

**NOTICE OF SPECIAL CLOSED SESSION MEETING
OF THE BOARD OF DIRECTORS
OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT**

NOTICE IS HEREBY GIVEN that the Board of Directors of the Sacramento Regional Transit District will conduct a Special Closed Session Meeting on **Monday, September 23, 2019 to commence at 5:00 P.M** in the Sacramento Regional Transit District Board Room, 1400 29th Street, Sacramento, CA.

The purpose of this Special Meeting is to discuss matters as shown on the attached agenda.


PATRICK KENNEDY, Chair



Sacramento Regional Transit District Agenda

SPECIAL CLOSED SESSION BOARD MEETING
5:00 P.M., MONDAY, SEPTEMBER 23, 2019
REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET
SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com

ROLL CALL - Directors Budge, Hansen, Harris, Howell, Hume, Jennings, Miller, Nottoli, Schenirer, Serna and Chair Kennedy

Alternates: Directors Detrick, Kozlowski, Sander and Slowey

ANNOUNCEMENT OF CLOSED SESSION ITEMS

RECESS TO CLOSED SESSION

CLOSED SESSION

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

One Case
2. Conference with Real Estate Negotiator
Pursuant to Gov. Code Section 54956.8
 - a) Property: 2220 Cemo Circle, Gold River, CA.
Description: APN 069-0101-032
Agency Negotiator: Brent Bernegger, VP, Finance/CFO
Negotiating Parties: USA Properties Fund
Under Negotiation: Price and Terms of Payment

RECONVENE IN OPEN SESSION



Sacramento Regional Transit District Agenda

BOARD MEETING
5:30 P.M., MONDAY, September 23, 2019
REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO, CALIFORNIA
Website Address: www.sacrt.com-
(29th St. Light Rail Station/Bus 38, 67, 68)

ROLL CALL — Directors Budge, Hansen, Harris, Howell, Hume, Jennings, Miller, Nottoli, Schenirer, Serna and Chair Kennedy

Alternates: Directors Detrick, Kozlowski, Sander and Slowey

PLEDGE OF ALLEGIANCE

CLOSED SESSION REPORT

CONSENT CALENDAR

1. Motion: Approval of the Action Summary of August 26, 2019
2. Motion: Rescheduling the Next Regularly Scheduled Meeting on October 28, 2019 as a Regular Meeting on October 7, 2019 at 5:30 p.m. (S. Valenton)
3. Resolution: Approving Amendment No. 3 to Credit Agreement with US Bank National Association for an Extension of the \$27 Million Line of Credit Facility to September 30, 2020 (B. Bernegger)
4. Resolution: Delegating Authority to the General Manager/CEO to Approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle with American Integrated Services, Inc. up to a Total Contract Value of \$600,000 and Conditionally Delegating Authority to the General Manager/CEO to Execute Additional Contract Change Orders Based on Closed Session Direction (B. Bernegger)
5. Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance, Approving the Second Amendment to the Fiscal Year 2020 Capital Budget, and Approving the Use of District 4 Developer Fees (D. Cook)
 - A. Resolution: Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance Support Services; and
 - B. Resolution: Approving the Second Amendment to the Fiscal Year 2020 Capital Budget; and

- C. Resolution: Approving the Use of District 4 Developer Fees for UTDC Light Rail Vehicle Maintenance Support Services

INTRODUCTION OF SPECIAL GUESTS

UNFINISHED BUSINESS

PUBLIC HEARING

PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA*

NEW BUSINESS

- 6. Whether or Not to Terminate the Americans with Disability Act (ADA) Paratransit Service Agreement with Paratransit, Inc. and Operate ADA Paratransit Service In-House (L. Ham)
 - A. Resolution: Authorizing the General Manager/CEO to Provide “Notice of Termination for Convenience” to Paratransit, Inc. Regarding the Current “ADA Paratransit Service Agreement”, and Operate ADA Paratransit Service In-House Effective April 1, 2020; and
 - B. Resolution: Authorizing the General Manager/CEO to Provide Notice to the City of Sacramento, County of Sacramento and the Sacramento Area Council of Governments (SACOG) that SacRT will Withdraw from the “Agreement Relating to the Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four Party Agreement”) effective July 1, 2020.
- 7. Information: Update on the Light Rail Modernization Project and Use of Proposition 1A High Speed Rail Funding (B. Bernegger)

GENERAL MANAGER’S REPORT

- 8. General Manager’s Report
 - a. Board Member Bus Stop Sign Distribution
 - b. SacRT Forward Update
 - c. SacRT Employee Appreciation Event Update
 - d. RydeFree Student Initiative Update
 - e. SacRT Meeting Calendar

REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS

- 9. Paratransit, Inc. Special Board Meeting – August 30, 2019 (Hansen/Hume)
- 10. Paratransit, Inc. Board Meeting – September 16, 2019 (Hume)
- 11. Capitol Corridor Joint Powers Authority Meeting – September 18, 2019 (Howell/Miller)

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

ANNOUNCEMENT OF CLOSED SESSION ITEMS

RECESS TO CLOSED SESSION

CLOSED SESSION

RECONVENE IN OPEN SESSION

CLOSED SESSION REPORT

ADJOURN

*NOTICE TO THE PUBLIC

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

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

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

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

The Regional Transit Board of Directors Meeting is being videotaped. A replay of this meeting can be seen on Metrocable Channel 14 and will be webcast at www.sacmetro.net on Wednesday, September 25 @ 6:00 p.m. and replayed on Saturday, September 28 @ 2:00 p.m.

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 916/483-4327 at least 72 business hours in advance of the Board Meeting.

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

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BOARD OF DIRECTORS
BOARD MEETING
August 26, 2019**

ROLL CALL: Roll Call was taken at 5:30 p.m. PRESENT: Directors Budge, Hansen, Harris, Howell, Hume, Jennings, Nottoli, Schenirer, Serna and Chair Kennedy. Director Miller arrived at 5:33 p.m.

PLEDGE OF ALLEGIANCE

CONSENT CALENDAR

1. Motion: Approval of the Action Summary of August 12, 2019
2. Resolution: Amending and Restating Title VIII of the Administrative Code Pertaining to Expense Reimbursement (O. Sanchez-Ochoa/H. Li)
3. Resolution: Conditionally Approving the Contract for Low-Floor Light Rail Vehicle (LRV) Procurement with Siemens Mobility Inc. and Delegating Authority to the General Manager/CEO to Execute Contract Change Orders or Amendments to the Contract (D. Cook)
4. Resolution: Approving the First Amendment to the FY20 Capital Budget (B. Bernegger)
- 4A. Resolution: Repealing Resolution 19-08-0091 and Delegating Authority to the General Manager/CEO to Approve Up to Seven Free Ride Days (D. Selenis)

Speakers: Item 3 – Helen O’Connell
Item 4A – Jeffery Tardaguila

ACTION: APPROVED - Director Howell moved; Director Budge seconded approval of the consent calendar as written. Motion was carried by voice vote.

INTRODUCTION OF SPECIAL GUESTS

UNFINISHED BUSINESS

PUBLIC HEARING

PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA

Speakers:

Mike Barnbaum – Mr. Barnbaum reviewed upcoming meetings for other jurisdictions.

Crystal McGee-Lee* – Ms. Lee was present to discuss Paratransit, and noted that she has attended a Sacramento Transportation Authority (STA) meeting with this same issue. The Amalgamated Transit Union, Local 256 (ATU) is requesting that SacRT take over paratransit services as it once did (called Careful Coach). The operators are complaining because patrons riding Paratransit Inc. are coming to them about being late or having missed trips. ATU is concerned about the “out of control fringe benefits” listed in the Paratransit, Inc. budget of 4.6 million next year; of those benefits 1.5 million will go to 120 union drivers. Paratransit funding needs are 3.6 million, but Paratransit receives 8.0 million from STA funding, and the ATU is wondering where that money is going. The funds should have never been given directly to Paratransit, Inc. because the service is SacRT’s federally mandated obligation. ATU is requesting that SacRT bring back (in house) the paratransit services.

Jeffery Tardaguila – Mr. Tardaguila indicated that college students are back in session and wondered whether the route maps are available. He also believes that the bus stop numbers are very small on the bus stop signs.

NEW BUSINESS

5. Information: SacRT Forward Update (L. Ham)

ACTION: None – Oral Presentation by James Boyle. Mr. Boyle reviewed his power point which provided all of the prior and upcoming activities of the launch the new bus network.

Speakers: Mike Barnbaum Jeffery Tardaguila

6. Resolution: Approving the Annual Performance-Based Evaluation for SacRT’s General Manager/CEO, Henry Li (S. Valenton)

Speaker: Jeffery Tardaguila

ACTION: APPROVED - Director Howell; Director Hansen seconded approval of the item as written. Motion was carried by voice vote.

GENERAL MANAGER’S REPORT

7. General Manager’s Report
 - a. SacRT Meeting Calendar

Mr. Li provided an update on the light rail vehicle collision which happened on Thursday, August 22 around 9:35 p.m. A passenger train rear ended a stopped light

rail train undergoing maintenance testing, which happened on the Blue Line between Roseville Road and the Marconi Station. SacRT is fully cooperating with the National Transportation Safety Board and the California Public Utilities Commission. Shuttle bus service was immediately put into place on Friday for passengers between the aforementioned stations. SacRT was given the all clear to resume normal operations today (August 26th). Injuries to 13 people were minor, and all were released on Friday morning (August 23rd) from the hospital. SacRT will implement corrective actions quickly. Mr. Li thanked staff who worked diligently for 3 straight nights.

REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATIONS

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

ANNOUNCEMENT OF CLOSED SESSION ITEMS

RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 6:06 p.m.

CLOSED SESSION

1. Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9
Existing Litigation
 - a) Matthew Doughty vs. Sacramento Regional Transit District
Case No. 34-2017-00207515
2. Conference with Legal Counsel
Pursuant to Gov. Code Section 54956.9(d)(2)
Anticipated Litigation

One Case

RECONVENE IN OPEN SESSION

CLOSED SESSION REPORT

There was no Closed Session Report

ADJOURN

*Handout

As there was no further business to be conducted, the meeting was adjourned at 7:41 p.m.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
2	09/23/19	Open	Action	09/18/19

Subject: Rescheduling the October 28, 2019 Board Meeting at 5:30 as a Regular Board Meeting on October 7, 2019.

ISSUE

Whether or not to change the date and time of the next scheduled SacRT Board meeting on October 28, 2019 to October 7, 2019 in the SacRT Auditorium, 1400 29th Street, Sacramento, CA.

RECOMMENDED ACTION

Motion: Rescheduling the Next Regularly Scheduled Meeting on October 28, 2019 as a Regular Meeting on October 7, 2019 at 5:30 p.m.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

Under Section 3.111 of this Board's Rules of Procedure, a SacRT Board meeting is a specially scheduled meeting, if it is held on a different day or at a different time or location than is established for regularly scheduled SacRT Board meetings except when designated by the SacRT Board of Directors.

The annual meeting calendar adopted in December 2018 provides that the next meeting on October 28 will be held in the SacRT Auditorium. However, staff is proposing that the 5:30 p.m. meeting be re-scheduled to October 7 at 5:30 p.m. at the same location.

By approving the proposed action, the October 7 meeting will be a regularly scheduled meeting.

Approved:

Presented:

Final 09/18/19

General Manager/CEO

VP, Integrated Services and Strategic Initiatives

J:\Board Meeting Documents\2019\14 September 23, 2019\Rescheduling October 28th SacRT Board Meeting.docm

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	09/23/19	Open	Action	09/16/19

Subject: Line of Credit Renewal with US Bank

ISSUE

Line of Credit Renewal with U.S. Bank National Association and the Amendment No. 3 to Credit Agreement extending the \$27 Million Line of Credit Facility to September 30, 2020.

RECOMMENDED ACTION

Adopt Resolution No. 19-09____, Approving Amendment No. 3 to Credit Agreement with US Bank National Association for an Extension of the \$27 Million Line of Credit Facility to September 30, 2020.

FISCAL IMPACT

Budgeted:	Yes	Interest Expense \$	375,000
Budget Source:	Operating	Legal Fees \$	20,000
Funding Source:	Fare Revenue	Annualized: \$	395,000
Cost Cntr/GL Acct(s)	GL's 690072/630003 CC 45/45	Total Amount: \$	395,000
Total Budget:	\$ 395,000		

DISCUSSION

Sacramento Regional Transit District (SacRT) has shown improved financial position for three fiscal years in a row, and as a result was able to reduce the fees (both used and unused interest rates) associated with its Line of Credit (LOC) with US Bank National Association (US Bank). This is a direct result of an improvement to SacRT's financial health and management, as well as a positive relationship with US Bank staff. The fees are now at all-time low for the relationship with US Bank. This improvement in terms with US Bank and SacRT's improved cash position will assist SacRT when it has its annual review with the credit rating agencies. Table 1 below shows the comparison in interest rates between FY19 and FY20.

Table 1:

Rate Type		FY20	FY19	% Savings
Used	LIBOR +	1.10%	1.25%	-12%
Unused	-	0.450%	0.525%	-14%

Approved:

Presented:

Final 09/18/19

General Manager/CEO

VP, Finance/CFO

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	09/23/19	Open	Action	09/16/19

Subject: Line of Credit Renewal with US Bank

Note that even with a reduction in the Used LOC interest rate, SacRT could see an increase in interest expense as rates fluctuate during the year and the timing of cash flows differ. The Used LOC rate is LIBOR + 1.10%, therefore, as LIBOR continues to increase so will the Used LOC rate. In FY19, LIBOR increased to 2.50% as of June 2019 in comparison to 2.13% in July 2018.

Having access to an appropriate working capital balance, whether through reserves or an LOC, resolves cash flow timing issues. In addition, sound fiscal policy dictates a contingency plan to meet short-term liquidity obligations. Due to the various delay in receipts of Federal, State and Local funds, as mentioned below, SacRT relies upon an LOC to ensure all operating payment obligations are met regardless of timing delays in cash flows.

Therefore, Staff recommends adopting Amendment No. 3 to its existing Line of Credit Agreement with US Bank extending the term of the existing \$27 Million Line of Credit Facility Note for 12 months which is in compliance with public agency temporary borrowing practices as regulated by California Government Code Sections 53850 – 53858 and California Public Utilities Code Section 102584.

Background:

On November 1, 2013, SacRT and US Bank (Bank) entered into a Credit Agreement wherein the Bank agreed to provide credit to SacRT on an annual basis pursuant to California Government Code §53850 et seq., otherwise referred to as the TRAN Statute. In accordance with that arrangement, SacRT issued a Revolving Line of Credit (LOC) Facility Note in the amount of \$29 million with a final maturity date of October 31, 2014. Subsequent to the expiration of that note, SacRT has worked with Bank to issue five continuing LOC notes, with the latest expiring on September 28, 2019 and issued pursuant to California Public Utilities Code Section 102584 and a Credit Agreement dated as of September 1, 2016, as amended from time to time (the “Existing Credit Agreement”). The parties have now agreed to the terms of an amendment to the Existing Credit Agreement that will extend the current \$27 million Line of Credit Facility to September 30, 2020.

SacRT’s operations are heavily reliant on the timely receipt of cash from the State, Local, and Federal Government agencies. As such, on an annual basis (since FY2004), SacRT’s Board of Directors has authorized the General Manager/CEO to issue an LOC Promissory Note for operating and capital cash flow purposes. California Government Code §53854 requires that any LOC note issued pursuant to the authorizing TRAN statute (Cal. Gov’t. Code §§53850-53858) must be repaid within 15 months of issuance. In January 2016, SacRT was granted a bit more flexibility by the State when Assembly Bill (AB) 422 (McCarty) went into effect. AB 422 added California Public Utilities Code Section 102584 to the Public Utilities Code (PUC), which provides SacRT with the authority to obtain a LOC with a maturity date of up to 60 months. California PUC Section 102584 also permits SacRT to provide a multiyear pledge of grant funds as collateral for its LOC. Both of these changes to the law create an opportunity for SacRT to secure a LOC on more favorable terms and will ultimately result in a reduction in

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	09/23/19	Open	Action	09/16/19

Subject: Line of Credit Renewal with US Bank

costs associated with borrowing against the LOC. While SacRT could secure a longer term for its LOC, at this time its lender, US Bank has offered to provide a one year extension on the \$27 Million LOC. However, because SacRT has the ability to provide a multiyear pledge, the Bank has eliminated some of the conditions it has historically imposed on SacRT because SacRT was limited to making a single year pledge, exposing the Bank to greater risk.

The LOC primarily serves as temporary gap funding for federal operating money budgeted by SacRT during the current fiscal year, but not received by SacRT until the following fiscal year. For FY 2020, SacRT has budgeted approximately \$34.8M of federal Preventative Maintenance (PM) revenue, 5307 Urbanized Area funding and 5337 State of Good Repair, to cover reimbursable operating expenses incurred during the fiscal year. In accordance with Generally Accepted Accounting Principles (GAAP), this revenue will be recognized evenly throughout the year and the expenses will be recorded as incurred. However from a cash flow prospective, SacRT may not receive these funds until August of the following fiscal year. This funding delay, in addition to funding delays from other State and Local government agencies, is why SacRT depends on a LOC.

Terms and Conditions:

The Credit Agreement, as amended, has similar terms and conditions as the Existing Credit Agreement, such as: requirements addressing how SacRT pledges and sets aside pledged funds, notifying the Bank within 20 business days of apportionment of Federal Operating Grant Revenues, and notifying the Bank 5 business days upon receipt of Federal Operating Grant Revenues.

