# BOARD OF DIRECTORS MEETING
## Public Meeting Participation Information

**November 9, 2026 | 4:00 p.m.**

## Ways to Join

| | | |
|---|---|---|
| **IN PERSON** |  | **Q Street Auditorium**<br>1102 Q Street, 4th Floor, Suite 4600, Sacramento, CA<br>How to comment: Complete a speaker card before your item is called. |
| **ZOOM** |  | Join the Zoom Webinar<br>**https://us02web.zoom.us/j/88564750782**<br>Webinar ID: 885 6475 0782<br>How to comment: Click Raise Hand when your item is called. |
| **PHONE** |  | **669-444-9171**<br>Webinar ID: 885 6475 0782<br>How to comment: Press *9 when your item is called. |

## Public Comment

The clerk will announce when public comment is being taken for each agenda item.

**Comment order:**

**1. In Person → 2. Zoom → 3. Phone**

**Speaking time:**

- Consent Calendar, General Manager's Report, Reports, Ideas and Questions from Directors, and Communications: **2 minutes per unit**
- Other agendized items: **2 minutes per item**

| IN PERSON | ZOOM | PHONE |
|---|---|---|
| Complete a speaker card | Click **Raise Hand** | Press ***9** |
| Wait to be called | Wait to be called | Wait to be called |
| State your name for the record | Unmute and state your name | Unmute and state your name |

## Written Public Comment

Submit written comments related to the agenda by 1:00 p.m. on the day of the Board meeting.

**boardcomments@sacrt.com**

**Please include the Item Number in the subject line.** Comments are limited to **250 words or less.** Written comments will be provided to the Board before the meeting begins.

**Accessible and Inclusive Public Meetings**
In accordance with the Ralph M. Brown Act and recent updates under Senate Bill 707, SacRT is committed to ensuring accessible and inclusive public meetings where remote participants have the same opportunity to address the Board as in-person attendees. **There are multiple ways to attend, view and participate.**

## Board Meeting Information

For the agenda, meeting materials, meeting information and additional participation instructions:

**boardcomments@sacrt.com**

***Please Note:** By participating in this meeting, you acknowledge that you are being recorded.*

**Need help?** Questions about participating? Email **boardcomments@sacrt.com**.

Sacramento Regional Transit District

# Agenda

**BOARD MEETING**
**4:00 P.M., MONDAY, NOVEMBER 9, 2026**
**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 lines)**

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**ROLL CALL** — Directors Brewer, Budge, Dickinson, Hume, Jennings, Kennedy, Maple, Rohrbough, Schaefer, Serna and Chair Singh-Allen

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 October 26, 2026

2.2 Resolution 2026-11-125: 2027 Board Meeting Calendar (T. Smith)

2.3 Resolution 2026-11-126: Approving the Renewal of All SacRT Health and Welfare Benefits for 2027 (S. Valenton)

2.4 Resolution 2026-11-127: Approval to Enter Into a Purchase and Sale Agreement with Sutter Valley Medical Foundation for Surplus Property Located in Sacramento, CA and Delegation of Authority to the General Manager/CEO to Execute One or More Grant Deeds and Lease Agreement (C. Flores)

2.5 Resolution 2026-11-128: Approval of Building and Parking Lease Agreement (2810 O Street) with Christopher Wordlow (APN 007-0274-005) (C. Flores)

2.6 Resolution 2026-11-129: Approving Contract for Insurance Broker Services to Alliant Insurance Services, Inc. (W. Mengistu)

2.7 Resolution 2026-11-130: Conditionally Delegating Authority to the General Manager/CEO to Award a Contract for Provide and Commission Frequency Converters with Backup Battery (B. Araujo)

2.8 Resolution 2026-11-131: Approving A Good-Faith Funding Letter and Authorizing Submission of Exemption Requests from the Innovative Clean Transit Zero-Emission Bus Purchase Requirements (L. Ham)

2.9 Approving Contract Change Orders No. 14 and No. 15 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 Project with PNP Construction, Inc. (L. Ham)

a) Resolution 2026-11-132: Approving Contract Change Order No. 14 to the Contract for Construction of the Low Floor Vehicle Platform Conversion Phase 2 Project with PNP Construction, Inc.; and

b) Resolution 2026-11-133: Approving Contract Change Order No. 15 to the Contract for Construction of the Low Floor Vehicle Platform Conversion Phase 2 Project with PNP Construction, Inc.

2.10 Resolution 2026-11-136: Delegating Authority to the General Manager/CEO to Award a Contract or Contracts for On-Call Revenue and Non-Revenue Vehicle Towing Services (B. Araujo)

## 3. INTRODUCTION -OF SPECIAL GUESTS

3.1 Resolution 2026-11-134: Recognizing RiderShip for the Masses as a Transit Advocacy Champion for its Dedication and Advocacy on Behalf of Public Transportation Riders (H. Li)

## 4. UNFINISHED BUSINESS

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

## 5. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA*

## 6. NEW BUSINESS

6.1 Resolution 2026-11-135: Authorization for the General Manager/CEO to Negotiate and Execute a Memorandum of Understanding with the City of Sacramento for Sacramento Valley Station Transit Improvements (L. Ham)

## 7. GENERAL MANAGER'S REPORT

7.1 General Manager's Report
- a. Major Developments and Updates
- b. SacRT Meeting Calendar

## 8. REPORTS, IDEAS AND QUESTIONS FROM DIRECTORS, AND COMMUNICATION

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

## 10. ANNOUNCEMENT OF CLOSED SESSION ITEMS

## 11. RECESS TO CLOSED SESSION

## 12. CLOSED SESSION

12.1 Conference with Legal Counsel
Pursuant to Cal. Gov. Code Section 54956.9(d)(1)
Existing Litigation

a. Brandt, Scott, et al. v. SacRT
Case Number 23CV009940

## 13. RECONVENE IN OPEN SESSION

## 14. CLOSED SESSION REPORT

## 15. ADJOURN

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*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. If you are participating virtually, you will be asked to raise your hand at the time the item is called. If you are participating by telephone, you will be prompted to indicate your interest in speaking on an item at the time the item you wish to speak on is called by the Board Clerk. If you desire to participate by two-way telephonic you must call 669-444-9171 and enter Webinar ID 885 6475 0782. If you are participating by audiovisual virtual access, join the Zoom Webinar at https://us02web.zoom.us/j/88564750782.

Public comment may be given on any agenda item as it is called and will be limited by the Chair for all participants including those in person, on the telephone or on a virtual platform, to 2 minutes or less per speaker. The Consent Calendar, the General Manager's Report and Reports, Ideas and Questions from Directors, and Communication will each be treated and taken up as one unit and individuals wishing to comment on any of these items will be able to speak for up to 2 minutes per unit. Speakers wishing to comment on any other agendized items will be provided 2 minutes for each item listed on the Agenda. 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. The Board limits public comment on matters not on the agenda to 2 minutes or less 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 Chair, in their discretion may allow for public comment to continue beyond the 30-minute time limit. The Board will not act upon or discuss an item that is not listed on the agenda except as provided in 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 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 DirecTV U-Verse cable systems. The recording will also be video streamed at metro14live.saccounty.gov. Today's meeting replays Wednesday, November 11th at 2:00 PM and Friday, November 13th 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.

Individuals who wish to have the Board meeting translated in real time into languages other than English, may do so consistent with the provisions of Cal. Gov't Code §54953.4(b)(2)(A), so long as the translation services are not disruptive to the proceedings. Individuals who require the assistance of language translators may contact the Clerk of the Board at (916) 556-0456 or TDD 916-557-4686 to request (1) extra space for one or more interpreters, (2) extra time to accommodate the translation of meeting proceedings, or (3) access to Board room facilities necessary to facilitate the use of commercially available interpretation services. While SacRT must allow members of the public to use their own translations services in real time during the Board meeting, SacRT is not required to provide translators for members of the public.

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 Administrative Offices.

EST. 1973
SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Tabetha Smith, Clerk to the Board |
| **SUBJ:** | APPROVAL OF THE ACTION SUMMARY OF OCTOBER 26, 2026 |

## RECOMMENDATION

Motion to Approve.

**SACRAMENTO REGIONAL TRANSIT DISTRICT**
**BOARD OF DIRECTORS**
**BOARD MEETING**
**OCTOBER 26, 2026**

**ROLL CALL**: Roll Call was taken at 4:00 p.m. PRESENT: Directors Brewer, Budge, Dickinson, Jennings, Kennedy, Rodriguez, Rohrbough, Schaefer and Chair Singh-Allen. Director Rodriguez to vote as alternate for Director Serna. Absent: Director Hume, Maple.

It was announced that with just cause, Director Budge would be attending virtually.

## 1. PLEDGE OF ALLEGIANCE

## 2. CONSENT CALENDAR

2.1 Motion: Approval of the Action Summary of September 28, 2026

2.2 Receive and File: Quarterly Treasurer's Report (W. Mengistu)

2.3 Conditionally Awarding Contracts for Pre-Employment and DOT/DMV Certification Medical Examinations and Evaluation of Job Description Physical Requirements (S. Valenton)

a) Resolution 2026-10-119: Conditionally Awarding a Contract for Pre-Employment and DOT/DMV Certification Medical Examinations, and Evaluation of Job Description Physical Requirements to Agile Occupational Medicine PC; and

b) Resolution 2026-10-120: Conditionally Awarding a Contract for Pre-Employment and DOT/DMV Certification Medical Examinations, and Evaluation of Job Description Physical Requirements to Dignity Health Medical Foundation, A California Nonprofit Public Benefit Corporation, dba Mercy Medical Group

2.4 Resolution 2026-10-121: Approving Sole Source Procurements for Supply Purchases and Maintenance and Repair Services for Equipment, Components, and Parts for Light Rail Maintenance and Wayside Contractors and Delegating Authority to the General Manager/CEO to Execute Contracts (B. Araujo)

2.5 Resolution 2026-10-122: Approve the First Amendment to Fiscal Year 2025-2026 Transportation Development Act Claim (L. Ham)

2.6 Resolution 2026-10-123: Rescinding Resolution No. 12-04-0050 and Revising SacRT's Voting Procedures for Property and Business Improvement District Assessments
(C. Flores)

2.7 Resolution 2026-10-124: Authorizing the Execution of the Cycle A and Cycle B Low Carbon Transit Operations Program Project(s) and Certifications and Assurances, and Submittal of Project Nominations and Allocation Requests to Caltrans for Fiscal Year 2025-26 Low Carbon Transit Operations Program (W. Mengistu)

Chair announced that there was a revision to Agenda Item 2.6 which was provided to the Board and copies were also available in the room. The revised item included a presentation.

Chris Flores and Olga Sanchez-Ochoa provided a presentation for Item 2.6.

Henry Li added that the benefit review would be a collaborative process in which SacRT would work with PBID partners.

Director Comments:

Director Dickinson asked if the change in PBID policy was discussed with any affected PBIDS.

Mr. Flores stated that the item only proposes to change the authority of who will be voting.

Director Dickinson stated it would be appropriate to discuss the change with the PBIDS.

Mr. Flores stated the proposed change is in line with how the City of Sacramento (City) adopts PBIDS and recognized Director Dickinson's concern of communicating the voting change to PBIDs.

Director Dickinson stated the City has a long-standing process and this proposes a change in process.

Mr. Flores stated the intent is to highlight concerns of anticipated cost growth and the future fiscal outlook.

Director Budge asked what measurement is used to assess the amount of benefit.

Mr. Flores responded there would be a benefit review for each individualized parcel in assessment.

Director Budge was surprised that the Rancho Cordova PBID was not included in the list, however; she mentioned they may not have included rail corridor in their PBID. She asked if a PBID is adjacent to the rail corridor but, does not include the track, how would the benefits be assessed.

Mr. Flores used Florin as an example, which includes several parcels in the PBID assessment but does not capture the track adjacent to those parcels. He added that the park and ride property for SacRT was captured in the assessment.

Director Budge asked how the new proposal would deal with new requests to join a PBID.

Mr. Flores said if a PBID was forming and it was going to capture Sacramento's property in their assessment and it exceeded $50,000 in annual assessment through those parcels, it would be brought to the Board to be voted on.

Director Budge asked if a newly formed PBID would know what the request for assessment is going to be.

Mr. Flores said a PBID must form a district management plan that lays out the various assessments of the parcels and then is circulated to the parcel owners and must get 50% of the property owners vote on assessments. Then, if verified through the city the assessment would go to election and 50% of returned ballots would approve.

Director Budge stated Rancho Cordova worked closely with John Lambath who is the author of the PBID legislation in the 1990's.

Mr. Flores said he would have to go back to look at the boundaries of the Rancho Cordova PBID.

Director Budge stated she is unsure how the Visit Rancho Cordova PBID treated the rail corridor.

Mr. Li stated only two PBIDs include SacRT tracks in the assessment. Midtown includes cleaning service at light rail stations and SacRT is currently negotiating with Del Paso to see if this type of service could be provided. He added there are some equity issues and more than half of transit agencies in California are cutting service or raising fares. If SacRT tracks were added into the assessments the annual cost would be over $200K. He added that the financial aspect of it is complicated. Mr. Li stated SacRT will work with the PBIDs as a partner to negotiate and recognized Director Kennedy for his help with the Florin PBID which has been reduced by $9,000.

Director Budge agrees with bringing to the Board for approval as the Board members are knowledgeable of the PBIDs in their areas.

Director Kennedy stated it would be good public policy when spending SacRT funds to have the discussion in public.

Chair Singh-Allen asked about the urgency of the item and stated stakeholder engagement is very important on all policies, especially those that will be most impacted

Public Comment:

Dion Dwyer commented on item 2.6 the PBID process and shared some concerns.

Chair Singh-Allen asked Mr. Dwyer if he is comfortable with the Board taking action.

Mr. Dwyer asked for a continuation of two weeks and invited SacRT staff to attend an upcoming meeting.

Rick Hodgkins commented on agenda items 2.4 and 2.6.

Mr. Li stated that Item 2.6 will come back to the Board on November 9, 2026.

Director Dickinson shared a concern of taking single items out of the budget.

Director Rohrbough responded and clarified that the Board is not being asked to cut an item from the budget rather the Board would have authority for PBIDs over $50,000 and agrees the item should come back.

Written Public Comment on item 2.6 was submitted by Dion Dwyer.

***ACTION: APPROVED. Director Rodriguez moved; Director Budge seconded approval of Consent Calendar Items 2.1 - 2.5 and Item 2.7 as written. Item 2.6 will be brought back to the Board. Motion was carried by roll call vote. Ayes: Directors Brewer, Budge, Dickinson, Jennings, Kennedy, Rodriguez, Rohrbough, Schaefer and Chair Singh-Allen; Noes: None; Abstain: None; Absent: Hume, Maple***

## 3. UNFINISHED BUSINESS

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

Lisa Hinz and Blanca Araujo provided a presentation.

Director Comments:

Director Rodriguez commented on previous crossing gate issues in Folsom that were possibly due to heat.

Director Budge left the meeting at 4:48 p.m.

Ms. Araujo stated there are many reasons the crossing arms can go into safety mode.

Director Rohrbough thanked Ms. Araujo for coming to the Folsom City Council Meeting and asked about the timeline for completion of the converter replacement.

Ms. Araujo stated the two converters specific to the incident in Folsom have been replaced and staff are currently going through the system and looking for funding to replace all converters that are past their useful end of life.

Director Rohrbough asked for the notification action plan in the event of a future issue.

