Coordination of early opening of Fresno Merced segment of CHSR
- Cross Valley Corridor coordination between Hanford, Visalia, and Farmersville
- Thruway Bus Optimization along I-5 to Sacramento
- Signage and Wayfinding Project implementation with ACE
- Etc.
- *Item Passes*

Item 5. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Adopting the Final Initial Study/Mitigated Negative Declaration Addendum for the Madera Station Relocation Project, and Authorizing the Executive Director to Execute Any and All Documents Related to the Project (Dan Leavitt

- This item is part of the larger Valley Rail Project
- Intended to integrate San Joaquins service with future CHSR service
- No Fiscal Impact
- Verboon asks about using PIO to show how much this project means to Amtrak at the federal level
- *Item Passes*

Item 6. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving Amendment 01 to the Agreement with RailPros, Inc. (RailPros) for Environmental Review, Planning, and Preliminary Engineering Services for the Madera High-Speed Rail (HSR) Station Full Build Project Increasing the Compensation Amount by \$949,750 for a New Amount Not-To-Exceed \$2,937,130, Utilizing the First Option Year, 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)

- Additional improvements for the relocated Madera Station will need to be made as CHSR expands into the Bay Area
- Previously the board approved an agreement with Rail Pros Inc. for Environmental Study, but the agreement is set to expire on June 30, 2025
- This amendment will extend the contract to June 30, 2026
- A Director asks for clarification on the funding that remains for this project
- *Item Passes*

Item 7. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Approving ‘Gold Runner’ as the Official Brand Name of the San Joaquins Intercity Rail Corridor and Adopt the Official Brand Marks Reflected in Attachment A, as Attached Hereto (David Lipari)

- Staff have been undergoing brand changes in support with Caltrans
- Seeks to change name of service from “San Joaquins” to “Gold Runner”

- Staff mentions wanting to identify with where the service has gone in the past few decades
 - More thru-way bus
 - Connection with Valley Rail, CAHSR, etc.
- Vice Chair Hume congratulates staff on a good job
- Alternate Hernandez makes similar comments
- *Item Passes*

Item 8. Adopt a Resolution of the Governing Board of the San Joaquin Joint Powers Authority Authorizing the Chair to Execute Amendment 02 to the FY 2024 San Joaquin Intercity Passenger Rail Service Operating Agreement with Amtrak to Extend the Term of the Continuation Period through September 30, 2025, and Authorizing the Executive Director to Negotiate, Award, and Execute Any and All Amendments and Documents Related to Extending the Continuation Period
(Angela Miller/Autumn Gowan)

- Various program changes have had changes to San Joaquin's operating plan in terms of roles and responsibilities
- Staff would like to amend the San Joaquin Intercity Passenger Rail Agreement for a 2nd time
 - To expire September 30, 2025
- *Item Passes*

Item 9. San Joaquin's Service Restoration of the 7th Roundtrip (Trains 701 and 704 – Sacramento - Bakersfield) (Andy Cook)

- This item is informational; no action taken

Item 10. Update and Discussion of Bay Area Marketing and Outreach Efforts for Amtrak San Joaquin (Marques Cook/Christian Ollano)

- This item is informational; no action taken

Item 11. Board Member Comments

- *No Board Member comments were made*

Item 12. Executive Director's Report

- This item is informational; no action taken

Item 13. Adjournment: The next regular meeting is scheduled for: Friday, May 16, 2025 – 1:15 pm

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: Blanca Araujo, VP, Operations
SUBJ: MOBILITY ADVISORY COUNCIL MEETING SUMMARY –
MARCH 20, 2025

RECOMMENDATION

No Recommendation - For Information Only.

SUMMARY

The following is a summary of the Mobility Advisory Council Meeting (MAC) held on March 20, 2025. 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. Donovan requested a discussion on same-day rides for SacRT Flex.
- Mr. Tardaguila asked about payment verification on light rail and vandalism of tap-to-pay devices.

Item 5. Chair Report

GM Update: Henry Li, General Manager, provided an update on the Light Rail Modernization project, Dos Rios station construction, and SacRT Flex. Mr. Li also reported on the new SacRT GO Collective Bargaining Agreement, fares changes, including Tap2Ride, federal funding, funding for new fines by the City of Sacramento, and on SacRT's budget.

Item 6. Old Business

A. S700 Light Rail Vehicle Post Launch Update: Vincent Beatty, AVP Operations, said that all stations for S700 vehicles have detectable tiles. A software update will address late ramp deployment and will include an equipment alert to operators. Mr. Kirbyson said that staff are working to get real-time stop information for those who cannot see platform signs when on the train.

B. Accessible Format Policy Update: Ms. Vargas said she will present an accessible format policy draft proposal at the next TC&P Committee meeting.

Item 7. New Business

A. Scheduling, Dispatching, & Eligibility Software Update: Charity Oakley, Acting, Director Bus Operations, said SacRT will transition to HBSS/QRyde scheduling software on April 19, 2025. During the transition, the SacRT GO app will be unavailable beginning on April 17, and the last day to book on the app will be April 16. Chair Thom asked if end users were involved in testing the app. Ms. Oakley said staff will be reaching out to the MAC for testing feedback.

B. Access & Infrastructure Committee Update: This item was tabled.

Item 8. Other Business

Item 9. Announcements/Council Members Request for Information

Item 10. Adjournment

The next MAC meeting is scheduled for May 15, 2025, from 2:30 p.m. - 4:30 p.m. and will be held at the Q Street Auditorium.

STAFF REPORT

DATE: April 28, 2025
TO: Sacramento Regional Transit Board of Directors
FROM: George Kirbyson, Maintenance Superintendent, Light Rail
SUBJ: CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING
SUMMARY – APRIL 16, 2025

RECOMMENDATION

No Recommendation - For Information Only.

SacRT Board Members Present: Rod Brewer, Tim Schaefer

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance (*Est. Time: 5 minutes*)
- III. Report of the Chair (*Est. Time: 5 minutes*)
- IV. Consent Calendar (*Est. Time: 5 minutes*) *Passed*
 1. Approve Minutes of the February 19, 2025 Meeting
 2. Adopt CCJPA FY 2024-25 Budget Increase
 3. Authorize Regional Measure 3 (RM3) Funding for South Bay Connect
 4. Authorize Amendments to Interagency Transfer Agreement (ITA) Standard Agreements
- V. Action and Discussion Items
 1. *Adopt Draft FY 2025-26- FY 2026-27 Annual Business Plan (*Est. Time: 15 minutes*) *Passed*
Board Comments: *Moy, Foley, Chapman, Raburn, Sell*
 2. Authorize FY 2024-25 CCJPA/Amtrak Operating Agreement (*Est. Time: 10 minutes*) *Passed*
Board Comments: *Raburn*
 3. CCJPA Capital Project Portfolio (*Est. Time: 5 minutes*) *Info*
Board Comments: *Raburn, Frerichs*
 4. Legislation and Funding Update – State and Federal (*Est. Time: 10 minutes*) *Info*
Board Comments: *Frerichs, Sell*
 5. Managing Director's Report (including Program and Project Updates (*Est. Time: 10 minutes*) *Info*
Board Comments: *Raburn, Foley, Sell, Jain, Chapman, Moy*

- VI. Board Director Reports (*Est. Time: 5 minutes*)
- VII. Public Comments (*Est. Time: 10 minutes*)
Public Comment: Roland
- VIII. Adjournment 11:17 a.m. Next Meeting Date: 10.00 a.m., June 18, 2025 – San Francisco Bay Area Rapid Transit Board Room in Oakland