Other terms of the LOC are:

- The LOC Note term offered by the Bank is 12 months and a renewal/extension will be reviewed and approved by the Bank prior to the conclusion of the 12 month period.
- Interest rates are fixed at one-month London Interbank Offered Rate (LIBOR) plus 1.10% for the used portion of the LOC and 0.45% for the unused portion of the LOC.
- SacRT agrees to pay to the Bank on the date of issuance, all reasonable costs and expenses of counsel to the Bank in connection with the preparation, execution and delivery of this Note and other associated documents, estimated to be \$20,000

In addition to the terms noted above, the loan is subject to bank limitations. The amounts advanced under the Credit Agreement, as amended, and the Amended and Restated Note cannot exceed \$27 million and the Bank will continue to have a pledge of a lien on and security interest in, the following (collectively, the “Pledged Revenues”): (a) a first lien and charge against (i) the first moneys received by the Borrower from the Federal Operating Grants received or accrued during the fiscal year in which the LOC Note is issued; (ii) the first moneys received by the Borrower from the Local Transportation Fund (LTF) Grants received or accrued during the fiscal year in which the LOC Note is issued; (iii) the first moneys received

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	09/23/19	Open	Action	09/16/19

Subject: Line of Credit Renewal with US Bank

by the Borrower from the STA Funds received or accrued during the fiscal year in which the LOC Note is issued; (iv) the first moneys received by the Borrower from the Measure A Revenues received or accrued during the fiscal year in which the LOC Note is issued; (v) the first moneys received by the Borrower from the Other Revenues received or accrued during the fiscal year in which the LOC Note is issued; and (vi) the first moneys received by the Borrower from the Subordinate Farebox Revenues received or accrued during the fiscal year in which the LOC Note is issued; and (b) a subordinate lien on any and all Farebox Revenues, subject only to the lien thereon securing the Senior Farebox Obligations, as each such term is defined in the Credit Agreement; the Pledged Revenues will be set-aside as set forth in Section 5.20 of the Credit Agreement.

Staff recommends that the SacRT Board of Directors enter into Amendment No. 3 to the Credit Agreement with the Bank to extend the \$27 million LOC Facility to September 30, 2020.

RESOLUTION NO. 19-09-_____

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

September 23, 2019

APPROVING AMENDMENT NO. 3 TO CREDIT AGREEMENT WITH US BANK NATIONAL ASSOCIATION FOR AN EXTENSION OF THE \$27 MILLION LINE OF CREDIT FACILITY TO SEPTEMBER 30, 2020

WHEREAS, in accordance with Section 102584 of the California Public Utilities Code, Sacramento Regional Transit District ("SacRT") may seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of federal operating grants; and

WHEREAS, on September 30, 2016, SacRT entered into a Credit Agreement (the "Original Credit Agreement") with and issued a promissory note issued in the original principal amount of \$29,000,000 from SacRT, as maker, to U.S. Bank National Association ("US Bank"), as payee, and dated September 30, 2016 (the "Original Note") for a revolving line of credit in an amount not to exceed \$29,000,000 and with a stated expiration date of September 29, 2017 (the "Line of Credit Facility"); and

WHEREAS, on September 29, 2017, SacRT entered into Amendment No. 1 to Credit Agreement extending the term of the Line of Credit Facility in an amount not to exceed \$29,000,000 to September 29, 2018; and

WHEREAS, on September 28, 2018, SacRT entered into Amendment No. 2 to Credit Agreement extending the term of the Line of Credit Facility in an amount not to exceed \$27,000,000 to September 28, 2019, and in connection therewith, SacRT issued an amended and restated promissory note, issued in the original principal amount of \$27,000,000 from the Borrower, as maker, to the Bank, as payee, and dated September 28, 2018 (the "Amended and Restated Note"), amending and restating the Original Note (as so amended and restated, the "Note"); and

WHEREAS, US Bank has agreed to extend the term of the Line of Credit Facility in an amount not to exceed \$27,000,000 to September 30, 2020, secured as provided in said Section 102584; and

WHEREAS, the parties will enter into an Amendment No. 3 to Credit Agreement to amend the Original Credit Agreement, as previously amended by Amendment No. 1, dated September 29, 2017 and Amendment No. 2 to Credit Agreement, dated September 28, 2018, to extend the stated expiration date of the Line of Credit Facility to September 30, 2020 as evidenced by the Original Credit Agreement, as amended by the Amendment No. 1 to Credit Agreement and the Amendment No. 2 to Credit Agreement (as so amended, the "Credit Agreement") and the Note ; and

WHEREAS, pursuant to the terms of the Credit Agreement and the Note, SacRT has pledged and granted a lien on and security interest in the following (collectively, the "Pledged Revenues"): (i) the Federal Operating Grant Revenues; (ii) the LTF Revenues; (iii) the STA Funds; (iv) the Measure A Revenues; (v) the Other Pledged Revenues; and (vi) the Subordinate Farebox Revenues (collectively, the "Available Non-Farebox Revenues"), and (b) a subordinate lien on any and all Farebox Revenues, subject only to the lien thereon securing the Senior Farebox Obligations, all as defined in the Credit Agreement.

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

THAT, the Amendment No. 3 to Credit Agreement between Sacramento Regional Transit District and US Bank extending the stated expiration date of the Line of Credit Facility in an amount not to exceed \$27,000,000 to September 30, 2020, as evidenced by the Credit Agreement and the Note, in the form reviewed by the Board, is hereby approved.

THAT, the Board hereby agrees that the obligations of the Borrower under the Credit Agreement, the Note and the other Loan Documents, including the obligation to make all payments of the interest on and the principal of all Advances outstanding under the Credit Agreement, shall be payable solely from and shall be secured solely by a pledge of, lien on and security interest in the Pledged Revenues as set forth in the Credit Agreement.

THAT, the Board hereby authorizes and directs the General Manager/CEO to execute the Amendment No. 3 to Credit Agreement and any other agreements, documents, forms, or applications necessary to effectuate the transaction or secure advances under the Credit Agreement and the Note.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
4	09/23/19	Open	Action	09/17/19

Subject: Delegating Authority for the General Manager/CEO to Approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle up to a total Contract cost of \$600,000 and conditionally delegating authority to approve additional CCOs

ISSUE

Whether or not to delegate authority the General Manager/CEO to approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle with American Integrated Services, Inc. (AIS) to increase the Total Consideration up to \$600,000 and conditionally authorize the General Manager/CEO to execute additional Contract Change Orders consistent with direction given in closed session.

RECOMMENDED ACTION

Adopt Resolution No. 19-09-_____, Delegating Authority to the General Manager/CEO to Approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle with American Integrated Services, Inc. up to a Total Contract Value of \$600,000 and Conditionally Delegating Authority to the General Manager/CEO to Execute Additional Contract Change Orders Based on Closed Session Direction

FISCAL IMPACT

Purchase Sale Agreement Amount:	\$2,050,000
Cost to remediate (AIS contract):	(394,433)
Other costs (County fees, sampling/oversight contract):	<u>(22,072)</u>
Original Potential Revenue:	1,633,495
Estimated Change Orders (up to \$600K)*:	<u>(205,567)</u>
Revised Revenue:	1,427,928

*Note: Contract Change Orders that would raise the Total Consideration for the Contract beyond \$600K would be potentially paid by the Purchaser, should they elect to continue with the purchase; if not, SacRT would have to determine an alternate path forward.

DISCUSSION

In August 2017, the Sacramento Regional Transit (SacRT) entered into a Purchase and Sale Agreement (PSA) with USA Properties Fund, Inc. (Purchaser) for property located at 2220 Cemo Circle in the Gold River section of the County of Sacramento. Prior to the parties entering into the 2017 PSA, environmental testing on the site done by both USA Properties (under a prior PSA that was terminated) and SacRT determined lead soil contamination was present at concentrations exceeding regulatory screening levels for residential land use.

Approved:

Presented:

Final 09/18/19

General Manager/CEO

VP, Finance/CFO

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
4	09/23/19	Open	Action	09/17/19

Subject: Delegating Authority for the General Manager/CEO to Approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle up to a total Contract cost of \$600,000 and conditionally delegating authority to approve additional CCOs

As part of the negotiated PSA, the parties agreed to a remediation approach with a four-fold purpose: (1) ensure that USA Properties received a site that had been remediated to a level suitable for residential construction; (2) avoid any “out-of-pocket” costs for SacRT to conduct the remediation; (3) ensure that SacRT received a specified minimum net sale proceeds from the sale of the property; and (4) provide both parties with an incentive to minimize the remediation costs.

At the time the PSA was executed, the estimated cost of the remediation work, provided by SacRT’s geotechnical consultant (Geocon), was \$325,000.

According to the PSA, SacRT is responsible for carrying out the remediation work and receiving a “No Further Action” (NFA) letter from the County of Sacramento Environmental Management Department (EMD) prior to close of escrow; however the Purchaser agreed to make deposits of no more than \$600,000 to fund the costs of the remediation work, with those deposits credited toward the sale proceeds.

However, in the event that the remediation work exceeds \$600,000, Purchaser may elect to terminate the PSA or fund the additional remediation costs at its sole expense. Both SacRT and Purchaser have a vested interest in completing the remediation work and closing the sale of this property in a timely manner.

After multiple rounds of additional soil testing, Geocon formulated a Lead-Impacted Soil Removal Workplan and submitted it to the EMD. The EMD was satisfied with the scope of testing conducted by Geocon and approved the soil removal workplan on April 16, 2018. The work plan calls for excavation and testing of soil in the areas where soil samples showed the residential threshold was exceeded. The essence of the work plan is to continue excavating both horizontally and vertically until all testing shows lead concentrations below the required threshold

In June 2019, SacRT entered into a contract with American Integrated Services, Inc. (AIS) to excavate and remove the contaminated soil from the property and backfill with a mixture of existing and imported soil to restore the site to a level condition for Total Consideration not to exceed \$398,433. The bid form included estimated quantities and extent of excavation and removal based on the best information that was available at the time. Both SacRT and USA Properties recognized that additional work and compensation might be needed based on the results of testing.

AIS initially completed the excavation of the soil identified in the plans included in the Contract. Geocon’s independent testing of the remaining soil showed signs of contamination above acceptable levels and more excavation was required.