Ms. Araujo stated SacRT staff is putting together an “emergency” group to text which includes the names and departments to be informed which was provided by the City of Folsom.

Director Rohrbough asked in the event of future disruptions, who would be following up with status updates.

Ms. Araujo shared each gate must be reactivated in person which takes time. The internal action plan is to have additional staff which include supervisors and any staff that has the equipment and knowledge to get to the gate up. The updates for any future disruptions will be communicated within the “emergency” text group.

Director Rodriguez asked if when there are disruptions, it can be communicated to light rail riders.

Ms. Araujo stated in the event of future disruptions, staff will communicate the information with riders.

Public Comment:

Dan Allison commented on the fare policy, safety and the cart, stroller, bicycle policy.

Helen O'Connell commented on certain acquaintances with physical limitations that have had trouble with validating fare.

Margie Donovan asked how Folsom residents will know when the crossing guards are fixed.

Rick Hodgkins commented on using the *"Voice of God"* and PA System announcements to relay information and rider communication.

Faramarz Nabavi commented on the zero-tolerance fare policy.

## 4. PUBLIC ADDRESSES BOARD ON MATTERS NOT ON THE AGENDA*

Evan Siroky commented on needed improvement of real-time information.

Dan Allison commented on rider communication, signage and real-time information.

Helen O'Connell commented on policy and procedure protocol.

Mattie Parfitt commented on free fare days.

Margie Donovan commented on air conditioning on SacRT buses and rider confidentiality.

Rick Hodgkins commented on the use of "*Voice of God"* for announcements and rider communication.

Written Public Comment was provided by Alex Sarabia, Barbara Stanton, Rebbeca Littke and Ronnie Miranda.

## 5. GENERAL MANAGER'S REPORT

5.1 General Manager's Report
- a. Major Developments and Updates
- b. SacRT Meeting Calendar
- c. Next Stop News
- d. Monthly Social Work Report (September)

Henry Li provided a brief presentation.

Public Comment:

Helen O'Connell commented on the supplemental paratransit service provided by VIA and SacRT employee pay and benefits.

Rick Hodgkins commented on the unhoused issues in Sacramento.

Director Dickinson commented on real-time information on buses in Philadelphia and asked if money is the reason SacRT does not have the technology.

Mr. Li responded it is both money, issues with equipment vandalism and timing.

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

6.1 Mobility Advisory Council Meeting Summary – September 17, 2026 (B. Araujo)

## 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

The Board Recessed to Closed Session at 5:55 p.m.

**ROLL CALL**: PRESENT: Directors Brewer, Dickinson, Jennings, Kennedy, Rodriguez, Rohrbough, Schaefer and Chair Singh-Allen. Director Rodriguez to vote as alternate for Director Serna. Absent: Director Budge, Hume, Maple.

## 10. CLOSED SESSION

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

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

APN: 007-0273-022; 007-0273-008; 007-0274-012; 007-0274-013; 007-0273-003; 007-0273-004; 007-0273-015; 007-0273-014; 007-0274-026;

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

Negotiating Parties: Sutter Valley Medical Foundation

Under Negotiation: Price and Terms

Public Comment:

Rick Hodgkins commented on the need for the Capitol Corridor to have additional bus routes from Sacramento Valley Station to Tahoe and for bathrooms on buses.

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

Aldridge Electric, Inc., a Delaware Corp. v. Sacramento Regional Transit District, a public corporation, and Does 1 through 10, inclusive
Case Number 26CV024960

## 11. RECONVENE IN OPEN SESSION

## 12. CLOSED SESSION REPORT

There was no Closed Session report from the Board.

## 13. ADJOURN

As there was no further business to be conducted, the meeting was adjourned at 6:29 p.m.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:
HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

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SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Tabetha Smith, Clerk to the Board |
| **SUBJ:** | 2027 BOARD MEETING CALENDAR |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

This action will result in establishing the Sacramento Regional Transit District Board of Directors meeting calendar for 2027.

## FISCAL IMPACT

There is no fiscal impact associated with this action.

## DISCUSSION

The attached 2027 board meeting schedule provides for one regular meeting on the second or the fourth Monday of each month.

Staff recommend approving the 2027 Board Meeting calendar attached to the Resolution as Exhibit A.

RESOLUTION NO. 2026-11-125

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

November 9, 2026

**2027 BOARD MEETING CALENDAR**

WHEREAS, the Sacramento Regional Transit Board of Directors desires to establish its regular meeting schedule for calendar year 2027; and

WHEREAS, Section 3.111 of Article 1 (Meetings) of Chapter 1 (Board Rules) of Title III of the Sacramento Regional Transit District Administrative Code Relating to Rules of Procedure provides in relevant part as follows:

> The resolution establishing the Board's regular meeting schedule will state the date for each regular meeting, and the time or place for each regular meeting. Unless otherwise specified in the Resolution establishing the Board's regular meeting schedule, the Board will conduct its regular meetings at Sacramento Regional Transit's Administrative Offices. The Board Agenda will include the physical address of the location where the Board meeting will be held.

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

THAT, the regular meeting schedule set out in attached Exhibit A for the meetings of the Sacramento Regional Transit Board of Directors for calendar year 2027 is hereby adopted.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

# EXHIBIT A

## 2027 BOARD MEETING CALENDAR

**SACRAMENTO REGIONAL TRANSIT BOARD OF DIRECTORS**
**4:00 P.M.**

| | | |
|---|---|---|
| Monday | Regular Meeting | January 25, 2027 |
| Monday | Regular Meeting | February 22, 2027 |
| Monday | Regular Meeting | March 22, 2027 |
| Monday | Regular Meeting | April 12, 2027 |
| Monday | Regular Meeting | May 10, 2027 |
| Monday | Regular Meeting | June 14, 2027 |
| Monday | Regular Meeting | July 26, 2027 |
| Monday | Regular Meeting | August 23, 2027 |
| Monday | Regular Meeting | September 27, 2027 |
| Monday | Regular Meeting | October 25, 2027 |
| Monday | Regular Meeting | November 8, 2027 |
| Monday | Regular Meeting | December 13, 2027 |

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SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Shelly Valenton, Deputy General Manager/CEO |
| **SUBJ:** | APPROVING THE RENEWAL OF ALL SACRT HEALTH AND WELFARE BENEFITS FOR 2027 |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

The effect of the Board approving the renewal of all the Health and Welfare insurance coverage is that employees will continue to receive the health and welfare benefits described below in accordance with SacRT's collective bargaining agreements and employment contracts.

## FISCAL IMPACT

The only anticipated cost increase related to the renewal of health and welfare benefits programs at SacRT is for the Employee Assistance Program (EAP). The cost to renew the EAP is $13,805.40 for the final 6 months of FY27 which is $399.00 higher than the current contract. If approved, the minimal difference in cost will be absorbed in the FY27 budget. The total employer cost of the employee health and welfare benefits are included in SacRT's operating budget.

## DISCUSSION

Each year, SacRT must determine whether to continue its current insurance benefit policies with its current benefit providers. The following is a summary of the results of the 2027 renewal process. Attachment 1 contains an Executive Summary prepared by SacRT's benefit broker, Keenan and Associates, providing details on all the renewal information. The rates are renewed on a calendar year basis as opposed to how funds are budgeted on a fiscal year basis.

## Dental

The Delta Dental PPO and Delta HMO plans both renewed with a rate pass and a two-year rate guarantee. Current rates and benefits for all employees enrolled will remain the same for the 2027 plan year. The next plan renewal will be January 1, 2028.

## Vision

The VSP Vision base, Buy-Up Option 1, and Buy-Up Option 2 plans all renewed with a rate pass and a three-year rate guarantee. Current rates for all employees enrolled in the VSP Basic or Enhanced Plan will remain the same for the 2027 plan year. The next plan renewal will be January 1, 2029.

## Life Insurance/Accidental Death & Dismemberment (AD&D)/Long Term Disability (LTD) Insurance

The current rates for all employees will remain the same for the 2027 plan year with rates guaranteed through December 31, 2028. The next plan renewal will be January 1, 2029.

## Flexible Spending Account (FSA) and COBRA Administration

The current rate of $4.70 per month per participant will remain the same for the 2027 plan year. The contract with Navia Benefits Solutions is an evergreen contract meaning that it continues in force indefinitely but may be terminated with a 30-day notice of cancellation.

## Employee Assistance Program (EAP)

The Optum EAP rates are going into the third year of a three-year renewal contract, which includes a 3% rate escalator for years two and three. The current rate of $1.68 per month per participant will increase to $1.73 per month per participant, which is a rate increase of $399.00 for FY 2027.

Keenan

10860 Gold Center Drive, Suite 350
Rancho Cordova, CA 95670
916-859-4900 phone | 916-859-7166 fax
Keenan & Associates | CA License #0451271

# Sacramento Regional Transit District
## 2027 Health & Welfare Renewal
## Executive Summary

On behalf of Sacramento Regional Transit District, Keenan & Associates is pleased to present the 2027 renewal overview for the ancillary benefit plans.

### Renewal and Marketing Objectives

Keenan remains committed to negotiating on behalf of Sacramento Regional Transit District to secure affordable ancillary benefit programs that provide meaningful value to employees. Whenever possible, Keenan will also pursue multi-year rate guarantees to promote greater cost stability and predictability.

### Dental and Vision Care Trends

Dental plans continue to experience moderate cost pressure due to increases in provider reimbursement, labor expenses, supply costs, and utilization. PPO dental plans are generally experiencing higher trends than prepaid plans because costs are more directly influenced by provider fees and the volume of services delivered. Vision trends remain comparatively stable, with increases primarily driven by higher examination fees and the rising cost of frames, lenses, and contact lenses. Keenan & Associates is forecasting the following dental and vision trend increases:

| Dental | Vision |
|---|---|
| PPO – 7% | Vision – 4% |
| Prepaid – 5% | |

### Delta Dental

The Delta Dental PPO and DHMO plans are entering the second year of a two-year rate guarantee. Current rates and benefits will remain unchanged through December 31, 2027, with the rate guarantee expiring upon the January 1, 2028, renewal.

### VSP

The VSP Vision Base, Buy-Up Option 1, and Buy-Up Option 2 plans are entering the second year of a three-year rate guarantee. All current rates will remain unchanged until the next renewal, effective January 1, 2029.

### The Hartford

The District's Basic Life, Basic Accidental Death & Dismemberment (AD&D), Basic Dependent Life, Voluntary Life, and Long-Term Disability (LTD) plans will renew with no rate increase effective January 1, 2027. Rates will remain guaranteed through December 31, 2028, with the next renewal effective January 1, 2029. In addition, The Hartford approved a one-time Life Open Enrollment opportunity during 2026, with elected coverage changes becoming effective January 1, 2027. During this special enrollment period, employees were

permitted to enroll in or increase their life insurance coverage up to the applicable guaranteed issue amount without providing medical evidence.

Flexible Spending Account

Navia Benefits administration will renew with no increase to the administration fee for the 2027 plan year. The current rate will remain $4.70 per participant per month.

Optum Employee Assistance Program (EAP)

The Optum Employee Assistance Program (EAP) is entering the third and final year of its three-year contract, which includes a 3% rate increase for the third year. The next contract renewal is scheduled for January 1, 2028.

Summary

Keenan values its longstanding partnership with Sacramento Regional Transit District and looks forward to continuing to support the District throughout the 2027 plan year. We remain committed to providing ongoing assistance across the District's current benefit programs and keeping the District informed of regulatory developments and other changes that may affect the benefits offered to employees.

Sincerely,

Robin Neer

Robin Neer
Senior Employee Benefits Account Executive

RESOLUTION NO. 2026-11-126

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

November 9, 2026

**APPROVING THE RENEWAL OF ALL SACRT HEALTH AND WELFARE BENEFITS FOR 2027**

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

THAT, the Board hereby approves the 2027 Health and Welfare Renewals for dental coverage with Delta Dental, vision coverage with Vision Service Plan, life insurance and long-term disability insurance with The Hartford Life Insurance Company, flexible spending account management with Navia Benefit Solutions, and employee assistance program services with Optum.

THAT, the Board hereby authorizes the General Manager/CEO or his designee to fill out, execute, and submit any and all forms, applications, documents, and agreements necessary to effectuate the renewal of all insurance coverages herein approved.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

EST. 1973
SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Chris Flores, Chief of Staff/VP, Real Estate |
| **SUBJ:** | APPROVAL TO ENTER INTO A PURCHASE AND SALE AGREEMENT WITH SUTTER VALLEY MEDICAL FOUNDATION FOR SURPLUS PROPERTY LOCATED IN SACRAMENTO, CA AND DELEGATION OF AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE GRANT DEEDS AND LEASE AGREEMENT |

## RECOMMENDATION

Adopt the Attached Resolutions.

## RESULT OF RECOMMENDED ACTIONS

If adopted, this action will approve entering into a Purchase and Sale Agreement (PSA) with Sutter Valley Medical Foundation (Sutter Health) for the sale of surplus property located in Sacramento, CA: Assessor's Parcel Numbers 007-0274-013; 007-0274-012; 007-0274-026; 007-0273-022; 007-0273-008; 007-0273-004; 007-0273-015; 007-0273-014; 007-0273-003 and a delegation of authority to the General Manager/CEO to execute one or more grant deeds and a lease agreement.

## FISCAL IMPACT

The sale of the nine surplus properties to Sutter Health is expected to generate approximately $15 million in sales revenue, less real estate costs, resulting in approximately $14.36 million in net sale proceeds. Sutter Health will also provide an additional $1.8 million relocation fee to support the relocation of SacRT's Bus Operations support staff and dispatch offices and occupancy costs.

Completion of the sale is contingent on SacRT relocating critical operational staff to a location near SacRT's BMF1 facility and under freeway bus parking adjacent to the surplused properties. One-time relocation and improvement costs are estimated at approximately $2.2 million, including upgraded network and radio equipment for the District and office relocation along with $124,800 annually for fiber services.

The sale is also projected to generate approximately $2.7 million in savings over ten years through avoided property tax assessments and reduced property operations and maintenance and repair expenses. The net financial benefit from the sale of the properties

will be approximately $15.4 million. Future leases or property purchases for relocation of staff will be presented to the Board at a later date for consideration.

DISCUSSION

On July 24, 2023, SacRT's Board of Directors declared the following properties in Midtown as surplus property ("the Midtown Properties"): Assessor Parcel Numbers: 007-0274-012, -013, and -026, 007-0273-004, -014, and -015, 007-0273-008 and –022, and on September 25, 2023, declared 007-0273-003 surplus.

SacRT has been following the mandated state Surplus Land Act (SLA) requirements (Government Code section 54220 and following, as well as the SLA Guidelines issued by the State of California Department of Housing and Community Development (HCD) in August 2024), federal requirements set out in 49 U.S.C. section 5334 and FTA Circular 5010.1F, and Title VII of SacRT's Administrative Code for this disposition.

On January 17, 2024, SacRT issued a Notice of Availability (NOA) to HCD stating that SacRT's surplus properties were available and provided the NOA to statutorily specified agencies and to entities on the state's list of affordable housing developers, as required by the SLA. At the November 18, 2024, Board meeting, the Board approved entering into a PSA with The Code Solution, an eligible affordable housing developer. Escrow opened on March 21, 2025. During the due diligence period in escrow, The Code Solution elected to cancel the transaction and not move forward with the purchase.

SacRT received approval from the HCD that the agency fulfilled its obligations under the SLA. As a result, the properties may be disposed of outside of the SLA process. However, the SLA requires properties surplused pursuant to the requirements of the SLA, to include an affordability covenant on title that runs with the land, requiring that that if ten or more residential units are developed on the surplused parcel, not less than 15% of the total units developed must be sold or rented as affordable housing to low-income households. Rental units must remain affordable and occupied by eligible households for 55 years.

SacRT enlisted the services of a commercial real estate broker in September 2025 to market the Midtown Properties for potential development and procure a purchaser. Per SacRT's listing, the agency is seeking fair market value for the properties and any sale must be approved by the Federal Transit Administration (FTA) before the disposition is completed. Per the Board approved action on these parcels, use of property will be restricted to prohibit the following uses as a covenant running with the land: auto - sales, storage, rental; auto service, repair; cannabis cultivation; cannabis manufacturing, nonvolatile; drive-through restaurant; equipment - rental, sales yard; gas station (excluding electric vehicle charging facilities, which will be permitted); manufacturing, service and repair; mini storage; locker building; plant nursery; warehouse; distribution center; or wholesale store certain uses are restricted, such as drive-throughs or storage units. And, to minimize SacRT's transaction costs, to the extent the other conditions are met and as permitted by applicable law and regulations, preference may be given to an offeror prepared to purchase the greatest number of the surplus properties in a single transaction if SacRT determines it is in its best interest to do so.

Staff has vacated seven of the parcels, but as stated in SacRT's property listing, SacRT APNs 007-0273-008 and -022 (1400 29th Street) currently house critical SacRT operational functions. As such, offerors for these parcels must either: (a) allow SacRT to lease back the property at no cost for approximately five to ten years to allow SacRT to complete a permanent relocation of all functions currently at the site; or (b) provide SacRT with a suitable replacement property in close proximity to SacRT's bus storage and maintenance facilities through either a lease or purchase and compensate SacRT for the costs incurred relocating staff, the server room, the radio communication equipment and other associated costs.

SacRT received three offers, which it presented to the SacRT Board in Closed Session on December 8, 2025. Two of the offers were for only two of the parcels and one offer from Sutter Health was to acquire all nine parcels for $15 million (above fair market value) plus $1 million for relocation assistance. The Board directed staff to negotiate the sale with Sutter for $15 million, with a $350,000 non-refundable Initial Deposit, plus ten years of a no cost lease back or relocate to a turn-key office with a no cost 10-year lease.

During negotiations, Sutter Health expressed a desire for SacRT to vacate 1400 29th Street sooner than SacRT requested and during negotiations increased its relocation assistance to $1.8 million if SacRT fully vacated the leased back parcels within 15 months after close of escrow (for every month longer it may take to vacate the Subject Property, $15,000 would be deducted from the Relocation Fee).

SacRT identified potential office space available in the vicinity. On July 8, 2026, SacRT staff provided an update to the SacRT Board Real Estate Adhoc Committee and again in closed session on October 26, 2026, and received direction from the Board to negotiate any necessary leases to vacate 1400 29th Street as soon as possible.

Since July SacRT staff has been negotiating terms, test-fitting relocation office space at several alternative locations, and estimating costs for the potential relocation. Staff determined that for operational efficiency, it would be best to relocate the Bus Operations Department to the leased building at 2810 O Street (where Human Resources currently resides) and move the Human Resources Department to a new nearby leased location. .

Costs to vacate the Midtown Properties include moving SacRT's network room and fiber network, radio consoles, the backup generator, moving and buying new furniture, and building out operator accommodations in a new space, all of which is estimated to cost approximately $2.2 million (depending on actual procurement bids). Since SacRT will be moving from a facility connected to its own fiber to leased spaces, an additional estimated $124,800 a year in fiber services will be added to operational costs.

Staff requests approval to enter into a PSA with Sutter Valley Medical Foundation, as described above conditioned upon executing a lease(s) to relocate staff and upon concurrence by both the California Department of Housing & Community Development and the Federal Transit Administration.

RESOLUTION NO. 2026-11-127

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

November 9, 2026

**APPROVAL TO ENTER INTO A PURCHASE AND SALE AGREEMENT WITH SUTTER VALLEY MEDICAL FOUNDATION FOR SURPLUS PROPERTY LOCATED IN SACRAMENTO, CA AND DELEGATION OF AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE ONE OR MORE GRANT DEEDS AND LEASE AGREEMENT**

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

THAT, the Board hereby reaffirms the delegation of authority it approved in Closed Session during the Board's December 8, 2025 and October 26, 2026 Board Meetings, authorizing the General Manager/CEO to finalize negotiations for the sale of the parcels known as Assessor Parcel Numbers 007-0274-013; 007-0274-012; 007-0274-026; 007-0273-022; 007-0273-008; 007-0273-004; 007-0273-015; 007-0273-014; 007-0273-003 to Sutter Valley Medical Center and to execute the final Purchase and Sale Agreement with Sutter Valley Medical Foundation (Sutter Health) and any other documents necessary to effectuate the sale of the parcels to Sutter Health for a purchase price of $15,000,000 plus a $1,800,000 Relocation Fee conditioned upon concurrence of the transaction by both the California Department of Housing & Community Development and the Federal Transit Administration.

THAT, the Board hereby delegates authority to the General Manager/CEO or his designee to execute a zero net cost lease for up to 15 months with Sutter Health, and for $15,000 per month thereafter for up to 36 months, for the building located at 1400 29th Street and parking lot at 2831 P Street, Sacramento at close of escrow.

THAT, the Board hereby delegates authority to the General Manager/CEO or his designee to execute one or more Grant Deeds, necessary to effectuate the transfer of the parcels sold to Sutter Health, at close of escrow.

THAT, the Board hereby delegates authority to the General Manager/CEO or his designee to execute any and all applications, forms, agreements, or documents that may be necessary to effectuate the transaction approved herein by the Board.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:
HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

EST. 1973
SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Chris Flores, Chief of Staff/VP, Real Estate |
| **SUBJ:** | APPROVAL OF BUILDING AND PARKING LEASE AGREEMENT (2810 O STREET) WITH CHRISTOPHER WORDLOW (APN 007-0274-005) |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

Approval of a 10.5-Year triple net (NNN) lease agreement with the new owner, Christopher Wordlow, at 2810 O Street, Sacramento, CA will provide a long-term ability to house Sacramento Regional Transit District (SacRT) staff close to SacRT's bus storage and maintenance location.

## FISCAL IMPACT

The current monthly rent of $4,000 is included in the FY2027 Operating Budget. The proposed lease increases the monthly rent to $5,000 effective December 1, 2026, through May 31, 2037, resulting in an additional cost of $7,000 for FY2027. The full annual incremental cost of $12,000 will be included in subsequent applicable Fiscal Year operating budgets. The costs associated with exercises of either one-year option to extend will be addressed at the time of option exercise.

## DISCUSSION

SacRT has leased the property at 2810 O Street (4,000 square feet of office space with associated parking on 0.15 acres) since 2004 for the purpose of various administrative uses to support SacRT operations. SacRT Human Resources Department staff presently work at this location.

The current lease instrument, which specifies an expiration date of May 31, 2027, is between SacRT and Anthony P. and Marilyn V. Wordlow. The owners have since passed away. SacRT desires to enter into a new lease agreement with the successor owner, and continue to lease the property for a specified term of 10.5 years.

The lease will allow SacRT to make improvements that would facilitate relocation of the Bus Operations Department from 1400 29th Street, which is currently being negotiated for

sale. While the monthly rent will increase by approximately 25% under the new lease, this will be the first increase since 2004 and is still consistent with market rate.

SacRT will have the option to terminate the lease at any time with 365 days' advance written notice if needs change. Approval of this lease allows SacRT control of the property and the benefit of any improvements that may be made for up to a 10.5-year period with options to extend by up to two additional years.

RESOLUTION NO. 2026-11-128

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

November 9, 2026

**APPROVAL OF BUILDING AND PARKING LEASE AGREEMENT (2810 O STREET) WITH CHRISTOPHER WORDLOW (APN 007-0274-005)**

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

THAT, the Building and Parking Lease (2810 O Street) between Sacramento Regional Transit District (SacRT) and Chrisopher Wordlow, for a 10.5-year term, expiring May 31, 2037, with options to extend two additional years, at a rental rate of $5,000 per month, on the terms and conditions further set forth therein, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute the foregoing lease agreement.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

EST. 1973
SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Wondimu Mengistu, VP, Finance/CFO |
| **SUBJ:** | APPROVING CONTRACT FOR INSURANCE BROKER SERVICES WITH ALLIANT INSURANCE SERVICES, INC. |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

Approving the Contract will provide Sacramento Regional Transit District (SacRT) with insurance broker services for a five-year term for an amount not to exceed $960,000.

## FISCAL IMPACT

The five-year broker services contract has a total cost of $960,000 for the base scope of services. The first-year fixed retainer amount of $179,000, which is paid quarterly, is fully budgeted in the FY2027 Operating Budget. Costs for subsequent operational years will need to be included in the applicable Fiscal Year budgets.

## DISCUSSION

The current contract for Insurance Broker Services with Alliant Insurance Services, Inc. (Alliant) expires on December 30, 2026. SacRT requires the expertise of a broker to evaluate SacRT's coverage needs, market for coverage, obtain quotes, and evaluate potential insurers' financial status using specifications approved by SacRT. Upon approval of costs and coverages by SacRT's Board of Directors, the broker places and services SacRT's policies for excess property, excess liability, excess workers' compensation, boiler and machinery, employment practices liability and employee dishonesty, cyber network liability, as well as providing other customary brokerage support services.

Staff released the Request For Proposal on August 22, 2026, and proposals were due September 10, 2026. One proposal was received, from SacRT's current broker, Alliant. The proposal evaluation was completed based on the following criteria: Proposer's response to understanding the service scope and requirements, staffing and experience, contract work plan, and competitiveness of pricing. Upon review and evaluation of the written proposals, staff determined that oral interviews were not required. The Selection Committee determined Alliant was qualified for award.

The insurance broker contract payment structure is based on an annual retainer fee basis. Alliant's 5-year pricing of $960,000 has been deemed fair and reasonable and falls within the established budget.

RESOLUTION NO. 2026-11-129

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

November 9, 2026

**APPROVING CONTRACT FOR INSURANCE BROKER SERVICES WITH ALLIANT INSURANCE SERVICES, INC.**

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

THAT, the Contract for Insurance Broker Services by and between the Sacramento Regional Transit District, therein "SacRT," and Alliant Insurance Services, Inc., therein "Contractor," whereby Contractor agrees to provide insurance broker services for a five-year term for an amount not to exceed $960,000, as further set forth therein, is hereby approved.

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

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

EST. 1973
SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Blanca Araujo, Senior VP, Operations |
| **SUBJ:** | CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT TO PROVIDE AND COMMISSION FREQUENCY CONVERTERS WITH BACKUP BATTERY |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow Staff to complete the formal solicitation process and delegates authority to the General Manager/CEO to award a Contract for Provide and Commission Frequency Converters with Backup Battery more expeditiously once the contract is ready to be executed, conditioned upon the availability of funding for the final Bid amount.

## FISCAL IMPACT

The fiscal impact will depend on the products and services purchased. The independent cost estimate for the new frequency converters and backup batteries is approximately $200,000 and is included in the Fiscal Year 2027 Operating Budget.

## DISCUSSION

The replacement of SacRT's frequency converters and associated backup batteries is necessary to maintain the State of Good Repair of critical operating equipment. Several units are approaching or have exceeded their expected useful life, increasing the risk of equipment failures, service disruptions, and costly maintenance. Replacement will support the continued reliability and availability of these assets, extend operational dependability, and ensure asset condition and replacement needs are managed in accordance with SacRT's Transit Asset Management (TAM) Plan and applicable useful-life benchmarks.

In May 2026 the Procurement Department issued an Invitation for Bid (IFB) for Purchase of Frequency Converters with Backup Battery and received three bids from: Maktoum Supplier; Nova Electric, Division of Technology Dynamics, Inc.; and vCloud Tech, Inc. Following a thorough review of the bid submissions and further discussions regarding the technical specifications, staff determined that the solicitation should be canceled and

reissued after the scope of work was revised to include the requirement that the awarded vendor must commission the equipment after installation by SacRT staff.

On October 26, 2026, Procurement re-issued the IFB for Provide and Commission of Frequency Converters with Backup Battery with a bid submission deadline of November 16, 2026 at 2:00 p.m. (PST).

Due to the operational importance of this equipment and the need to address existing equipment deficiencies, timely award and implementation of the replacement contract is essential. Delegating authority to the General Manager/CEO to award the contract, following completion of the competitive solicitation process and evaluation of bids before the next scheduled Board meeting will allow SacRT to proceed with the purchase and implementation immediately upon completion of the competitive solicitation process. This delegation will help minimize delays in obtaining and commissioning the replacement equipment while maintaining the integrity of the competitive procurement process.

RESOLUTION NO. 2026-11-130

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

November 9, 2026

**CONDITIONALLY DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT TO PROVIDE AND COMMISSION FREQUENCY CONVERTERS WITH BACKUP BATTERY**

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

THAT, authority is delegated to the General Manager/CEO to award and execute a Contract for Provide and Commission Frequency Converters with Backup Battery to the lowest responsive and responsive bidder in compliance with all formal solicitation requirements under the Procurement Ordinance, including the receipt of no protests to the award, conditioned upon the availability of funding.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

EST. 1973
SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Laura Ham, Senior VP, Planning, Grants and Procurement |
| **SUBJ:** | APPROVING A GOOD-FAITH FUNDING LETTER AND AUTHORIZING SUBMISSION OF EXEMPTION REQUESTS FROM THE INNOVATIVE CLEAN TRANSIT ZERO-EMISSION BUS PURCHASE REQUIREMENTS |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

The recommended action would approve the Board Good-Faith Funding Letter (Exhibit A) and authorize the Chair to sign it, as required to support SacRT's financial hardship exemption request to the California Air Resources Board (CARB) under the Innovative Clean Transit (ICT) zero-emission bus (ZEB) purchase requirements. The action would also authorize the General Manager/CEO or designee to submit the exemption request for calendar year 2026 and subsequent annual requests for calendar years 2027 and 2028, as necessary. The same Good-Faith Funding Letter would support these annual requests, provided SacRT's funding conditions and financial circumstances remain unchanged throughout this period.

## FISCAL IMPACT

There is no direct fiscal impact associated with the recommended action. SacRT plans to replace at least 78 heavy-duty Compressed Natural Gas (CNG) transit buses that have reached or will reach their useful life benchmarks during calendar years 2026–2028. Under the ICT Regulation, 50 percent of SacRT's new bus purchases would be required to be zero-emission, resulting in significant additional costs for SacRT.

If approved by CARB, the exemption would allow SacRT to purchase replacement CNG buses without being subject to the ICT zero-emission bus purchase requirements for calendar year 2026. Exemptions for calendar years 2027 and 2028 would be subject to separate annual requests and CARB approval.

The purchase of 78 replacement CNG buses is included in SacRT's adopted FY 2027 Capital Budget.

DISCUSSION

## ICT Regulation and SacRT's 2026 Requirement

CARB adopted the ICT regulation in December 2018, requiring California public transit agencies to transition to 100 percent zero-emission bus fleets by 2040 through a phased schedule of ZEB purchase requirements. Beginning in 2026, large transit agencies such as SacRT must make 50 percent of their new bus purchases zero-emission, and small transit agencies become subject to a 25 percent requirement for the first time. The requirement rises to 100 percent in 2029.