SacRT staff has directed AIS to continue excavating to avoid delays in the work and close of escrow. However, proceeding with additional excavation work leaves insufficient funds in the contract to complete the required backfill work. Pursuant to his authority under the Procurement

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
4	09/23/19	Open	Action	09/17/19

Subject: Delegating Authority for the General Manager/CEO to Approve Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle up to a total Contract cost of \$600,000 and conditionally delegating authority to approve additional CCOs

Ordinance, the General Manager/CEO already approved one Contract Change Order for \$11,385 related to delays in starting the work. AIS has submitted several Change Order Requests related to performance of work beyond the original contract quantities. The Change Order Requests 2 - 5, totaling over \$150,000, are presently under review and negotiation.

To provide the required flexibility for AIS to complete the work, Staff is requesting that the Board delegate authority to the General Manager/CEO to execute Contract Change Orders for this Contract up to an aggregate amount of \$600,000 for the base contract and all Contract Change Orders. As detailed above, costs of the remediation work up to \$600,000 will be paid for out of the sale proceeds and expenditure of these funds was already committed to by the Board in approving the PSA.

The treatment of expenditures above \$600,000 will be the subject of a closed session update to the Board related to the status of the PSA with USA Properties.

Staff recommends the Board delegate authority to the General Manager/CEO to approve contract change orders to the contract for environmental remediation at 2220 Cemo Circle up to a total contract value of \$600,000 and conditionally authorize the General Manager/CEO to execute additional contract change orders based on closed session direction.

RESOLUTION NO. 19-09-_____

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

September 23, 2019

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO APPROVE
CONTRACT CHANGE ORDERS TO THE CONTRACT FOR SOIL
REMOVAL/REMEDIAION CEMO CIRCLE WITH AMERICAN INTEGRATED
SERVICES, INC. UP TO A TOTAL CONTRACT VALUE OF \$600,000 AND
CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO
TO EXECUTE ADDITIONAL CONTRACT CHANGE ORDERS BASED ON CLOSED
SESSION DIRECTION**

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

THAT, notwithstanding the limitations set out in Section 1.506 of the Procurement Ordinance, the General Manager/CEO is hereby authorized to approve and execute Contract Change Orders to the Contract for Soil Removal/Remediation Cemo Circle with American Integrated Services, Inc. up to an aggregate total Contract value of \$600,000.

THAT, the General Manager/CEO is hereby conditionally authorized to approved and execute additional Contract Change Orders based on closed session direction.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	09/23/19	Open	Action	09/18/19

Subject: Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance Support Services, Approve the Second Amendment to the Fiscal Year 2020 Capital Budget, and Approve the Use of District 4 Developer Fees.

ISSUE

Whether or not to delegate authority to the General Manager/CEO to award a Contract for UTDC Light Rail Vehicle Maintenance Support Services, approve the Second Amendment to the Fiscal Year 2020, and approve the use of District 4 Developer Fees.

RECOMMENDED ACTION

- A. Adopt Resolution No. 19-09-___, Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance Support Services; and
- B. Adopt Resolution No. 19-09-___, Approve the Second Amendment to the Fiscal Year 2020 Capital Budget; and
- C. Adopt Resolution No. 19-09-___, Approve the Use of District 4 Developer Fees for UTDC Light Rail Vehicle Maintenance Support Services

FISCAL IMPACT

Budgeted:	Partially	FY 2020:	\$	726,781.33
Budget Source:	Capital	FY 2021:	\$	1,111,963.20
Funding Source:	District 4 Developer Fees and STA	FY 2022:	\$	1,145,322.10
	funds are anticipated; may change if necessary	FY 2023	\$	385,520.91
Cost Cntr/GL Acct(s) or Capital Project #:	910800 R353	Total Amount:	\$	3,369,576*
Total Budget:	\$5,604,817**			

* Contract is for a six month period with 5 six month options. Only the first six months, up to \$600,000, is to be funded at this time.

**R353 current project budget authority is \$2,235,240. Budget authority to be increased to \$5,604,817 required for the six month contract plus the 5 six month options.

DISCUSSION

The UTDC Light Rail Vehicles (LRVs) are a critical part of the fleet management plan and are needed to free up CAF LRVs to start the mid-life overhaul and for increasing repairs to the

Approved:

Presented:

Final 09/18/19

General Manager/CEO

VP, Operations

J:\Board Meeting Documents\2019\14 September 23, 2019\2019114 IP UTDC Delegate Award to GM.190923.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	09/23/19	Open	Action	09/18/19

Subject: Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance Support Services, approve the Second Amendment to the Fiscal Year 2020, and approve the use of District 4 Developer Fees.

aging Siemens fleet of U2As. On June 10, 2019, the Board authorized sole source, 4-month term contract with Siemens Mobility, Inc. (Siemens) to provide maintenance support on the UTDC LRVs. That contract was executed on July 8, 2019 and will expire on November 7, 2019. The short-term contract was put in place while the Request For Proposal (RFP) process is taking place to select a vendor to provide longer-term maintenance services. An RFP was released on September 3, 2019 using SacRT’s Procurement software, PlanetBids, and proposals are due on September 24, 2019. SacRT intends to award a Contract to the Proposer who offers the proposal, determined by SacRT, as the most advantageous to SacRT. The initial contract term will be for six months, with five six-month options for SacRT to extend. Depending on SacRT staffing levels and vehicle maintenance issues, there may be a need for these services beyond this three-year period, at which point another competitive solicitation would be undertaken.

It is important to have the ability to award a new contract prior to November 7, 2019 to avoid a gap in maintenance services. If a vendor other than Siemens is awarded the contract, time will be needed for mobilization and training. Delaying award by the Board of Directors until proposals are received and the evaluation process is complete could result in a break in services. At this time, because proposals have not yet been received, the dollar value of the 1-year contract is not known. Extrapolating the pricing that was offered by Siemens for the 4-month contract, the estimated cost would be approximately \$545,080 for a six-month term, but could be higher. To account for potentially higher proposals, Staff is recommending that the General Manager have authority to award a contract up to \$600,000.

The current budget authority for Project R353 – UTDC LRV Fleet Improvements is \$2,235,240. An increase of \$3,369,576 is needed to accommodate the execution of the six-month contract and 5 six-month options.

As SacRT’s main priority is to provide uninterrupted service to passengers, it is imperative that necessary UTDC LRV fleet improvements are performed. Staff would like to request use of District 4 (South Sacramento/Vineyard) Developer Fees to partially fund the 6-month contract. In March 2017, the Board approved an Memorandum of Understanding between the County of Sacramento, the City of Rancho Cordova and Sacramento Regional Transit that approved the used of \$1,934,853 of District 4 fees for the UTDC Light Rail Vehicle Rehabilitation. There is a current unassigned balance of \$503,373 in District 4 Developer Fees. The MOU states the Board may allocate additional District 4 fees for a project that has “a reasonable nexus between the proposed expenditures and the source of the funds (i.e., Fee District)”. Staff requests Board approval to allocate the unassigned \$503,373 balance to Project R353 – UTDC LRV Fleet Improvements, continuing the purpose of the original MOU allocation.

Staff recommends that the Board approve an increase in the budget authority and the use of unassigned District 4 Developer Fees for Project R353 – UTDC LRV Fleet. Staff further recommends that the Board delegate authority to the General Manager/CEO to award a

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	09/23/19	Open	Action	09/18/19

Subject: Delegating Authority to the General Manager/CEO to Award a Contract for UTDC Light Rail Vehicle Maintenance Support Services, approve the Second Amendment to the Fiscal Year 2020, and approve the use of District 4 Developer Fees.

Contract for UTDC Light Rail Vehicle Maintenance Support Services to the Proposer whose proposal is the most advantageous to SacRT for an amount not to exceed \$600,000.

RESOLUTION NO. 19-09-_____

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

September 23, 2019

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A
CONTRACT FOR UTDC LIGHT RAIL VEHICLE MAINTENANCE SUPPORT
SERVICES**

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 to award and execute a six-month Contract for UTDC Light Rail Vehicle Maintenance Support Services for an amount not to exceed \$600,000 to the highest-ranked proposer in the competitive solicitation.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-09-_____

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

September 23, 2019

APPROVE THE SECOND AMENDMENT TO THE FISCAL YEAR 2020 CAPITAL BUDGET

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

THAT, the Board approves the second amendment to the FY 2020 Capital Budget to increase the Capital Budget for Project R353 – UTDC LRV Fleet Improvements by \$3,369,576.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-09-_____

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

September 23, 2019

APPROVE THE USE OF DISTRICT 4 DEVELOPER FEES FOR UTDC LIGHT RAIL VEHICLE MAINTENANCE SUPPORT SERVICES

WHEREAS, the Sacramento Regional Transit District (“SacRT”) currently holds an unassigned amount of \$503,373 in developer fees collected from District 4 (South Sacramento/Vineyard) from 1988 to 2008 pursuant to Sacramento County Ordinance Number 742; and

WHEREAS, in March 2017, the County of Sacramento, the City of Rancho Cordova, and the Sacramento Regional Transit District entered into a Memorandum of Understanding By and Between the County of Sacramento, the City of Rancho Cordova and Sacramento Regional Transit District Relating to Distribution of Transit Fees (“MOU”); and

WHEREAS, the MOU allocated \$1,934,853 in District 4 fees to the UTDC Light Rail Vehicle Rehabilitation Project, leaving an unallocated balance of \$503,373 for District 4; and

WHEREAS, the MOU allows for SacRT to allocate any remaining unspent developer fee balance for “any appropriate transit purpose on the condition that the RT Board finds a reasonable nexus between the proposed expenditure and the source of funds”; and

WHEREAS, additional funds are needed to complete the UTDC Light Rail Vehicle Rehabilitation Project; and

WHEREAS, the UTDC Light Rail Vehicles are needed to reliably provide service on the South Sacramento Corridor Phase 2 project, which serves the District 4 area.