The regulation allows a transit agency to request an annual exemption from the ZEB purchase requirements under certain conditions, including financial hardship due to an inability to offset the incremental costs of purchasing ZEBs and associated infrastructure. Exemption requests must be submitted to CARB by November 30 of the applicable compliance year. Under the financial hardship provisions, CARB requires a letter from the transit agency's governing body declaring that the agency has, in good faith, applied for all available funding and financing options to offset these costs.

For transit agencies planning multi-year bus purchases for calendar years 2026 through 2028, CARB permits a single governing body letter to support annual exemption requests, provided the agency's funding conditions and financial circumstances remain unchanged throughout this period. The proposed Board Good-Faith Funding Letter is attached to this report for approval.

## Basis for the Exemption Request

SacRT is seeking an exemption under Condition 2 of the ICT Regulation's financial hardship provisions, based on its inability to offset the incremental costs of purchasing ZEBs and associated infrastructure.

SacRT has made investments in zero-emission technology and undertaken planning efforts to support its transition under the ICT Regulation. Between 2019 and 2021, SacRT purchased 18 battery-electric buses (BEBs) and installed associated charging infrastructure. The Board adopted SacRT's Zero-Emission Bus Rollout Plan in October 2020 and its Zero-Emission Vehicle Phase II Plan in February 2022. In 2023, SacRT completed a Battery-Electric Bus Feasibility Study to assess vehicle technology, operational requirements, charging infrastructure, and facility needs. SacRT has also evaluated hydrogen fuel cell electric buses (FCEBs) as an alternative zero-emission technology.

Despite these efforts, SacRT faces significant infrastructure and regulatory challenges that have affected its zero-emission transition plans. In November 2024, Caltrans imposed restrictions on electric bus storage and charging beneath or adjacent to highway structures due to fire safety concerns, affecting potential charging locations identified in SacRT's 2023 Battery-Electric Bus Feasibility Study. These restrictions also limit charging capacity at SacRT's Downtown Garage (BMF-1) and could require the relocation of approximately 50 buses. In addition, SacRT's existing maintenance facilities were designed primarily for CNG operations and would require substantial modifications and regulatory approvals to accommodate a zero-emission fleet.

In response to these challenges, SacRT is pursuing FCEBs as an alternative zero-emission technology, with plans to convert McClellan Garage (BMF-2) to support hydrogen fueling and maintenance operations. This approach requires substantial additional capital investment. Based on SacRT's planned purchase of 49 buses in 2026 and 29 buses in 2027, an estimated 40 ZEBs would be required absent an approved exemption. Using CARB's 2026–2027 cost benchmarks, the incremental cost of purchasing FCEBs instead of CNG buses is estimated at $972,000 per bus, resulting in $38.88 million in additional bus purchase costs. Including an estimated $11 million for hydrogen fueling infrastructure, the total incremental capital cost would be approximately $49.88 million for 2026–2027, with an additional $300,000 in estimated annual station maintenance costs. These estimates do not include potential additional bus purchases in 2028. These substantial costs would impose a significant financial burden on SacRT.

SacRT has actively pursued federal, state, and regional funding to support its zero-emission transition through the following efforts:

- **Funding Secured for Zero-Emission Bus Initiatives.** SacRT has secured approximately $23 million in state and local funding for ZEB purchases and associated infrastructure, including funding through Senate Bill 125 (SB 125), the California Energy Commission's Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) program, the Sacramento Metropolitan Air Quality Management District's Low-Emission Vehicle Incentive Program (LEVIP), and the Sacramento Area Council of Governments' State Transportation Improvement Program (STIP).

- **Funding for Replacement CNG Buses.** SacRT has secured approximately $62.5 million through the Federal Transit Administration's (FTA) FFY2024 and FFY2025 Low or No Emission (Low-No) Program grants, along with approximately $15.6 million in local matching funds, to support the procurement of 78 replacement CNG buses. The Low-No funding is designated for CNG bus purchases and associated project activities rather than ZEB procurement. On August 24, 2026, the Board approved the purchase of 49 replacement CNG buses from Gillig LLC to address immediate fleet replacement needs and maintain reliable transit service.

- **Remaining Funding Needs**. Despite these efforts, SacRT has not secured sufficient funding to meet the ICT ZEB purchase requirements for calendar years 2026–2028. SacRT's existing facilities lack hydrogen fueling infrastructure, and no existing shared hydrogen fueling station in the region can accommodate SacRT's transit fleet. Additional funding is needed to procure ZEBs and develop the associated fueling and maintenance infrastructure.

- **Ongoing Efforts to Close the Funding Gap.** SacRT continues to pursue additional funding to support its zero-emission transition. Most recently, SacRT submitted an application requesting $58 million under the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8, supported by $23 million in secured matching funds and $6.6 million in proposed Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) incentives. The TIRCP award announcement is expected in November 2026. If fully awarded, these funds would complete the funding plan for the procurement of 21 FCEBs and ZEB fueling and maintenance

infrastructure at BMF-2, with infrastructure construction anticipated to be completed by the end of 2029 and the FCEBs expected to enter service in 2030. These funds and incentives remain prospective until awards are confirmed.

These funding efforts demonstrate SacRT's good-faith pursuit of available funding to offset the incremental costs of ZEB purchases and associated infrastructure. However, the funding secured to date remains insufficient to meet the ICT purchase requirements within the required timeframe, while SacRT must continue replacing aging buses to maintain safe and reliable transit service.

**Path to Compliance**

SacRT remains committed to transitioning to a 100 percent zero-emission bus fleet by 2040 in accordance with the ICT Regulation. The agency continues to advance its zero-emission initiatives, including the planned development of hydrogen fueling and maintenance infrastructure at BMF-2 and the procurement of hydrogen fuel cell buses as funding becomes available.

The requested exemption would allow SacRT to continue replacing aging buses to maintain safe and reliable transit service while pursuing additional funding and developing the infrastructure necessary to support its zero-emission fleet, subject to CARB's approval of the applicable annual exemption requests.

**Next Steps**

Upon Board approval, staff will submit SacRT's financial hardship exemption request and supporting documentation to CARB by November 30, 2026. Staff will also continue pursuing funding opportunities to support ZEB purchases and associated infrastructure.

SacRT may submit subsequent annual exemption requests for calendar years 2027 and 2028, as necessary, in accordance with CARB's requirements. The same Board-approved Good-Faith Funding Letter would be used to support these requests, provided SacRT's funding conditions and financial circumstances remain unchanged throughout this period.

RESOLUTION NO. 2026-11-131

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

November 9, 2026

**APPROVING A GOOD-FAITH FUNDING LETTER AND AUTHORIZING SUBMISSION OF EXEMPTION REQUESTS FROM THE INNOVATIVE CLEAN TRANSIT ZERO-EMISSION BUS PURCHASE REQUIREMENTS**

WHEREAS, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation, which establishes zero-emission bus (ZEB) purchase requirements for public transit agencies; and

WHEREAS, the ICT Regulation, pursuant to Title 13 of the California Code of Regulations, Section 2023.4(c)(5)(B), allows transit agencies to request annual exemptions from the ZEB purchase requirements under certain conditions, including financial hardship due to an inability to offset the incremental costs of purchasing ZEBs and associated infrastructure; and

WHEREAS, the Sacramento Regional Transit District (SacRT) has pursued available funding opportunities to support its transition to ZEB but has not secured sufficient funding to offset the incremental costs of purchasing ZEBs and developing the necessary infrastructure; and

WHEREAS, SacRT seeks to submit an exemption request for calendar year 2026 and subsequent annual exemption requests for calendar years 2027 and 2028, as necessary, under the financial hardship provisions of the ICT Regulation; and

WHEREAS, as part of the exemption application, CARB requires a letter from the transit agency's governing body declaring that the agency has, in good faith, applied for all available funding and financing options to offset the higher capital costs of ZEBs and associated infrastructure; and

WHEREAS, CARB permits transit agencies planning multi-year bus purchases for calendar years 2026 through 2028 to submit a single governing body letter to support annual exemption requests, provided the transit agency’s funding conditions and financial circumstances remain unchanged throughout this period.

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

THAT, the Board hereby approves the Good-Faith Funding Letter, attached hereto as Exhibit A, declaring that SacRT has, in good faith, applied for all available funding and

financing options to offset the incremental cost of ZEBs and associated infrastructure, and authorizes the Chair to sign said letter.

THAT, the General Manager/CEO or designee is hereby authorized to submit to CARB a financial hardship exemption request from the ICT zero-emission bus purchase requirements for calendar year 2026 and subsequent annual exemption requests for calendar years 2027 and 2028, as necessary, in accordance with CARB's requirements. The same Good-Faith Funding Letter would be used to support these subsequent requests, provided SacRT's funding conditions and financial circumstances remain unchanged throughout this period.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

SACRAMENTO REGIONAL TRANSIT
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Exhibit A

November 9, 2026

Steven S. Cliff, Ph.D.
Executive Officer
California Air Resources Board
1001 I Street
Sacramento, CA 95814
Via email: ICT@arb.ca.gov

**Subject: Board Good-Faith Funding Declaration in Support of ICT Financial Hardship Exemption Requests, Calendar Years 2026–2028**

Dear Dr. Cliff:

On behalf of the Sacramento Regional Transit District (SacRT) Board of Directors, I submit this Good-Faith Funding Letter in support of SacRT's request for an exemption from the Innovative Clean Transit (ICT) zero-emission bus (ZEB) purchase requirements due to financial hardship pursuant to 13 CCR § 2023.4(c)(5)(B) for calendar year 2026 and subsequent annual exemption requests for calendar years 2027 and 2028, as necessary.

SacRT provides public transit service throughout Sacramento County and remains committed to complying with the ICT Regulation and transitioning to a 100 percent zero-emission bus fleet by 2040. The Board declares that SacRT has, in good faith, applied for all available funding and financing options to offset the higher capital costs of purchasing ZEBs and the associated infrastructure.

SacRT plans to replace at least 78 aging heavy-duty compressed natural gas (CNG) transit buses over calendar years 2026–2028, including 49 buses in 2026 and 29 in 2027. As a large transit agency, SacRT is required to make 50 percent of its new bus purchases zero-emission during this period, pursuant to 13 CCR § 2023.1(a)(1)(A)2. Approximately 40 of the planned replacement buses would be required to be ZEBs absent an approved exemption. As concluded in Phase 2 of CARB's Comprehensive Review of the ICT Regulation, ZEBs and associated infrastructure remain significantly more expensive than conventional buses during calendar years 2026–2028.

To date, SacRT has secured approximately $23 million in state and local funding for ZEB purchases and associated infrastructure, including funding through Senate Bill 125 (SB 125), the California Energy Commission's Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) program, the Sacramento Metropolitan Air Quality Management District's Low-Emission Vehicle Incentive Program (LEVIP), and the Sacramento Area Council of Governments' State Transportation Improvement Program (STIP).

SacRT continues to pursue additional funding opportunities to support its ZEB transition. Most recently, SacRT applied for $58 million through the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8, supported by the $23 million in secured matching funds and $6.6 million in proposed Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) incentives. The TIRCP award announcement is expected in November 2026. If fully awarded, these funds would complete the funding plan for the procurement of 21 FCEBs and ZEB fueling and maintenance infrastructure at McClellan Bus Maintenance Facility (BMF-2), with infrastructure construction anticipated to be completed by the end of 2029 and the FCEBs expected to enter service in 2030. The requested TIRCP funding and proposed HVIP incentives remain prospective until awards are confirmed.

Despite these funding efforts, SacRT has not secured sufficient funding to meet the ICT ZEB purchase requirements for calendar years 2026–2028. Based on CARB's 2026–2027 cost benchmarks, the estimated incremental capital cost of purchasing 40 FCEBs and constructing the required hydrogen fueling infrastructure is approximately $49.88 million for SacRT's planned 2026 and 2027 purchases, excluding long-term hydrogen station maintenance costs and any additional purchases in 2028.

Financing is not an allowable or approved practice for SacRT bus procurements, as debt service obligations would place additional pressure on SacRT's operating budget. Proceeding with ZEB purchases in 2026–2028 without sufficient funding would impose significant financial burdens and could jeopardize SacRT’s ability to maintain existing service levels.

Accordingly, the Board respectfully requests that CARB approve SacRT's financial hardship exemption request for calendar year 2026. This Board-approved Good-Faith Funding Letter also supports separate annual exemption requests for calendar years 2027 and 2028, as necessary, provided SacRT's funding conditions and financial circumstances remain unchanged throughout this period. SacRT acknowledges that CARB reviews and approves exemptions annually and will notify CARB of any changes in its funding conditions or financial circumstances and provide the required annual updates to its bus purchase plan.

Sincerely,

Bobbie Singh-Allen
Chair, Board of Directors
Sacramento Regional Transit District
Approved by SacRT Board Resolution No. 2026-11-131, adopted November 9, 2026

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SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Laura Ham, Senior VP, Planning, Grants and Procurement |
| **SUBJ:** | APPROVING CONTRACT CHANGE ORDER NO. 14 AND NO. 15 TO THE CONTRACT FOR LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PNP CONSTRUCTION, INC. |

## RECOMMENDATION

Adopt the Attached Resolutions.

## RESULT OF RECOMMENDED ACTION

Approving Contract Change Order (CCO) No. 14 and No. 15 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 (Low Floor 2 Contract) will: (1) through CCO No. 14, replace the existing Vital Harmon Logic Controller (VHLC) microprocessors with ElectroLogIXS (ELXS) microprocessors, which is necessary to complete the signal work included in the Contract, allow for testing of a unified signaling system, and ensure safe and reliable light rail signal control; and (2) through CCO No. 15, revise the method of raising the shelter roof at the Watt/I-80 Light Rail Station to suit the shelter's as-built construction.

## FISCAL IMPACT

CCO No. 14 and No. 15 will increase the Contract Total Consideration by $13,690,227.14, from $57,161,471.55 to $70,851,698.69. Both CCOs will be funded by project funds, including federal Sections 5307/5337, federal congressional, Transit & Intercity Rail Capital Program (TIRCP), Affordable Housing & Sustainable Communities (AHSC), Low Carbon Transit Operations Program (LCTOP), SB125, Local Partnership Program (LPPC), State Transit Assistance (STA), Surface Transportation Program, State Transportation Improvement Program, Folsom Annexation, and State of Good Repair (SGR) funds.

## DISCUSSION

On February 9, 2026, the Board conditionally approved the Low Floor 2 Contract with PNP Construction, Inc. (PNP) for the base bid and five additive alternates. On February 17, 2026, the Contract was executed between SacRT and PNP. Through a series of 13 prior CCOs, Staff and the Board have made changes to the Contract as shown in Table 1 below:

Table 1:

| Change Order # | Date | Scope Change | Fiscal Impact | Contract Total Consideration |
|---|---|---|---|---|
| Contract | 17-Feb-26 | Base Bid and 5 Additive Alternates | $56,292,774.00 | $56,292,774.00 |
| 1 | 26-Mar-26 | Addition of Subcontractor – Engineered Plastics | $0.00 | $56,292,774.00 |
| 2 | 30-Apr-26 | Asphalt Removal | $148,833.00 | $56,441,607.00 |
| 3 | 23-Jul-26 | Arden/Del Paso Redesign | $9,780.00 | $56,451,387.00 |
| 4 | 17-Aug-26 | Marconi/Arcade Redesign | $33,941.00 | $56,485,328.00 |
| 5 | 9-Sep-26 | Watt/I-80 DMS Relocation and Signal Trench | $78,727.00 | $56,564,055.00 |
| 6 | 10-Sep-26 | Florin Signal Trench | $15,566.00 | $56,579,621.00 |
| 7 | 10-Sep-26 | Meadowview Redesign | $105,746.00 | $56,685,367.00 |
| 8 | 14-Sep-26 | Fruitridge Shelter Adjustment Redesign and Addition of Subcontractor – Montgomery Structural Lifters, Inc. | $144,258.00 | $56,829,625.00 |
| 9 | 22-Sep-26 | 47th Ave Redesign | $127,636.00 | $56,957,261.00 |
| 10 | 28-Sep-26 | 4th Ave Redesign | $136,043.00 | $57,093,304.00 |
| 11 | 5-Oct-26 | Addition of Step Up Property Right of Entry | $0.00 | $57,093,304.00 |
| 12 | 20-Oct-26 | Fruitridge Station DMS Pole Addition | $42,482.54 | $57,135,786.54 |
| 13 | 3-Nov-26 | Broadway Station DMS Changes | $25,685.01 | $57,161,471.55 |

**CCO No. 14**

The Low Floor 2 Contract includes significant changes to the signaling system as a result of the new stopping locations for the low floor light rail vehicles within the stations, including new train-to-wayside communication systems, new signaling conduits and cables, junction boxes, pull boxes and fittings, and route selection push-buttons. The intent was for the new equipment and systems to integrate with SacRT's existing VHLC microprocessors at instrument house/relay case locations along the Blue Line and Gold Line. In 2022 Alstom, the VHLC supplier, announced that it would discontinue manufacturing the VHLC microprocessor and would accept final orders only through 2024. Alstom has designated the ELXS microprocessor as the replacement for the VHLC product line.

In preparing the design for the Low Floor 2 Contract, SacRT's design contractor assumed that the new signal equipment could be integrated with the VHLC equipment; however, it has now been determined that replacement of the obsolete VHLC microprocessors is required to complete the signal system portion of Low Floor 2, since the new signal equipment furnished under the Contract will not function with the existing VHLC system at the locations currently included in the Contract. In addition, because SacRT has only two spare VHLC units, if any units at locations adjacent to those already included in the Contract fail before the current completion date of the Low Floor 2 Contract in

February 2029 (which would be extended by CCO No. 14 to August 2029), SacRT would be unable to test the upgraded system until new signaling equipment is obtained and installed.

To replace all of the obsolete VHLC equipment and thereby ensure the optimal reliability and safety of the light rail system, under CCO No. 14, PNP will replace all the existing VHLC microprocessors with new ELXS microprocessors, including procurement, installation, testing, and full system integration, along with the originally-contemplated signaling system work, for a total amount of $13,452,710.14. Because of the requirement under the Low Floor 2 Contract to provide a complete and operable signaling system by a specified deadline, it is not possible or feasible for SacRT to release a separate solicitation for replacement of the microprocessors.

Before requesting a quote from PNP, SacRT prepared an Independent Cost Estimate (ICE) to determine how much funding would be needed to replace the VHLC microprocessors. SacRT's ICE was $16,838,640.00. After receiving PNP's quote, SacRT performed a cost analysis of the quote, including labor, engineering, materials, equipment, subcontract costs, and markups. PNP's total price of $13,452,710.14 is $3,385,929.86, or 20.1 percent, below SacRT's ICE. SacRT has determined PNP's price to be fair and reasonable.

**CCO No. 15**

As part of the Low Floor 2 Contract, the shelter roof at the Watt/I-80 Light Rail Station must be raised to maintain the same clearance under the shelter at the new platform height. The bid documents for the Contract included a standard shelter-raising detail that was identified as being applicable to the shelter at the Watt/I-80 Light Rail Station. However, the Watt/I-80 shelter was built differently from what the standard detail prepared by the design contractor assumed, so the shelter-raising approach identified in the standard detail cannot be implemented.

SacRT prepared a new detail specific to the Watt/I-80 Light Rail Station shelter. Under the new detail, the entire shelter roof will be temporarily supported and lifted so that prefabricated steel extensions can be installed on top of the existing columns. This work requires PNP to procure the extensions and hire a specialty structural lifting subcontractor. PNP prepared a quote in the amount of $237,517.00 to implement the new design, which SacRT has determined is fair and reasonable. CCO No. 15 will implement the new design for the quoted price.

RESOLUTION NO. 2026-11-132

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

November 9, 2026

**APPROVING CONTRACT CHANGE ORDER NO. 14 TO THE CONTRACT FOR CONSTRUCTION OF THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PNP CONSTRUCTION, INC.**

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

THAT, Contract Change Order No. 14 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 between Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby SacRT agrees to compensate Contractor for all work to replace 39 Vital Harmon Logic Controller (VHLC) microprocessors with ElectroLogIXS (ELXS) microprocessors to provide a complete and functioning signal system in accordance with Contract requirements, including the updated Technical Specifications included in the Contract Change Order, and the maximum Contract Total Consideration is increased by $13,452,710.14, from $57,161,471.55 to $70,614,181.69, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute Contract Change Order No. 14 to the Contract.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

RESOLUTION NO. 2026-11-133

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

November 9, 2026

**APPROVING CONTRACT CHANGE ORDER NO. 15 TO THE CONTRACT FOR CONSTRUCTION OF THE LOW FLOOR VEHICLE PLATFORM CONVERSION PHASE 2 PROJECT WITH PNP CONSTRUCTION, INC.**

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

THAT, Contract Change Order No. 15 to the Contract for Low Floor Vehicle Platform Conversion Phase 2 between Sacramento Regional Transit District, therein referred to as "SacRT," and PNP Construction, Inc., therein referred to as "Contractor," whereby SacRT agrees to compensate Contractor for raising the shelter roof to the new platform height at the Watt/I-80 Light Rail Station, and the maximum Contract Total Consideration is increased by $237,517.00, from $70,614,181.69 to $ $70,851,698.69, is hereby approved.

THAT, the General Manager/CEO or his designee is hereby authorized and directed to execute Contract Change Order No. 15 to the Contract.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

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SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Blanca Araujo, Senior VP, Operations |
| **SUBJ:** | DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT OR CONTRACTS FOR ON-CALL REVENUE AND NON-REVENUE VEHICLE TOWING SERVICES |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

The proposed Resolution will allow Staff to complete the formal solicitation process and delegate authority to the General Manager/CEO to award one or more contracts for On-Call Revenue and Non-Revenue Vehicle Towing Services to the highest-ranked proposer or proposers upon conclusion of the competitive solicitation process to avoid a break in critical services.

## FISCAL IMPACT

The independent cost estimate for two five-year contracts is approximately $450,000. The FY2027 cost of $45,000 is included in the FY2027 Operating Budget. Cost for the remaining contract years will be budgeted in the appropriate future Fiscal Years.

## DISCUSSION

On December 13, 2021, the Board of Directors (by Resolution No. 21-12-0129) awarded and executed a 5-year Contract for On-Call Revenue Vehicle Towing Services to North Valley Fleet Services, Inc. On May 2, 2023, SacRT executed a Contract for Supplemental On-Call Revenue Vehicle Towing Services for a 3-year term to Five Star Towing and Transport, Inc (to terminate concurrent with the primary contract) after determining that the limited availability of only one contractor for these on-call services caused extended wait times. Both contracts will expire on December 27, 2026.

SacRT operates approximately 65 bus routes in a 418-square-mile service area. Bus service is provided 365 days a year with 248 Compressed Natural Gas (CNG) and Battery Electric-powered buses. In addition, SacRT provides a Community Bus Service (CBS) that operates a fleet of 12 gasoline cutaway vans and SacRT GO complementary paratransit service, with 148 cutaway vans used for this service.

SacRT has historically contracted out towing services due to the specialized equipment, training, and insurance necessary for this type of work.

On October 13, 2026, Staff released a Request for Proposals (RFP) on PlanetBids e-Procurement System and notified 22 vendors of the bid opportunity. Proposals are due on November 10, 2026. Proposals will be evaluated based on Contract Staffing and Experience, Approach to Work, and Price Proposal.

Depending on the number of qualified proposers, SacRT intends to award multiple contracts for On-Call Revenue and Non-Revenue Vehicle Towing Services; to ensure that SacRT has at least two contractors available to perform services at any given time.

RESOLUTION NO. 2026-11-136

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

November 9, 2026

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO AWARD A CONTRACT OR CONTRACTS FOR ON-CALL REVENUE AND NON-REVENUE VEHICLE TOWING SERVICES**

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

THAT, authority is delegated to the General Manager/CEO or his designee to award a Contract or Contracts for On-Call Revenue and Non-Revenue Vehicle Towing Services to the highest-ranked proposer or proposers, based on the evaluation criteria specified in the Request for Proposals in compliance with all formal solicitation requirements under the Procurement Ordinance, including the receipt of no protests to the award(s), conditioned upon the availability of funding.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

# STAFF REPORT

**DATE:** November 9, 2026

**TO:** Sacramento Regional Transit Board of Directors

**FROM:** Henry Li, General Manager/CEO

**SUBJ:** RECOGNIZING RIDERSHIP FOR THE MASSES AS A TRANSIT ADVOCACY CHAMPION FOR ITS DEDICATION AND ADVOCACY ON BEHALF OF PUBLIC TRANSPORTATION RIDERS

## RECOMMENDATION

Adopt the Attached Resolution.

RESOLUTION NO. 2026-11-134

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

November 9, 2026

# RECOGNIZING RIDERSHIP FOR THE MASSES AS A TRANSIT ADVOCACY CHAMPION FOR ITS DEDICATION AND ADVOCACY ON BEHALF OF PUBLIC TRANSPORTATION RIDERS

*Whereas,* RiderShip for the Masses is a community-based advocacy organization co-founded by Barbara Stanton and Jennifer McSweeney, dedicated to improving public transportation throughout the Sacramento region; and

*Whereas,* RiderShip for the Masses advocates for public transportation that is on-time, affordable, safe, integrated, accessible, and user-friendly, with particular emphasis on the needs of low-income individuals, seniors, persons with disabilities, students, and others who rely on public transportation for mobility; and

*Whereas,* through years of dedicated advocacy, RiderShip for the Masses has elevated the voices and concerns of transit riders and highlighted the importance of reliable, accessible, and equitable transportation options; and

*Whereas,* the organization promotes a vision of a Sacramento region in which residents of all neighborhoods and surrounding communities have equitable access to public transportation services; and

*Whereas,* through community engagement, collaboration with community-based organizations, and advocacy on behalf of those who depend on public transportation, RiderShip for the Masses has demonstrated a longstanding commitment to improving the regional transportation system; and

*Whereas,* RiderShip for the Masses has helped keep the needs of transit riders at the forefront of discussions regarding public transportation policy, service, accessibility, and regional connectivity.

*NOW, THEREFORE, BE IT RESOLVED,*

*That, the Sacramento Regional Transit District hereby recognizes RiderShip for the Masses as Transit Advocacy Champion in appreciation of its longstanding dedication and advocacy on behalf of public transportation riders throughout the Sacramento region.*

*That, the Sacramento Regional Transit District commends RiderShip for the Masses for its commitment to advancing accessible, affordable, safe, and equitable public transportation and for its efforts to ensure that the voices of all transit riders are heard.*

*That, certificates recognizing RiderShip for the Masses as Transit Advocacy Champion be presented to its co-founders, Barbara Stanton and Jennifer McSweeney, in appreciation of their leadership and contributions to the organization's advocacy efforts.*

ATTEST:

HENRY LI, Secretary

By:_____

Tabetha Smith, Assistant Secretary

By:_____

BOBBIE SINGH-ALLEN, Chair

# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Lisa Hinz, Senior VP, Security, Safety & Customer Satisfaction |
| **SUBJ:** | CUSTOMER SERVICE RESPONSE TO FEEDBACK AND COMMENTS |

## RECOMMENDATION

No Recommendation - For Information Only.

Customer Service Response to Feedback and Comments

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SACRAMENTO REGIONAL TRANSIT

# Customer Response & Feedback

## Lisa Hinz – Senior VP Security, Safety & Customer Satisfaction

# Strollers/Carts/Wagons/Bikes & Scooters

- Goal: Improve SacRT's current policy
  - Internal committee from SacRT
  - Peer agency review
  - Tracked data
  - Tracked complaints
  - We wanted to be thorough and thoughtful
  - Requesting feedback from the Board and community



We will bring back all feedback on this matter for final Board approval.

# Stroller/Cart/Wagon rules vary by agency

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| Agency | Strollers | Carts & Wagons |
|---|---|---|
| **Yolobus**<br>Bus | Fold before boarding | Fold before boarding |
| **SacRT**<br>Bus | Fold before boarding; store out of aisles | Utility carts: fold before boarding; store out of aisles |
| **SacRT**<br>Light Rail | Fold before boarding; store out of aisles | Utility carts: fold before boarding; store out of aisles<br>Wagons permitted |
| **Yuba-Sutter Transit**<br>Bus | Remove child; collapse and store out of aisles and doors | Carry in one trip; keep in your control, out of aisles |
| **LA Metro**<br>Bus & Rail | Welcome; use designated space; wheelchairs get priority | No policy provided |
| **MUNI (SFMTA)**<br>Bus & Rail | Can stay open if space; brakes on; may be asked to fold | No policy provided |
| **VTA**<br>Bus & Rail | Fold before boarding | Fold before boarding |
| **MTS (San Diego)**<br>Bus & Trolley | Welcome; child out before departure; max size 30" × 18" × 18" | Max 30" × 18" × 18"; max 3 riders with carts / strollers per bus |







# Strollers

- Single or Double Strollers
- Bus and Light Rail
- Must remove child once seated
- Fold stroller
- Child removed from detachable car seat due to safety risk.

# Strollers/Carts/Wagons/Bikes & Scooters

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Carts:

- Allowed on bus and light rail
- 2’ x 2’
- Do not need to unload
- Fold if not in use
- No recyclables due to safety concerns



# Wagons





Do not allow wagons on Buses or Light Rail Vehicles

Remove wagons as reasonable modification, they are not mobility devices.