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

THAT, the Board hereby determines that a reasonable nexus exists between the UTDC LRV Fleet improvements and the District 4 area and approves the use of \$503,373 in unassigned District 4 Developer Fees for Project R353 – UTDC LRV Fleet Improvements.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	09/23/19	Open	Action	09/18/19

Subject: Whether or Not to Terminate the ADA Paratransit Service Agreement with Paratransit, Inc. and Operate the Service In-House; and Provide Note to the City and County of Sacramento, and the Sacramento Area Council of Governments that SacRT Will Withdraw from the “Agreement Relating to Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four-Party Agreement”), Effective July 1, 2020.

ISSUE

Whether or not to terminate the Americans with Disabilities Act (ADA) paratransit service agreement with Paratransit, Inc. and operate ADA paratransit service in-house, effective April 1, 2020; and,

Whether or not to Notice the City of Sacramento, County of Sacramento and the Sacramento Area Council of Governments (SACOG) that SacRT will Withdraw from the “Agreement Relating to the Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four-Party Agreement”), effective July 1, 2020.

RECOMMENDED ACTION

- A. Adopt Resolution No. 19-09-____, Authorizing the General Manager/CEO to Provide “Notice of Termination for Convenience” to Paratransit, Inc. Regarding the Current “ADA Paratransit Service Agreement”, and Operate ADA Paratransit Service In-House, Effective April 1, 2020; and
- B. Adopt Resolution No. 19-09-____, Authorizing the General Manager/CEO to Provide Notice to the City of Sacramento, County of Sacramento and the Sacramento Area Council of Governments (SACOG) that SacRT will Withdraw from the “Agreement Relating to the Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four-Party Agreement”), Effective July 1, 2020.

FISCAL IMPACT

SacRT’s Fiscal Year 20 (FY20) operating budget assumed a net annualized payment to Paratransit, Inc. (PI) of \$11.2M, which is a monthly payment of approximately \$933,000. As SacRT is not under a new agreement, our actual monthly costs are the same as the prior year, which are \$400,000 higher than the budget.

Based upon SacRT’s successful implementation of recent major initiatives, such as SacRT Forward, Elk Grove’s contract, Folsom and Citrus Heights annexations, and SmaRT Ride

Approved:

Presented:

Final 09/20/19

General Manager/CEO

VP, Planning and Engineering

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	09/23/19	Open	Action	09/18/19

Subject: Whether or Not to Terminate the ADA Paratransit Service Agreement with Paratransit, Inc. and Operate the Service In-House; and Provide Note to the City and County of Sacramento, and the Sacramento Area Council of Governments that SacRT Will Withdraw from the “Agreement Relating to Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four-Party Agreement”), Effective July 1, 2020

(SacRT’s microtransit on-demand bus service), staff is confident that it can leverage technology and other innovations to operate paratransit services more efficiently, effectively, with better customer satisfaction. Staff is in the process of developing a comprehensive cost estimate for in-house operation of the ADA paratransit service; however, as we are in the process of negotiating with bargaining groups, it would be premature to share details at this time. Staff intends to report back to the Board upon finalization of these labor agreements.

DISCUSSION

ADA PARATRANSIT SERVICE AGREEMENT

As an operator of fixed-route transit services in Sacramento County and a recipient of federal funds, SacRT is responsible for providing complementary paratransit services that meet the federal regulations as mandated under the Americans with Disabilities Act (ADA). SacRT may operate these services directly or contract them out. SacRT currently contracts with PI for the provision of ADA paratransit service.

After many months of negotiations PI and SacRT agree that the service agreement, which expired on June 30, 2019, should be terminated.

The termination provision states that the termination will be effective upon one party providing written notice of termination at least six months prior to the effective date of such termination. This discussion assumes that SacRT will provide PI with six months’ notice. PI has stated they are committed to working with us to ensure a smooth, negotiated transition of ADA paratransit services back to SacRT.

At the September 23, 2019 Board meeting, staff will present a preliminary transition plan to bring paratransit operations in house, which will include information on SacRT’s plan for operating ADA paratransit service, public outreach, the return of assets back to SacRT, and job opportunities for PI drivers. Staff is seeking the input of the Board of Directors and other stakeholders in the disabled and senior citizen community to design and operate the best possible service delivery model.

As fundamental changes are now occurring in the field of mobility, as well as the demand for paratransit services, SacRT is well positioned to align future paratransit services with the changes in the mobility space, while ensuring compliance with federal obligations under the ADA. SacRT will maintain its commitment to “customers first” in the delivery of ADA paratransit service, offering autonomy and freedom to our passengers through an integrated and accessible fixed route and paratransit system. SacRT is at the forefront of the industry when it comes to piloting and implementing new innovative mobility solutions. SacRT’s microtransit on-

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	09/23/19	Open	Action	09/18/19

Subject: Whether or Not to Terminate the ADA Paratransit Service Agreement with Paratransit, Inc. and Operate the Service In-House; and Provide Note to the City and County of Sacramento, and the Sacramento Area Council of Governments that SacRT Will Withdraw from the “Agreement Relating to Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four-Party Agreement”), Effective July 1, 2020

demand bus service is one of the largest in terms of scale and one of the most productive in the county, while being fully accessible to customers with disabilities. SacRT has received great feedback from customers who like the freedom of on-demand service as opposed to making a reservation the day before. SacRT has implemented mobile apps to allow for easy fare payment and better communication to the customer. As we imagine the mobility network of the future, we foresee similar enhancements in the delivery of ADA paratransit service. Staff is currently exploring a new “free ride” program where qualified ADA-eligible residents will be able to ride its fixed-route buses, light rail and SmART Ride, which would equate to a savings of \$10 per round trip for the customer, as well as a potential fare reduction for ADA customers and potential regional ADA services for Elk Grove ADA customers. Additionally, SacRT can leverage the expertise of existing staff in various support areas such as information technology, customer satisfaction, human resources, finance, and safety to deliver a comprehensive and seamless business model for paratransit services.

SacRT appreciates and will continue to support the work that PI does in supporting regional social service agency partners in the provision of transit service, ensuring these agencies are able to customize transportation services to better serve their programs. This support also better serves the specific needs of agency clients and frees up capacity on the "safety net" that is ADA paratransit. Despite the potential change in operator of ADA paratransit service, SacRT remains committed to our social service agency partners. As we have for decades, our shared focus will be to ensure the future delivery of accessible services that meet the mobility needs of all members of our community.

FOUR-PARTY AGREEMENT

In 1981 SacRT, the City of Sacramento, the County of Sacramento and SACOG entered into an agreement commonly referred to as the Four Party Agreement after the implementation of the Social Services Transportation Improvements Act. The Four-Party Agreement contemplated the funding mechanism for the services that PI would provide to the elderly and disabled community in Sacramento County as a CTSA. Much has changed in service delivery since the formation of the Four-Party Agreement, including the passage of the ADA. The Four-Party Agreement was amended four times with the most recent iteration being executed in 1988. Pursuant to the Four-Party Agreement, the City and County, SACOG and SacRT agreed to fund PI services through different funding mechanisms. The City and County agreed to provide funding for PI’s CTSA services through their General Funds. SacRT agreed to allow PI to make a claim for and receive the Article 4.5 TDA funding, by agreeing to waive and relinquish its right to claim any Article 4.5 TDA funds available for services provided to the elderly and disabled communities. In 2009, when Measure A took effect, the City and County stopped providing PI with funds under the Four-Party Agreement and only SacRT continued to

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	09/23/19	Open	Action	09/18/19

Subject: Whether or Not to Terminate the ADA Paratransit Service Agreement with Paratransit, Inc. and Operate the Service In-House; and Provide Note to the City and County of Sacramento, and the Sacramento Area Council of Governments that SacRT Will Withdraw from the "Agreement Relating to Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County" (also known as the "Four-Party Agreement"), Effective July 1, 2020

contribute under the TDA (SACOG never directly funded PI under this agreement). On September 9, PI proposed that SacRT withdraw from the Four-Party Agreement, which will effectively result in the termination of the Agreement. To withdraw from the Four-Party Agreement, SacRT is required to provide a notice to the other parties to the Agreement at least 60 days before the start of the new fiscal year. In other words, to withdraw from this Agreement, SacRT must provide the City, County and SACOG with notice no later than May 1, 2020. Staff recommends that the Board authorize the General Manager/CEO to provide that notice to the parties to the Agreement no later than May 1, 2020.

RESOLUTION NO. 19-09-_____

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

September 23, 2019

AUTHORIZING THE GENERAL MANAGER/CEO TO PROVIDE “NOTICE OF TERMINATION FOR CONVENIENCE” TO PARATRANSIT, INC. REGARDING THE CURRENT “ADA PARATRANSIT SERVICE AGREEMENT”, AND OPERATE ADA PARATRANSIT SERVICE IN-HOUSE EFFECTIVE APRIL 1, 2020

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 provide “Notice of Termination for Convenience” to Paratransit, Inc. regarding the current “ADA Paratransit Service Agreement,” and to operate ADA paratransit service in-house effective April 1, 2020.