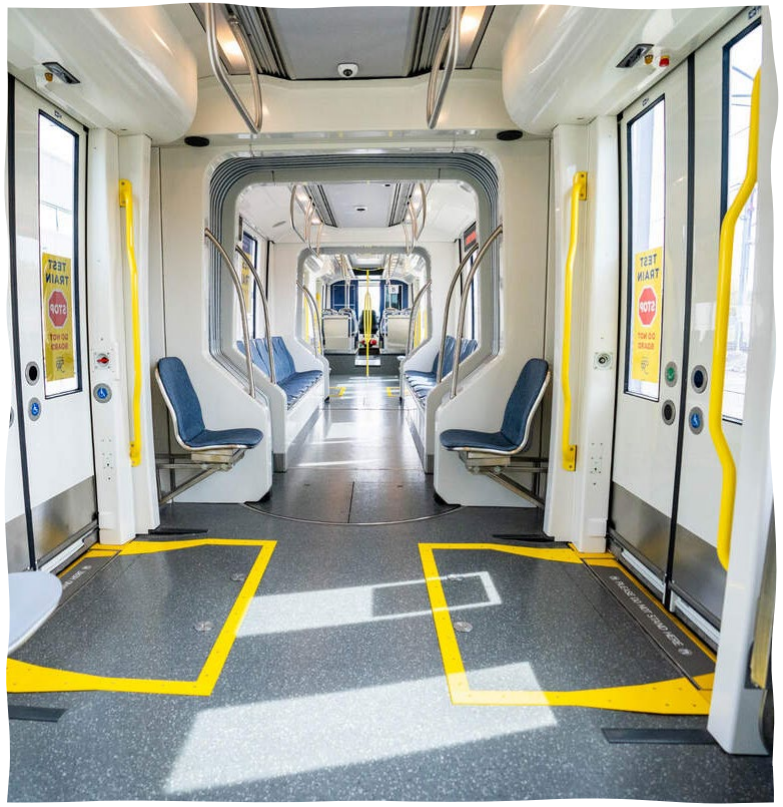
# Bike, e-bike and e-scooter rules on transit vary widely by agency

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| Agency | Bikes | E-Bikes | Scooters/E-Scooters |
|---|---|---|---|
| **Yolobus** Bus | Front rack; max 55 lbs, 80" long | Not allowed (weight / rack) | Not allowed (foot scooters) |
| **SacRT** Bus | Rack holds 3; a bike can be taken inside the last bus if the rack is full | Rack OK if under 55 lbs | Foldable OK inside; no rentals |
| **SacRT** Light Rail | 4 per car; not in disabled area | E-bikes OK inside trains | Foldable OK inside; no rentals |
| **Yuba-Sutter Transit** Bus | Rack; wait for next bus if full | No motorized bikes on racks | Foldable; stored out of aisles |
| **LA Metro** Bus | Rack; max 55 lbs | Motorized not on racks | Foldable; stored out of aisles |
| **LA Metro** Rail | Yellow-sign doors; open area | Regular-size only; no mopeds | Foldable; stored out of aisles |
| **MUNI (SFMTA)** Bus | Rack; 20"+ wheels, 3" tires | No motorized bikes on racks | Fully folded only; inside |
| **MUNI (SFMTA)** Rail | Folding bikes only | Folding bikes only | Foldable; stored out of aisles |
| **VTA** Bus | Rack; inside at driver's option | Same as bikes | Foldable; stored out of aisles |
| **VTA** Rail | 6 per train; center doors | Same; sealed batteries only | Foldable; stored out of aisles |
| **MTS (San Diego)** Bus | Rack; 55 lbs, 20–29" wheels | Sealed batteries; no fat tires | Foldable; stored out of aisles |
| **MTS (San Diego)** Rail | 1 per car peak, 2 off-peak | Same; sealed batteries only | Foldable; stored out of aisles |

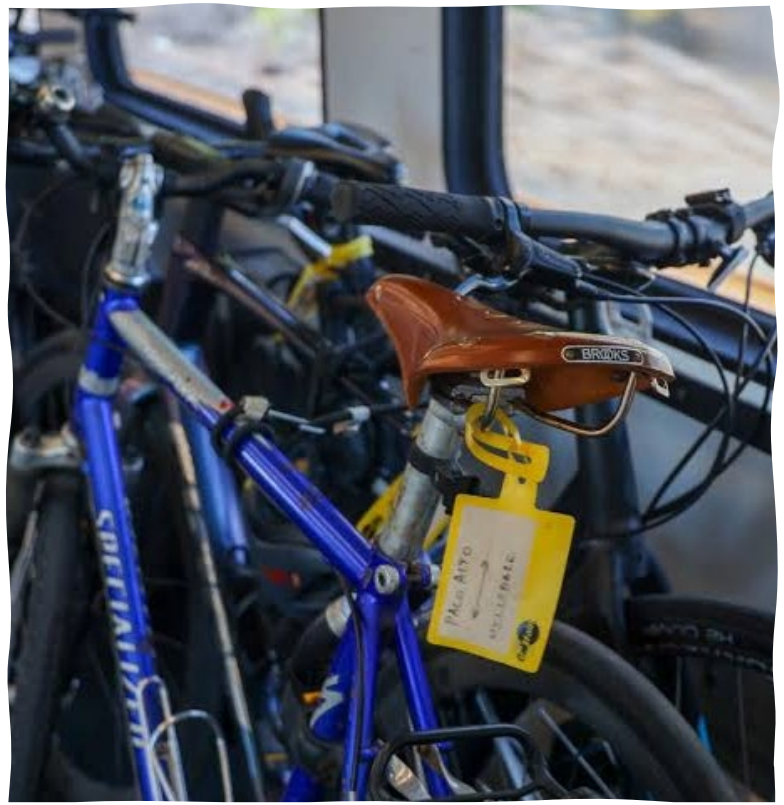
# Bicycles

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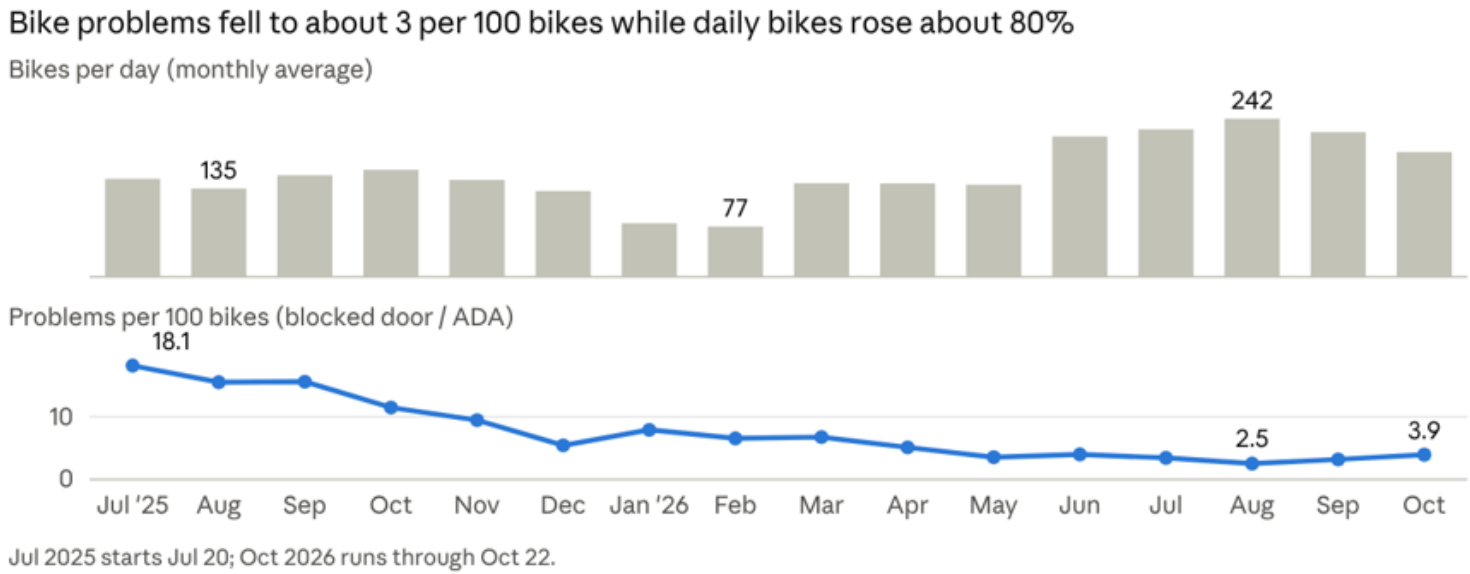




# Transit Ambassadors counted Bikes

Bikes on Gold Line S700 trains rose about 80% year over year, while bicycle problems (blocked doors, ADA compliance) fell from 15.5 to 2.5 per 100 bikes.

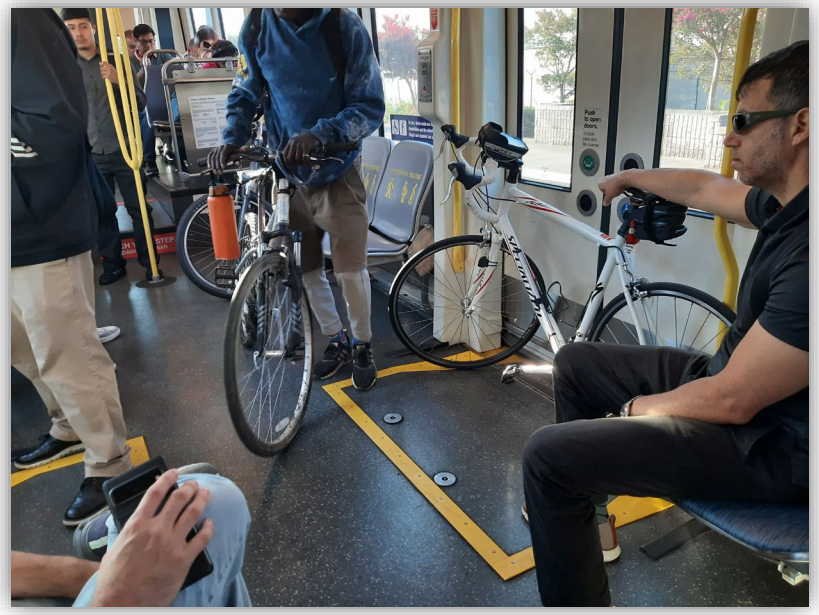
| Measure | 07-25 through 08-26 | Aug 2025 | Aug 2026 |
|---|---|---|---|
| Bikes counted | 73,869 | 4,192 | 7,506 |
| Bikes per day | 161 | 135 | 242 |
| Bicycle problems | 5,006 | 649 | 190 |
| Problems per 100 bikes | 6.8 | 15.5 | 2.5 |
| TAs on the Gold Line per day | 10.4 | 7.0 | 15.0 |



# Bike Recommendation

**Keep the policy the same:**

- No bikes at the first doorway of the first train behind the operator(ADA only)
- 2 bikes per other doorways.
- Our current policy is working







# Scooters

- Foldable scooters only on buses and light rail trains.
- Personally owned scooters, no rental scooters.
- Scooters with seats may go through Accessible Services for a reasonable modification request.






# Bike Lockers (First Mile-Last Mile)

## Bike Link Smart Parking

- Corridor: ~40 Bike Link e-lockers at SVS, the region's main intercity rail hub
- City of Sacramento: ~20 smart parking spaces across five transit-accessible sites
- SacRT: Bike racks on all buses, 4 bikes per light rail car, ~48 lockers at 12 stations
- This project: 4 lockers at University/65th St Station (Route 30) and 10 at UC Davis (Route 138)
- Impact: Strengthens first- and last-mile access



Figure 3. Sacramento Amtrak Station



Figure 4. Bike-and-Ride on Light Rail

# Modernizing SacRT: Technology, Fares & Mobility Innovation

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## SacRT optimizes resources to enhance mobility innovation while ensuring fiscal responsibility.

### 01 TRAIN TECHNOLOGY

- **CAD/AVL + real-time GTFS:** Connect dispatchers and vehicles, provide live arrivals through third-party apps, and speed disruption response.
- **On-board upgrades:** Add next-station announcements and Wi-Fi across the light rail fleet.

### 02 REGIONAL FARES

- **Transit Connect expansion:** Integrate regional partners, with full integration expected in fall 2026.
- **Partnerships + transfers:** Work with YCTD, Unitrans and Roseville Transit to shift paper transfers to Transit Connect across rail, local bus and light rail.
- **Rider benefits:** Simpler payment and transfers, better rider information, greater convenience and operating efficiency.

### 03 MOBILITY INNOVATION

- **RydeFreeRT:** Supports working-class families: 320,000+ students and 5M rides in 2025.
- **Hayden AI:** First-in-the-nation revenue-sharing deal for bus-stop and bike-lane enforcement ($500K).
- **Drone technology:** FAA-approved use, including thermal imaging for track maintenance and facility security.
- **Via:** Replaced microtransit with an innovative shared-use service, saving approximately $100M over the next decade.
- **UZURV / Via:** Transition to Via reduces paratransit cost per trip by 50% and improves on-time performance.

**Project cost:** $20M total: State and Federal

# LED Electronic Message Signs



# Train Collision with Pedestrian

- Train Collision

- Saturday, 11-07-2026 at approximately 8:29 pm a male adult pedestrian walked onto the tracks just as an inbound train was approaching near the Folsom Auto Mall.

- The pedestrian walked directly toward  the oncoming train and was struck by the train. The pedestrian passed away at the scene.

- SacRT Police Services is investigating the accident.



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# Blanca Araujo – Senior VP Operations

# Communication on Light Rail Disruptions

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**Wayside and Metro Control coordinate crossing gate issues:**

- Metro Control provides status updates to SOC every 15 minutes.
- SOC shares updates with Folsom Public Works and Police.
- SacRT communicates through service alerts, website, and social media.
- Working with Folsom on notifying residents when issues are resolved.



# SacRT GO Air Conditioning

**Passenger concerns regarding air conditioning on SacRT GO vehicles.**

- Air conditioning systems can experience mechanical failures during service.
- Vehicles receive scheduled preventive maintenance and inspections.
- Reported issues are reviewed and repairs are completed as needed.
- Continued focus on passenger comfort and vehicle reliability.




SACRT GO PARATRANSIT SERVICES

# Radio Communications and Employee Confidentiality

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**Concern regarding use of employee full names over the radio.**

- Reviewing current radio communication practices.
- Evaluating alternative identification methods.
- Balance employee privacy with clear and efficient communication.
- Any changes will consider operational and safety needs.



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# Devra Selenis-VP Communications & Partnerships

# Systemwide Free Rides Days vs Try Transit Flyer

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## Systemwide Free Ride Day




## Try Transit Free Ride Flyer



# SacRT to Move Forward with Green Line BRT Study

- SacRT paused the Green Line BRT feasibility study in October due to severe concern about shortage of local funding in the future.
- Since then, we heard strong support from the Green Line BRT corridor stakeholders and elected officials including Councilmembers Kaplan and Talamantes, and Supervisor Serna.
- Additionally, just yesterday, the Associated Press declared Proposition 43 unsuccessful. The results strengthened confidence in a future citizen-led funding initiative and the potential to leverage local matching funds. Consequently, SacRT will move forward with the study.
- Public response underscores the project's potential to improve connectivity, expand transportation choices, and support regional growth.



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# Questions

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# STAFF REPORT

| | |
|---|---|
| **DATE:** | November 9, 2026 |
| **TO:** | Sacramento Regional Transit Board of Directors |
| **FROM:** | Laura Ham, Senior VP, Planning, Grants and Procurement |
| **SUBJ:** | AUTHORIZATION FOR THE GENERAL MANAGER/CEO TO NEGOTIATE AND EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF SACRAMENTO FOR SACRAMENTO VALLEY STATION TRANSIT IMPROVEMENTS |

## RECOMMENDATION

Adopt the Attached Resolution.

## RESULT OF RECOMMENDED ACTION

Authorizing the General Manager/CEO to negotiate and execute a Memorandum of Understanding (MOU), and any related agreements, with the City of Sacramento (City) for implementation of the Sacramento Valley Station (SVS) Phase 3.1 Transit Improvements Project, contingent upon grant funding.

## FISCAL IMPACT

There is no fiscal impact at this time. Any future funding transfer or reallocation will be subject to applicable approvals and an interagency MOU between the City and SacRT.

## DISCUSSION

The purpose of this report is to inform the Board of Directors regarding the City's proposed Solutions for Congested Corridors Program (SCCP) Cycle 5 grant application for Sacramento Valley Station Phase 3.1 Transit Improvements and to seek authorization for the General Manager/CEO to negotiate and execute an MOU establishing the respective roles and responsibilities of SacRT and the City for design, construction, project delivery, and operational coordination.