THAT, the General Manager/CEO is hereby authorized to execute any agreements, forms, applications or other required documents necessary to effectuate the termination contemplated herein.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-09-_____

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

September 23, 2019

AUTHORIZING THE GENERAL MANAGER/CEO TO PROVIDE NOTICE TO THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO AND THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) THAT SACRT WILL WITHDRAW FROM THE “AGREEMENT RELATING TO THE FUNDING AND PROVISION OF TRANSPORTATION SERVICE TO THE ELDERLY AND DISABLED IN SACRAMENTO COUNTY” (ALSO KNOWN AS THE “FOUR PARTY AGREEMENT”) EFFECTIVE JULY 1, 2020.

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 provide notice to the City of Sacramento, County of Sacramento and the Sacramento Area Council of Governments (SACOG) that SacRT will withdraw from the “Agreement Relating to the Funding and Provision of Transportation Service to the Elderly and Disabled in Sacramento County” (also known as the “Four Party Agreement”) effective July 1, 2020.

THAT, the General Manager/CEO is hereby authorized to execute any agreements, forms, applications or other required documents necessary to effectuate the withdrawal contemplated herein.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



SacRT/Paratransit, Inc. Service Agreement Update

Discussion

Transition Plan for Bringing ADA Service In-House

Contract expired
June 30, 2019

- Currently in hold-over status
- Final terms presented

PI and SacRT have agreed
not pursue a new service
contract

SacRT operation of ADA
paratransit service

- 6 months notice
- Tentative Start Date: April 1, 2020

Transition Plan

PUBLIC OUTREACH

Comprehensive communications plan under development, including:

- Open house events within our service area to provide information and receive feedback from the riders
- Attend community and advocacy meetings
- Targeted media outreach to inform riders
- Direct outreach to riders
- Coordination with the Mobility Advisory Council (MAC)

Transition Plan

LEADERSHIP

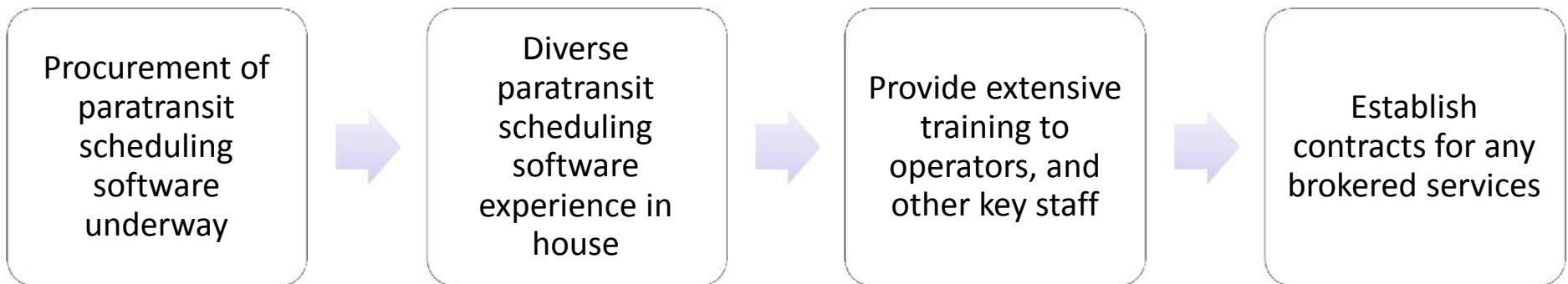


Transition Plan

STAFFING

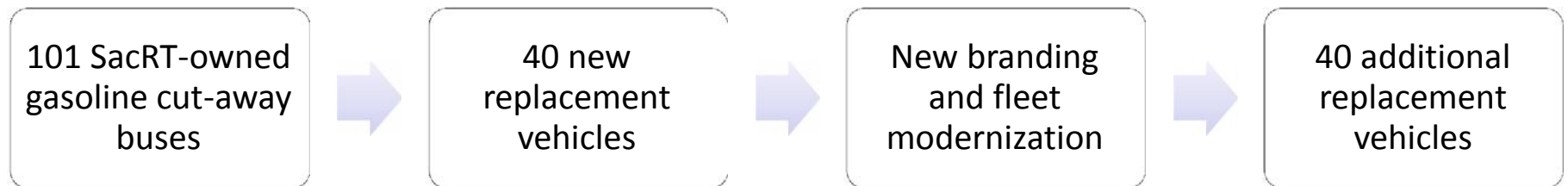


OPERATIONS



Transition Plan

VEHICLES



MAINTENANCE



Transition Plan

POTENTIAL LOCATIONS



OTHER LOGISTICS



Transition Plan

FINANCIAL PLAN



Amend critical plans and policies:

- 401A Plan (retirement plan)
- Fare Policy
- Paratransit plan

Transition Plan

CUSTOMER COMMITMENT

SacRT is dedicated to ensuring high quality service for ADA paratransit customers

- Integrated fixed route and paratransit system
- Elk Grove partial regional service
- Fare reduction for ADA customers
- Free fare on fixed-route

Autonomy



- Customers First
- Efficient
- Effective
- Transparent

Efficiency



- Leverage Technology:
 - Microtransit
 - Mobile apps
 - New mobility

Innovation



Four Party Agreement

SacRT

City of
Sacramento

County of
Sacramento

SACOG

- Originally signed in 1981
- Established a framework to fund disabled and elderly transportation, as well as the structure of the PI Board
- Last updated in 1988
- With 2009 Measure A renewal, the City and County stopped making payments to PI (SACOG not a direct funder)
- Not related to SacRT's ADA paratransit service agreement with PI
- SacRT is prepared to withdraw from the Four Party Agreement
- PI has also requested that SacRT withdraw

Discussion

NEXT STEPS

Upon Board of Directors Approval of Termination of ADA Paratransit Service Agreement

- Provide formal notice of termination of agreement by October 1, 2019
- Service launch April , 2020



Negotiate terms of with separation PI, potentially including:

- Transition of assets
- Fair and reasonable distribution of future funding

Upon Board of Directors Approval of Withdrawal from Four Party Agreement

- Provide notice of withdrawal from Four Party Agreement
- Effective July 1, 2020

Questions



Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	09/23/19	Open	Information	09/20/19

Subject: Information on the Light Rail Modernization Project and the use of Proposition 1A High Speed Rail Funding

ISSUE

Use of Proposition 1A High Speed Rail Funding for new lower floor light rail vehicles for the Light Rail Modernization Project, Railyard light rail double track, and City of West Sacramento Connector Projects.

RECOMMENDED ACTION

This is an informational update, no action is being requested.

FISCAL IMPACT

Though this is an informational update, which has no fiscal impact, this item will return to the Board at the October 7th meeting (if approved in a prior action on this agenda) with a recommendation that the Board program the remaining Proposition 1A (Prop. 1A) High Speed Rail funds:

Prop 1A Total allocation:	\$30,165,000
Less Allocated to date:	<u>(1,207,517)</u>
Remaining Prop 1A to assign:	\$28,957,483

DISCUSSION

Background on Prop. 1A High Speed Rail Funds

Prop. 1A, or the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, was approved by California voters on November 4, 2008. As part of the Prop. 1A bond proceeds, \$950 million of formula-based funds were made available to other rail operators in the state for capital projects on passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements.

Once each rail operator determines the project(s) that they would like to spend their Prop. 1A funds on, they must request that the California Transportation Commission (CTC) take the following actions:

- (1) Program the funds to the project, at which point the CTC confirms that the project is eligible for the funds;
- (2) Allocate the funds to the project, at which point the project sponsor can actually expend the funds.

Approved:

Presented:

Final 09/20/19

General Manager/CEO

VP, Finance/CFO

J:\Board Meeting Documents\2019\14 September 23, 2019\IP Prop 1A High Speed Rail Funding Info Item.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	09/23/19	Open	Information	09/20/19

Subject: Information on the Light Rail Modernization Project and the use of Proposition 1A High Speed Rail Funding

SacRT’s formula share of the Prop. 1A funds are \$30,165,000. Table 1 shows the status of SacRT’s Prop. 1A funds and projects.

Previous Programming of Prop. 1A Funds to Downtown/Riverfront Streetcar

At the June 12, 2017 Board Meeting, the Board adopted Resolution No. 17-06-0088, approving the Programming of \$25 Million of Prop. 1A Funding for the Downtown/Riverfront Streetcar Project. The resolution specified that Staff could not request an allocation of the Prop. 1A funds from CTC until a Small Starts Grant Agreement for the Project had been executed with the Federal Transit Administration (FTA) and \$30 million in funding has been allocated by the California Transportation Commission (CTC) from the Transit and Intercity Rail Capital Program (TIRCP).

Table 1. Status of SacRT Prop. 1A Funding

Project	Amount	Programmed by CTC	Allocated by CTC	Spent
Green Line Environmental	\$575,517	Yes	Yes	100%
SVS Loop – Final Design	\$632,000	Yes	Yes	Partially
Downtown/Riverfront Streetcar	\$25,000,000	No	No	None
TBD	\$3,957,483	No	No	None
Total	\$30,165,000			

In January of 2019, the Downtown/Riverfront Streetcar Project received construction bids that placed the project significantly over budget. The project was placed on hold as the two Cities, the project owners, discussed options for a path forward for the project. In recent discussions, the Cities, at a staff level, are working on an option (called “Connector” Project) that would connect the two Cities up to the Sacramento Valley Station, and add double track from the Sacramento Valley Station to Township 9. SacRT would be able to operate light rail service on a 15 minute frequency from Township 9 to West Sacramento with these improvements. This connector between the two Cities would provide regional light rail access to the City of West Sacramento.