The City of Sacramento and SacRT have collaborated for more than two decades to advance the SVS Master Plan. As part of SVS Phase 3.1 improvements, the City is seeking up to $32.5 million in SCCP Cycle 5 funding to relocate and reconstruct the existing SacRT light rail station and associated track, power, and signal infrastructure. The proposed project would realign the light rail system generally from the vicinity of 5th and H Streets, north along the eastern edge of the station site, and east along F Street to 7th Street, while integrating with other planned Phase 3.1 improvements, including storm and sewer infrastructure, a new passenger pick-up/drop-off facility, and related site improvements.

The project supports long-term regional mobility objectives by improving connections between light rail, regional bus service, passenger rail, active transportation facilities, and future development within the Railyards and surrounding districts. The proposed track configuration also supports future operational flexibility and system expansion.

The SacRT Gold and Green Line serves the growing Railyards and River District areas and is envisioned for future extension to Sacramento International Airport. In the near term, the project will enhance connectivity between Sacramento Valley Station, regional transit services, new residential and commercial development, and the future soccer stadium district.

Because the SCCP Cycle 5 application requires demonstration of agency coordination and readiness to deliver the project, City and SacRT staff have been developing a framework for project implementation should grant funding be awarded. Staff is requesting authority for the General Manager/CEO to negotiate and execute the MOU now to demonstrate organizational commitment and avoid delays between grant award and project initiation. Delegating this authority will allow SacRT and the City to efficiently finalize implementation agreements while preserving the Board's oversight of any future actions that would materially increase SacRT's financial obligations or require additional budget authority.

Key Terms Supporting SacRT Participation:

Throughout project development, SacRT staff have worked closely with City staff to address several critical operational concerns. Based on recent coordination, the following project commitments have been identified:

**Service Continuity During Construction**

The City has revised the project approach to maintain operation of the existing Sacramento Valley Station light rail station during the majority of the construction period. Current estimates indicate only a limited temporary station closure of approximately one month may be required, significantly reducing impacts compared to earlier concepts that anticipated a much longer closure period.

Maintaining transit service throughout construction is a key consideration for SacRT due to the station's importance to regional connectivity and downtown access.

**Storage Track Accommodations**

The City has identified a solution to accommodate SacRT's storage track requirements utilizing the double track on F Street that will be constructed as a part of the project. This accommodation is essential to maintaining operational flexibility and minimizing impacts to rail operations during project delivery.

**Funding Commitments**

The Project has identified funding commitments totaling $31.3 million in State Transit and Intercity Rail Capital Program (TIRCP) awards for construction. This includes $26.2 million awarded directly to the City through TIRCP Cycles 5 and 6 and $5.1 million awarded to SacRT through a joint TIRCP Cycle 5 application submitted by SacRT, the

City and Capitol Corridor Joint Powers Authority (CCJPA). The $5.1 million was awarded as part of a larger funding package for SVS improvements and may be transferred to the Project, pending required approvals and an interagency MOU between the City and SacRT.

If SCCP funding is awarded, the MOU will establish the terms and conditions governing the use and administration of the previously awarded TIRCP funds and clearly define each agency's roles, responsibilities, and obligations. Under the proposed arrangement, the City will assume responsibility and serve as the lead and implementing agency for the Project, including project management, implementation, and delivery, as well as the other SVS improvements the City is separately responsible for delivering. As the implementing agency, the City will provide evidence of its ability to absorb any project cost overruns and deliver the Project without additional SCCP funding. The MOU will also establish accountability for applicable funding, project delivery, and reporting requirements. No funding transfer or reallocation is proposed for approval at this time. Any future action to redirect SacRT's previously awarded $5.1 million to the Project will be subject to the MOU and applicable approvals.

**Project Delivery Responsibilities**

Under the proposed framework:

- The City will serve as lead agency for project delivery.
- The City will be responsible for project redesign efforts required to advance the revised alignment.
- The City will lead environmental review activities and preparation of documentation necessary to support project implementation.
- The City will manage construction delivery.
- The City will assume responsibility for project cost overruns.

SacRT will continue to provide technical review, coordination, and operational expertise to ensure all transit infrastructure is designed and constructed in accordance with SacRT standards and requirements.

**Future Agreement Framework**

Should SCCP funding be awarded, SacRT and the City will enter into an MOU and any related agreements defining:

- Agency roles and responsibilities;
- Design review and approval processes;
- Construction coordination procedures;
- Operational requirements during construction;
- Cost responsibilities;
- Risk allocation and indemnification provisions;
- Future ownership, maintenance, and operational obligations; and
- Any other terms necessary for successful project implementation.

**Benefits to SacRT and the Region**

The proposed project is expected to:

- Improve regional multimodal connectivity.

- Maintain and enhance access to Sacramento Valley Station.
- Support future transit expansion opportunities.
- Improve operational flexibility for the light rail system.
- Support continued development within the Railyards and surrounding districts.
- Advance state mobility and climate objectives.
- Leverage significant state grant funding for transportation infrastructure improvements.

The project also supports SacRT's broader objective of advancing multiple regional transportation investments. Staff believes the SCCP program represents an important funding opportunity for several high-priority regional projects and has coordinated with regional partners to support a competitive package of applications.

**Environmental Considerations**

Environmental review and any required CEQA documentation associated with the revised project will be led by the City as part of project development and delivery. The City does not intend to pursue NEPA clearance for the project as federal funding is not envisioned as part of the overall funding plan for the project.

**Recommended Board Action**

Adopt Resolution No. 2026-11-135 authorizing the General Manager/CEO to negotiate and execute a Memorandum of Understanding and any related agreements with the City of Sacramento for the Sacramento Valley Station Phase 3.1 Transit Improvements Project, including the SCCP Cycle 5 grant-funded improvements, subject to legal review and within approved budget authority.

This authorization is requested at this time to support the City's SCCP Cycle 5 grant application schedule and to allow timely execution of project agreements should funding be awarded, while ensuring SacRT's operational, technical, and financial interests are appropriately represented in the final agreement.

RESOLUTION NO. 2026-11-135

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

November 9, 2026

**AUTHORIZATION FOR THE GENERAL MANAGER/CEO TO NEGOTIATE AND EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF SACRAMENTO FOR SACRAMENTO VALLEY STATION TRANSIT IMPROVEMENTS**

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

WHEREAS, the Sacramento Regional Transit District ("SacRT") and the City of Sacramento ("City") have collaborated for more than two decades on the planning and development of the Sacramento Valley Station (SVS) transportation hub and surrounding improvements; and

WHEREAS, the City intends to submit an application to the California Department of Transportation's Solutions for Congested Corridors Program (SCCP) Cycle 5 seeking funding for the Sacramento Valley Station Phase 3.1 Transit Improvements Project, including the relocation and reconstruction of the existing light rail station and associated track, power, and signal infrastructure; and

WHEREAS, the proposed project will improve multimodal connectivity between light rail, passenger rail, regional bus services, active transportation facilities, and future development within the Railyards and surrounding districts; and

WHEREAS, the proposed project supports future operational flexibility for SacRT's light rail system, including future integration of Gold Line and Green Line services at Sacramento Valley Station and improved regional transit connectivity; and

WHEREAS, SacRT has worked cooperatively with the City to address critical operational requirements associated with the proposed project, including maintaining light rail service during the majority of construction activities and providing accommodations for temporary storage track needs; and

WHEREAS, the City has proposed serving as the lead agency for project delivery, including responsibility for project redesign, environmental documentation, construction management, and project cost overruns associated with the proposed improvements; and

WHEREAS, implementation of the project will require formal agreements between SacRT and the City defining each agency's respective roles, responsibilities, operational requirements, cost obligations, risk allocation, design review authority, construction

coordination procedures, ownership interests, and other matters necessary for successful project delivery; and

WHEREAS, the Board of Directors finds that authorizing the General Manager/Chief Executive Officer to negotiate and execute such agreements is in the best interests of SacRT and will facilitate advancement of a significant regional transportation investment while protecting SacRT's operational and financial interests; and

WHEREAS, timely execution of an MOU and related project agreements is necessary to demonstrate agency commitment, support the City's SCCP Cycle 5 funding application, and facilitate project implementation should grant funding be awarded.

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

THAT, the General Manager/Chief Executive Officer is hereby authorized to negotiate and execute a Memorandum of Understanding and any related implementing agreements with the City of Sacramento for the Sacramento Valley Station Phase 3.1 Transit Improvements Project, subject to legal review and approval as to form by SacRT's General Counsel.

The Memorandum of Understanding shall substantially provide that:

a. The City shall serve as lead agency for delivery of the Sacramento Valley Station Phase 3.1 Transit Improvements Project;
b. The City shall be responsible for managing and funding project redesign activities necessary to implement the revised project configuration;
c. The City shall lead preparation of environmental documentation and related project approvals necessary for implementation of the project;
d. The City shall lead construction delivery and project management activities;
e. The City shall be responsible for project cost overruns and funding requirements beyond secured grant and project funding sources;
f. All track, signal, traction power, communications, and related rail infrastructure shall be designed, constructed, tested, and commissioned in accordance with SacRT requirements, standards, and approval processes;
g. SacRT shall retain authority over operational requirements necessary to maintain safe and reliable transit service during project implementation; and
h. The parties shall establish procedures for technical review, coordination, construction staging, service continuity, access requirements, maintenance responsibilities, and future ownership of project assets.

Any future agreement that would materially increase SacRT's financial obligations, require additional budget authority, commit SacRT to project funding beyond previously approved amounts, or materially alter the terms described herein shall be presented to the Board of Directors for consideration and approval.

_____
BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary

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SACRAMENTO REGIONAL TRANSIT

# Sacramento Valley Station Light Rail Station Phase 3.1

**November 9, 2026**

**Presenter: Laura Ham, Senior VP, Planning, Grants, & Procurement**

# Board Action Request

## Sacramento Valley Station Phase 3.1

### Board Action Requested:

- Authorize the General Manager/CEO to negotiate and execute a Memorandum of Understanding (MOU) with the City of Sacramento.
- Support City's application for Solutions for Congested Corridors Program (SCCP) funding and prepare for implementation through an MOU if awarded.
- Establish roles, responsibilities, and project delivery framework for SVS Phase 3.1 improvements.



# Why This Item Is Before the Board

## Purpose of Today's Action

### Staff seeks authority to:

- ✓ Support the City's SCCP Cycle 5 application
- ✓ Formalize project terms that protect SacRT operations
- ✓ Allow timely execution of agreements if funding is awarded
- ✓ Avoid delays between grant award and project implementation

**No additional Board appropriation is requested at this time.**



# Project Overview

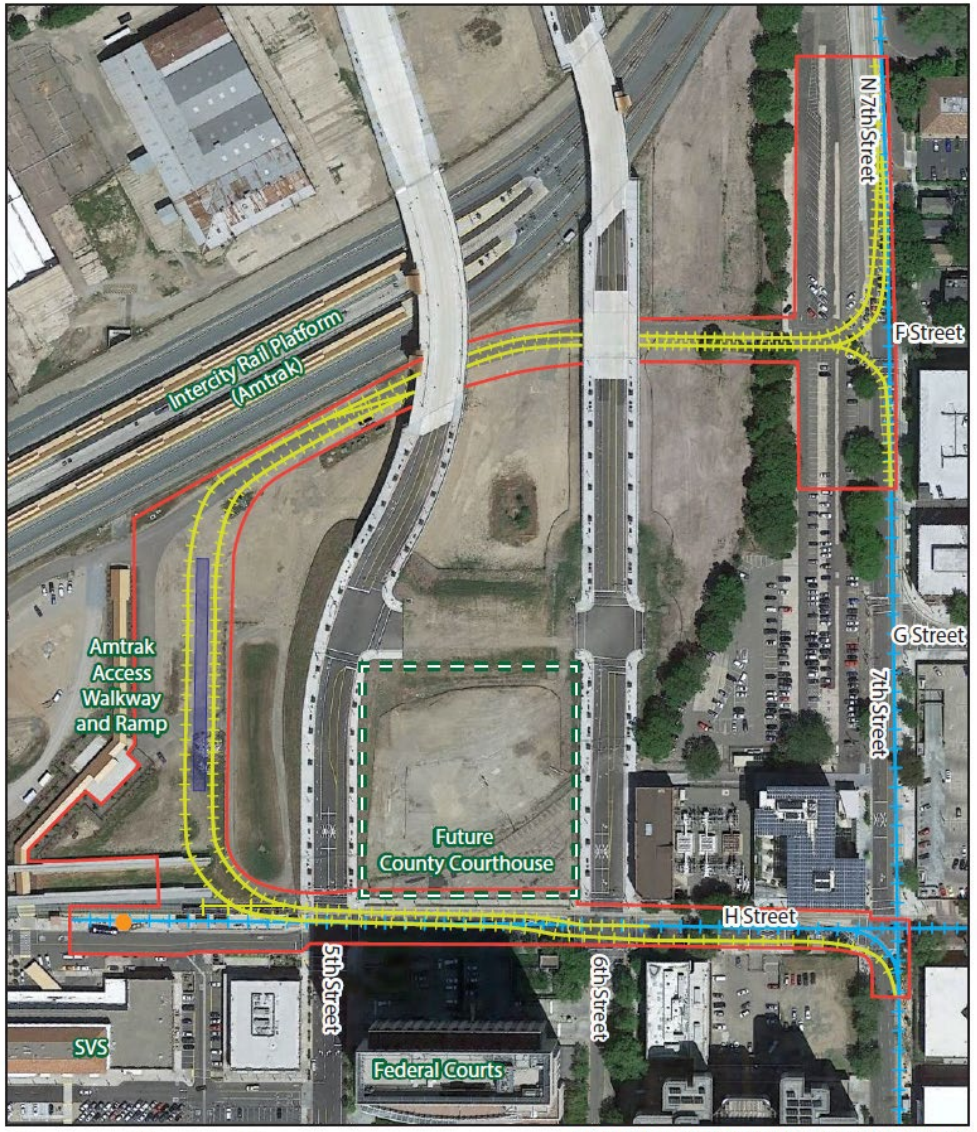
## Sacramento Valley Station Phase 3.1

### The proposed project would:

- Relocate and reconstruct the existing SVS light rail station
- Realign track infrastructure
- Construct associated power and signal improvements
- Integrate with broader SVS Phase 3.1 improvements:
  - New passenger pick-up/drop-off facility
  - Storm and sewer infrastructure
  - Site accessibility improvements

### Project Funding:

- $31.3M in existing TIRCP funding commitments
  - $26.2M awarded directly to the City
  - $5.1M awarded through a joint SacRT/City/CCJPA application
- City seeking up to $32.5M in SCCP Cycle 5 funding