If the Cities agree, and move forward with these improvements, SacRT would include them in the Light Rail Modernization Project. The light rail vehicles purchased under that project would augment the light rail vehicle fleet providing a sufficient number of vehicles to operate service on the expanded system. Including the vehicles in the overall Light Rail Modernization Project would remove this cost from the Sacramento/West Sacramento connector project by an amount roughly equivalent to the \$25 million allocated to the Downtown/Riverfront Streetcar Project.

Urgent need for funding on SacRT’s Light Rail Modernization Project

In the 2018 Congested Corridors and Transit and Intercity Rail Capital Program (TIRCP) funding round, the State awarded \$84 million in grant funds to SacRT to support the purchase of 20 new low floor LRVs, construct capital enhancements to enable 15 minute service on the entire Gold

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Line, and modify “high priority” SacRT light rail stations to allow new low-floor vehicles to operate on the system. The award was contingent upon SacRT providing a significant local match amount toward the project, at an even higher match ratio than had been proposed in the application.

Like the Prop. 1A funds, both the Congested Corridors and TIRCP funds must be programmed and allocated by the California Transportation Commission (CTC) before SacRT can spend the funds. SacRT intends to go to the October 8-9th, 2019 CTC meeting to request an allocation of \$30 million toward the first 23 new low-floor LRVs per the terms of the conditions of a contract with Siemens Mobility, Inc. approved by the Board at their August 26, 2019 meeting. The CTC is prohibited from allocating funds to a project that does not have a full funding plan comprised entirely of *committed* funds.

When reviewing SacRT’s funding plan, CTC staff expressed concerns that some of the funding sources identified in the plan were not committed funds, and instead were funds that SacRT anticipated receiving in the future (e.g., sales tax revenues). CTC has said that, unless SacRT is able to fill the funding gap with committed funds, then SacRT’s October CTC allocation for LRV purchases is in jeopardy of not moving forward. Furthermore, SacRT will not be able to seek any other allocations from the \$84 million award until the issue is resolved.

In addition to being responsible for the programming and allocation of Congested Corridors and TIRCP funds, CTC is also responsible for the programming and allocation of Prop. 1A funds. CTC staff therefore expressed concerns about SacRT having a shortfall of “committed” funds on the Light Rail Modernization project, while simultaneously having a \$28.9 million balance of unprogrammed and unallocated Prop 1A funds.

CTC staff further requested that SacRT request an allocation of Prop. 1A funds as soon as possible for the following reasons:

- The Prop. 1A program is over 10 years old
- Most other agencies in the State have already delivered their Prop. 1A-funded projects
- Most of the funding remaining in the Prop. 1A program is SacRT’s
- CTC staff would like to be good stewards of the funds and deliver projects so that the program can be closed out

Finally, the new funding rounds of the TIRCP and Congested Corridors grant programs are expected to take place in the next six months, and it could reflect poorly on SacRT’s applications if any of our existing CTC-administered funds are not allocated and moving toward project delivery.

Benefits of SacRT’s Light Rail Modernization Project

The Light Rail Modernization Project is SacRT’s highest priority project. This project begins the transition to a low floor fleet and light rail system. The addition of low floor vehicles will significantly improve the reliability of the region’s light rail system. The age and high mileage of the existing light rail vehicle fleet has resulted in reliability issues which will be an increasing problem as these vehicles continue to age.

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As always, there are many competing projects with multiple funding needs. As a fiscally prudent public agency, it is in SacRT’s best interest to find projects and funds that provide a system wide benefit. By assigning the \$28.9 million in Prop. 1A funds to the Light Rail Modernization project, the agency will accomplish many objectives. First, the funding will be used for new low-floor LRVs and the modification of light rail station platforms to enable the new low-floor LRVs to provide accessible service on the light rail system. Second, the Light Rail Modernization project is a shovel ready project that benefits the entire region, providing job opportunities to residents county wide, as well as improving the reliability by replacing existing aging light rail cars. In addition, these modern, low-floor, reliable light rail cars will showcase our region’s commitment to providing the highest caliber of environmentally friendly, reliable transportation options. Residents and businesses that are attracted to new, urban developments in the region, including the new Railyards Development downtown, will find that they are served by a regional light rail system that is reliable, clean, modern and accessible. The new low floor system will also facilitate multimodal trips by making it much easier to board a light rail train with a bicycle, and increasing the storage space for bicycles on-board the train. Finally, any future expansions of the light rail system will benefit from the new LRVs and the low-flooring of the light rail system, therefore, these new vehicles can be used to operate services for these projects such as the “Connector” connecting the City of West Sacramento and the City of Sacramento.

Next Steps

This item is being presented to the Board at this point for consideration and feedback. Staff will return to the Board at the October 7th meeting (if approved in a prior action on this agenda) to recommend that the Board program the entire \$28,957,483 unused portion of Prop. 1A funds to the procurement of new low-floor LRV’s and related station modifications to ensure that SacRT’s TIRCP and Congested Corridors funding allocations move forward, and to demonstrate to our funding partners at the State that SacRT can deliver projects and expend funds in a timely manner.

General Manager's Report September 23, 2019

Board Member Bus Stop Sign Distribution

Presentation

SacRT Forward Update

Oral Presentation by James Boyle

SacRT Employee Appreciation Event Update

Oral Presentation by Devra Selenis

RydeFree SacRT Student Initiative

Oral Presentation by Brent Bernegger

SacRT MEETING CALENDAR

Regional Transit Board Meeting

October 7, 2019*
*(pending Board approval)
SacRT Auditorium
5:30 P.M

Quarterly Retirement Board Meeting

December 11, 2019
SacRT Auditorium
9:00 A.M.

Mobility Advisory Council Meeting

October 15, 2019
SacRT Auditorium
2:30 P.M



SacRT Board of Directors

September 23, 2019

Agenda Item 8

SacRT Forward Launch

Launch Day Preparation:

- Weekly Implementation Meetings
- Command Center Operations
- Street Teams
- Team Leads
- SacRT Staff Volunteers
- Roving Staff
- Staff/Volunteer Training
- Media Events
- Safety, Security, Cleanliness
- “What If” Scenario Planning
- Plan, Prepare, Execute!



SacRT Forward Launch Day

Launch Day Stats:

- 54 Street Team volunteers on the street
- 36 SacRT employees on duty at Command Center/Admin
- 12 extra supervisors on the roads
- Operations personnel
- 5 additional SacRT police on duty
- Extra facilities staff



SacRT Forward Launch Day



Monday, September 9, 4:36 AM
First Pull Out



Monday, September 9, 5:30 AM
Press Conference

SacRT Forward Launch Day



SacRT Forward Launch Day



SacRT Forward Launch Day



SacRT Forward Campaign Highlights

- Street Team interacted with nearly **16,500 riders** before launch day!
- The SacRT Forward website was **visited 76,500 times!**
- Last week, we **reached over 62,000 people** on social media!
- The billboard mobile ads **reached nearly 1.5 million people!**
- The paid digital and social campaign **reached over 1 million people** and had **nearly 10,000 ad clicks!**
- TV media coverage: **Over 100 features** reaching 1 million households





Where we stand...

By 9/27 Staff will have distributed Ryde Free RT stickers and cards to **9 public school districts** and over **25 private and charter school associations** representing more than **300 schools** and over **200,000 students**.

Additionally, SacRT reached an agreement with the Sacramento County Public Library Authority allowing **all 22 public libraries** within our service area to **distribute stickers** to students as well.

Students may also visit **SacRT's Customer Service Sales Center** to pick up a Ryde Free RT Sticker and Ryde Free RT Card if needed.

Support from the Community

- Sacramento City Unified School District
- Twin Rivers Unified School District
- Elk Grove Unified School District
- Natomas Unified School District
- Center Unified School District
- Robla Unified School District
- Sacramento County Office of Education
- Sacramento Public Library Authority
- Aldar Academy
- Brookfield Charter School
- Christo Rey High School
- Language Academy of Sacramento
- Mustard Seed School
- Natomas Charter Schools
- Northern California Prep School
- Pacific Charter Schools
- Sacramento Country Day School
- St. Hope Charter Schools
- St John Vianney School
- Trinity Christian Schools
- Valley Christian Schools
- And many more daily...

**Fare-free
for
youth**

RYDE

All day,  every day **FREE RT** 

RYDEFreeRT.com



Next Steps

- Continue distribution of Ryde Free RT fare media
- Marketing/Outreach campaign
 - Press conference 10/1 at McClatchy High School
 - Staff volunteers at key school sites during the week of 9/30
- Measure results

SUMMARY
Paratransit Special Board Meeting
August 30, 2019

The following Directors were present: Steve Hansen, Pat Hume, Alice Kimble, Anna Fontus, Molly Nugent, Scott Leventon, Stephanie Nguyen, Vidhu Shekhar along with CEO, Tiffani Fink.

The meeting was called to order by Director Hume. Director Hansen stated for the record that he was concerned about a possible conflict of interest related to the closed session and he consulted with legal counsel; it was determined there was no conflict. Director Hume stated that he also consulted with counsel on this matter.

Public Comment:

There was no public comment.

Closed Session:

Conference with Labor Negotiations

Open Session Reconvened:

There was no reportable action.

SUMMARY
Paratransit Board Meeting
September 16, 2019

The following Directors were present: Pat Hume, Alice Kimble, Anna Fontus, Molly Nugent, Scott Leventon, Vidhu Shekhar along with CEO, Tiffani Fink.

The meeting was called to order and Director Hume recited the Mission Statement of Paratransit, Inc.

Public Comment:

Amber Turner addressed the Board stating that she thinks that the ADA paratransit service is a really good service; staff is excellent, including the managers, reservationists and dispatchers.

Jaci Tatro addressed the Board about issues she was facing with Paratransit, Inc. drivers and her service animal. She states the drivers are not getting the information she is traveling with a service animal, and drivers say her dog is "vicious". She is concerned that the drivers are not getting pertinent information.

Jeffrey Tardaguila addressed the Board stating that there are concerns with drivers getting the appropriate information for pick-ups, there appears to be a communications gap in the reservation process. He outlined an incident where he told the reservationist that he would need to be picked up in the back of a building and the information was not conveyed to the driver.

The following items were approved on the Consent Calendar:

- **The minutes of the August 13, 2019 Special Board Meeting** (after Director Hume read into the record the last page omitted in the Board Packet)
- **The minutes of the August 30, 2019 Special Board Meeting**
- **Resolution 11-19** Grandfathering Delta Shores Shopping Center into the Non-ADA service boundary for those passengers with employment within the Center.
- **Resolution 12-19** Ratifying Submittal of a Proposal to Provide ADA Application and Certification Services to the City of Wichita and further authorizing the Chief Executive Officer to negotiate and execute the contract and any amendments, as necessary.
- **Resolution 13-19** Authorizing the Chief Executive Officer (CEO) to Negotiate and Execute a Contract with the Massachusetts Bay Transportation Authority (MBTA) for management of the discount fare card (Charlie Card) application process, and further authorizing the CEO to execute all additional contract amendments for the duration of the contract.

The Executive Director's report highlighted the following:

Status of the building upgrades - the wall in the auditorium has been fixed and the outside upgrades are coming in under budget at about \$65,000; the outside of the building will be sand blasted, re-sealed and re-painted.

New buses - Paratransit, Inc. purchased 45 buses, nine are going to CTSA partners. Feedback indicates they have been well received. There are some adjustments still to be made; all of the new agency vehicles have been deployed.

Moving Youth to Jobs - Staff is providing training to groups of ten students at a time. They are providing training on transit skills; including using fixed route, rider etiquette and also ensuring the students have a back-up plan.

CEO Fink shared that she was invited to participate in the State Legislative Summit Steering Committee.

Audit Season is coming up and Paratransit, Inc. is preparing for "all things financial".

The Financial Report highlighted the following:

In the rolling year, trips overall were 816,000 compared to 827,000 last year, a 1.3% decrease. CTSA trips were down by 1% and DR trips were down by 1.6%, cost per trip was \$28.00 per trip compared to \$26.00 last year, an increase of 7%. CTSA cost per trip was down, primarily due to maintenance costs. DR costs increased by 11%, now at \$57.00 per trip, some of that is contributed to operator wages, more fuel used, and brokered trips. Fare recovery ratio overall is 11.3%, up slightly from last year, primarily due to the re-negotiation of a contract. Fare recovery ratio for DR is at 7.3%. Cost per mile is \$4.00, with a CTSA cost per trip of .71 cents per mile, and a DR cost per trip of \$50.00 per mile. Trips per 100 miles are 25, with 16 for CTSA and 11 for DR. Trips per hour are at 2.6, with CTSA trips at 5 per hour and DR at 1.7 per hour.

Presentation:

Ms. Fink provided an update on Paratransit, Inc. preparing to provide non-ADA service in Folsom starting October 1, 2019. Paratransit, Inc. service will not compete with the service that SacRT is providing on its' Dial-A-Ride service, but will enhance it by providing ADA eligible individuals service that goes beyond the times that Folsom Dial-A-Ride operates.

Closed Session:

The Board, Legal Counsel, along with Paratransit, Inc.'s CEO and CFO, retreated to Closed Session for the following:

Conference with Labor Negotiator, Government Code 54957.6
Agency Designated Representative: Tiffani Fink, Chief Executive Officer
Unrepresented Employees: Various Positions

Open Session Reconvened:

There was nothing to report.

Continuation of Public Comment on Items not on the Agenda:

Valerie Brooks addressed the Board stating that she moved from LA three years ago and Paratransit is one of the best resources in Sacramento. However, she has concerns related to the treatment provided by Yellow Cab drivers as the last incident involved not providing door-to-door service and dropping her off at the wrong building.

Discussion and Action Items:

Pending termination by Sacramento Regional Transit District (SacRT) of the Amended and Restated Americans with Disabilities Act (ADA) Paratransit Services Agreement and discussion regarding transition of ADA services to SacRT.

CEO Fink stated that first and foremost, she wants to let the public know what is not affected. Not on the table is non-ADA service, maintenance and travel training. This only affects ADA service. She shared that Paratransit, Inc. has been working with SacRT since 1992; the agreement has taken many forms. The most recent offer from SacRT really meant rolling back wages and reducing non-ADA and partner services. Paratransit, Inc. will work closely with SacRT; all that will change is who is providing the service. All parties are committed to working to ensure minimal disruption. Paratransit, Inc. will be working on re-sizing, working with partners and employees as Paratransit, Inc. moves forward.

Public Comment:

Jeff Tardaguila expressed a question about Director Hume's appointment to the Paratransit, Inc. Board considering Paratransit, Inc. won't be providing ADA paratransit service on behalf of SacRT, however would be involved in providing non-ADA service in Folsom.

Helen O'Connell stated she did not know how to explain all this and what it would mean to her friend who was blind. She also advised that her friend would need information in braille.

Director Hume stated the only difference would be in who is providing the ADA paratransit service.

Mike Barnbaum had questions such as will the allowable time to make a ride request remain the same, will SacRT provide regional trips to Elk Grove, on the first day of SacRT providing the service, will un-expired fare media still be accepted, will a zero trip denial policy still be applicable. Mr. Barnbaum also wanted to be sure any employees of the great organization (Paratransit, Inc.) were offered employment packages similar to employees that SacRT brought over from the previous operators of Folsom and Elk Grove service.

Director Hume commented that serving on both Boards gave him a unique perspective. Both agencies have a fundamental difference in ideology surrounding the funding component of ADA service. The offer that SacRT put on the table was literally unacceptable to Paratransit, Inc.; there was just not enough "meat on the bone".

Director Hume shared that both agencies are committed to the riders and employees, stating they want to be transparent and open and put the truth out there.

Community Partnerships:

None

Board Comments/Reports/Future Agenda Items:

Director Fontus stated she enjoyed and appreciated the comments, stating it was tough to make these decisions, and the goal is to reduce impacts to all, including employees and this will require continued evaluation and attention to all elements.

Adjourn:

The meeting adjourned about 8:05 p.m.

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS MEETING**

WEDNESDAY, September 18, 2019

10:00 AM

City Hall, Sacramento CA

- The meeting was called to order by Vice-Chair Saylor.
- The CCJPA Board approved the Consent Calendar.
- FY 19/20 Budget update, only change from the April report is a change in budget allocation for Wi-Fi. Roll call vote for budget approval passes unanimously
- Annual operating agreement with AMTRAK for FY 19/20 Budget. Updating some minor changes but is largely reflective of our previous agreements. Question about security upgrades at Jack London Station and if it was included in the budget. Security at this station is provided and funded by AMTRAK and is not in the Capital Corridor budget.
- Legislative Matters, AB 752 and AB 742 have been passed in the State Legislature and are awaiting signature by the Governor. AB 752 requires Lactation rooms and AB 742 provides the provision to provide bus only transportation without the need to complete a portion of the trip by rail. CCJPA voted on sending letters of support to the Governor. Passed unanimously.
- CCJPA Managing Agency discussion on establishing an Ad Hoc committee to make recommendations to the Board for decision on Managing Agency selection. There was a question on previous recommendations for selection and length of term. Term was increased from 3 year term to 5 year term and that it was a Board level discussion and this would be the first committee to provide recommendations to the Board.
- CCJPA Managing Agency is presented with a Faster Bay Area program to create more world class integrated system as an alternative to driving and to create a funding system to maintain a state of repair on transit. Funding mechanism will be a \$.01 sales tax similar to L.A. to be placed on the November 2020 ballot. Nine (9) Bay Area Counties listed on the proposal, Santa Clara, San Mateo, San Francisco, Marin, Sonoma, Napa, Solano, Alameda and Contra Costa.
- South Bay Connect project is a proposed shift to current route to a shorter more direct route. Construction to begin 2023 – 2024. The Davis Station Signal Improvement project is set to be completed 2024.
- First Board meeting for new director. Capitol Corridor has grown with ridership up 7%; revenue up 8%; on-time performance a little below at 88%; and customer satisfaction a little below. Customer comments overall consistent of about 200 which is an increase due to the new IVR System. The annual on-board survey was complete with 2,000 responses.
- Suggestion of offering a Connect Card system.
- Meeting adjourned at 11:30 AM