# Key SacRT Concerns Addressed

## Major Issues Resolved Through Discussions

### Station Operations During Construction

#### Initial Concept

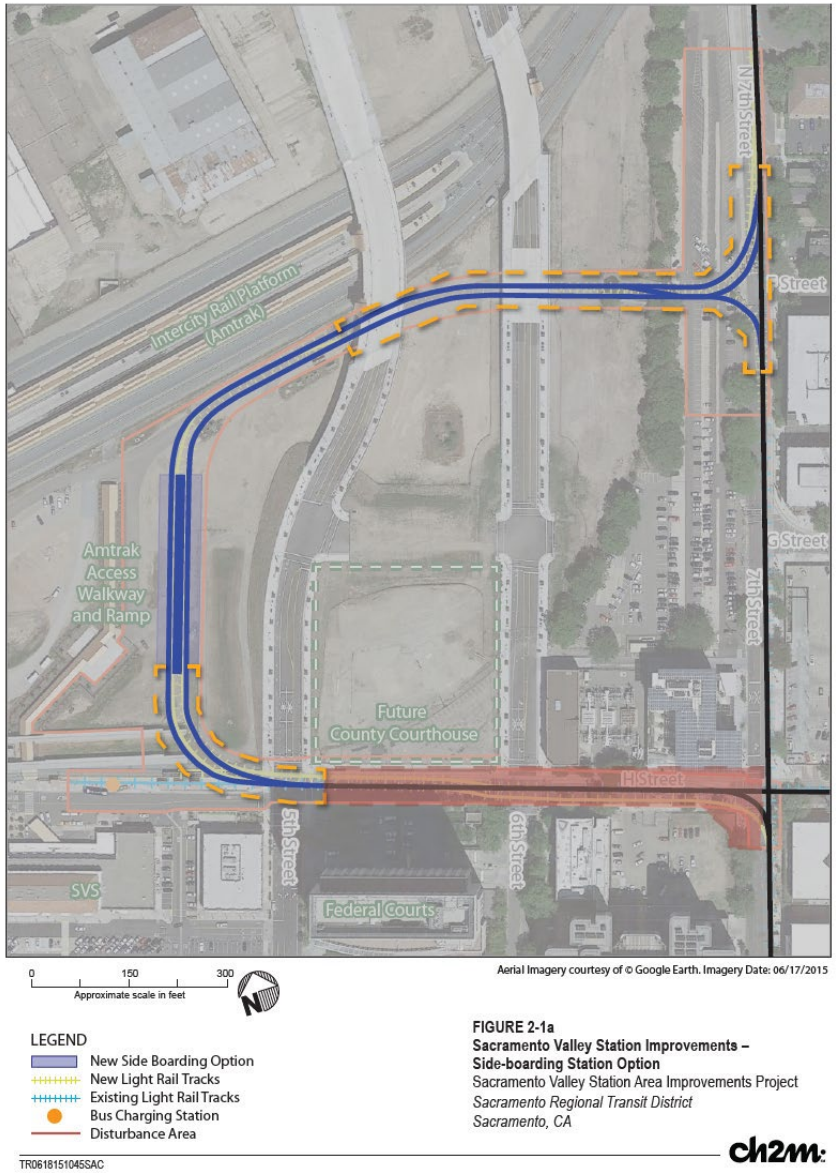
- Estimated station closure up to 3 years

#### Current Proposed Approach
**(discussions ~two weeks ago)**

- Station remains operational during most construction
- Approximately **one-month** temporary closure currently anticipated

#### Storage Tracks

- City identified accommodation for SacRT storage track needs



# Regional Benefits

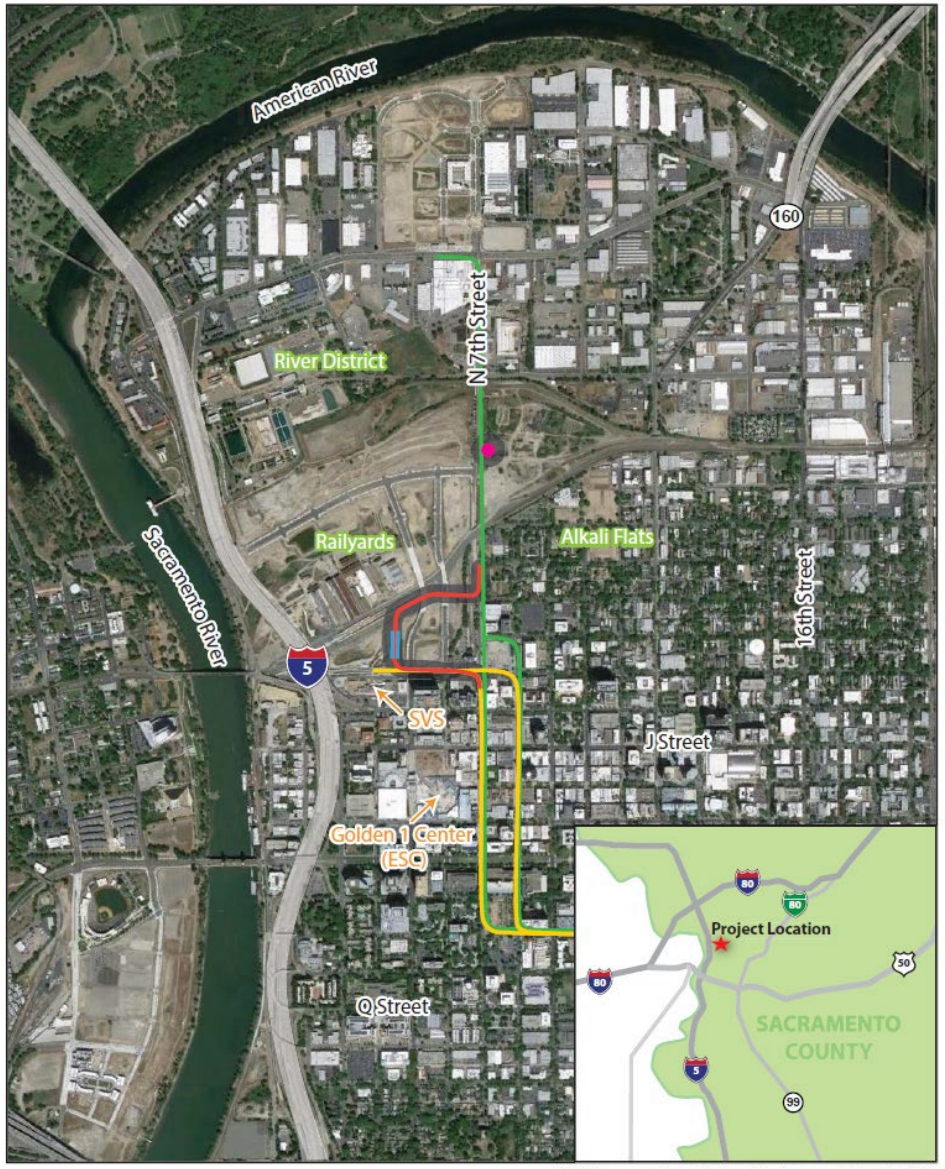
## Why the Project Matters

### Multimodal Connectivity:

- Light Rail
- Amtrak / Passenger Rail
- Regional Bus Service
- Active Transportation
- Future Development Areas

### Supports:

- Sacramento Valley Station Master Plan
- Railyards Development
- River District Growth
- Future Green Line Expansion Opportunities
- Future Natomas | Airport Connectivity Goals




Aerial Imagery courtesy of © Google Earth. Imagery Date: 06/17/2015

**FIGURE 1**
**Project Area**
Sacramento Valley Station Area Improvements Project
*Sacramento Regional Transit District*
*Sacramento, CA*

TR0618151045SAC

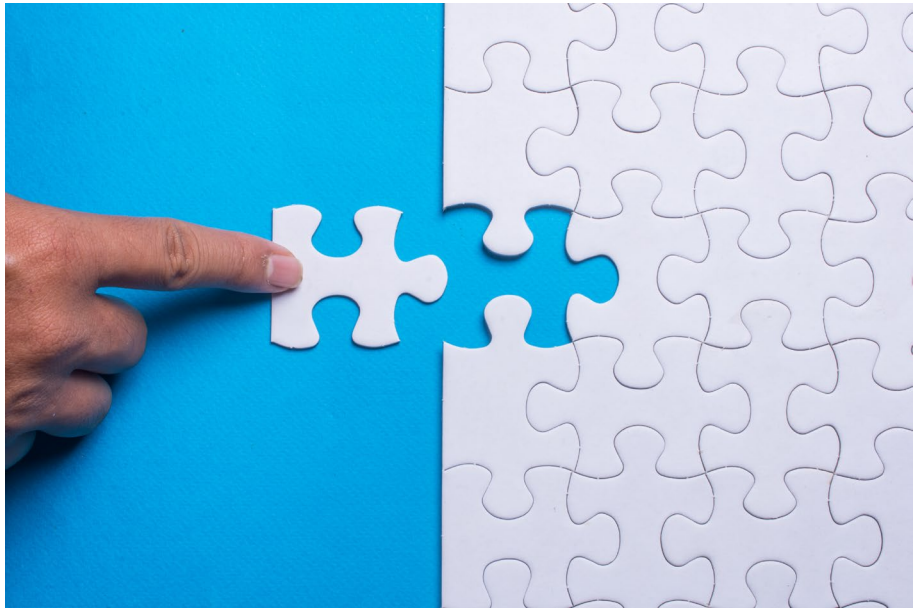
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# Proposed Roles & Responsibilities

## City Lead / SacRT Technical Partner

### City of Sacramento Will:

- Lead final design revisions
- Lead environmental approvals/documentation
- Lead construction delivery
- Manage project implementation
- Assume responsibility for project cost overruns



### SacRT Will:

- Provide technical review
- Ensure compliance with SacRT standards
- Coordinate operational requirements
- Review track, power, signal, and service impacts
- Support project implementation
- Coordinate with CPUC and FTA

# Risk Mitigation for SacRT

## Key Protections Included in MOU Negotiations

### Service Continuity

- Minimize rider impacts
- Maintain station access during construction




### Technical Control

- Minimize rider impacts

### Financial Protection

- City responsible for redesign costs
- City responsible for environmental documentation
- City responsible for project cost overruns

### Governance

- Formal agreement defining agency responsibilities
- Continued Board oversight for future material financial commitments

# Grant Strategy

## Solutions for Congested Corridors (SCCP)

### SCCP Cycle 5 Opportunity

- Statewide, competitive program created by SB 1 (2017) to reduce congestion
- Projects must balance mobility, community and environmental impacts

### Regional Partnership Approach

- SacRT supporting three regional SCCP applications:
  1) Hwy-50: Lead, SACOG and STA (including the cities of Folsom and Rancho Cordova): **$25M Horn Road**
  2) Hwy-80: Lead, PCTPA and SACOG: **$29M for 5 LRVs**
  3) SVS Phase 3.1: Lead, City of Sacramento **$32.5M for SVS Phase 3.1**
- Opportunity to secure significant state investment
- Advances multiple priority transportation projects
- Positions the region competitively for future funding opportunities

### Benefits if Awarded

- Enhanced transit connectivity
- Reduced congestion
- Support for regional growth and economic development






PLACER-SACRAMENTO GATEWAY PLAN

# Staff Recommendation

## Recommended Board Action

- Negotiate an MOU with the City of Sacramento
- Execute the MOU and related agreements
- Establish project implementation responsibilities
- Support the delivery of the Sacramento Valley Station Phase 3.1 Project, subject to grant award and within approved budget authority

## Requested Outcome

Maintain SacRT operational integrity while advancing a transformative regional transportation project

Project Budget: **$63M**

Construction begins in Summer **2028**

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# SACRAMENTO REGIONAL TRANSIT

# STAFF REPORT

**DATE:** November 9, 2026

**TO:** Sacramento Regional Transit Board of Directors

**FROM:** Henry Li, General Manager/CEO

**SUBJ:** GENERAL MANAGER'S REPORT

RECOMMENDATION

No Recommendation - For Information Only.

**SacRT Meeting Calendar**

**Regional Transit Board Meeting**
December 14, 2026
1102 Q Street - SacRT Auditorium
4:00 P.M.

**Quarterly Retirement Board Meeting**
December 9, 2026
1102 Q Street - SacRT Auditorium
1:00 P.M.

**Mobility Advisory Council Meeting**
November 19, 2026
1102 Q Street - SacRT Auditorium
2:30 P.M.

**Tap2Ride: A Faster, Easier Way to Pay**
SacRT is expanding its Tap2Ride contactless fare payment program to light rail stations, giving riders another convenient way to pay for their trips.

Tap2Ride lets you pay with a contactless credit or debit card or a compatible mobile wallet on your smartphone or smartwatch. The technology is already available on SacRT buses and SacRT GO paratransit vehicles, and installation is now underway at light rail stations.

Tap2Ride devices are being installed on light rail station platforms, with one device planned for each platform. Once a device is installed, riders can follow these simple steps:

1. Locate the Tap2Ride device on the station platform.
2. Tap your contactless credit or debit card, or your compatible mobile wallet, on the designated payment area.

3. Board your train and enjoy your ride!

Transit Ambassadors may ask to verify your fare while onboard. If asked, simply tap the same card or mobile wallet you used to pay your fare on the Transit Ambassador's verification device.

You can also use Tap2Ride when boarding SacRT buses and SacRT GO paratransit vehicles. Simply tap your contactless card or compatible mobile wallet when boarding.

To receive applicable transfer benefits between bus rides, be sure to use the same payment method for each trip. For example, if you pay with your physical credit card on your first ride, use that same card on your next ride. Using your phone's mobile wallet instead of the physical card may register as a different payment method.

You can continue to use existing fare payment options, including your Connect Card and the Transit Connect mobile app, while SacRT completes the Tap2Ride rollout.

What's Coming Next?
SacRT continues to improve the Transit Connect mobile fare app as part of the Tap2Ride program. An app upgrade is anticipated by the end of November 2026, pending completion of testing and confirmation of the release schedule.

Transit Connect smart cards are expected to become available in early 2027. More information about availability and future fare payment updates will be shared as it becomes available at sacrt.com/TransitConnect.

For more information about the Tap2Ride fare payment option, visit sacrt.com/Tap2Ride.

**Blue Line Service Disruptions Planned for November**
SacRT will continue platform construction and safety improvements at several Blue Line stations in November, requiring temporary station closures and bus bridges.

**November 9 – 22:** Broadway Station platform construction will require changing bus bridge locations throughout the project. Disruptions will affect different sections of the Blue Line, with service changes scheduled through 3 p.m. on Sunday, November 22.

Riders should plan ahead, allow extra travel time, and check sacrt.com/BlueLine for details as the schedule could change due to inclement weather.

**The SacRT Holiday Bus Returns December 1**
The SacRT Holiday Bus is back, and this year it's bringing the gift of reading to children throughout the Sacramento region!

Beginning Tuesday, December 1, 2026, SacRT's festive Holiday Bus will hit the streets as part of Booked for the Holidays, a community-wide children's book drive in partnership with Friends of the Sacramento Public Library. This year's bus is decorated as a giant storybook on wheels, sharing a simple message: *Give a book. Take a ride. Share a story.*

Throughout December, SacRT and Friends of the Sacramento Public Library will collect new and gently used children's books, with a goal of gathering 1,000 books for local children. Through the Friends' Book First program, donations will help put books into the hands of children through local schools, community organizations and other programs serving families throughout our region.

The campaign kicks off Tuesday, December 1, 2026, with the first book donation drive at the Book Den in Sacramento. Riders can also enjoy a fare-free ride when the Holiday Bus is operating on their bus route. Watch for the storybook on wheels, bring a children's book to a designated donation event or collection location, and help SacRT spread holiday cheer one story at a time.

Learn more, find donation information and follow the Holiday Bus schedule at sacrt.com/HolidayBus.

**SacRT is Hiring! We're Hosting Two In-Person Events**

SacRT connects people to opportunities, experiences and each other. Our team is dedicated to providing safe, reliable and accessible transit services for all residents. Find out how to get started at one of the two in-person hiring events we are hosting this month:

Location: SacRT (Midtown) Auditorium
1400 29th Street, Sacramento

Dates:
Friday, November 6, 2026
10:00 am - 3:00 pm

Tuesday, November 10, 2026
2:00 pm - 7:00 pm

Transit: Accessible by bus routes 30, 38, 67, 68 and light rail to the 29th Street Station
Parking: Street parking available.

Learn more at sacrt.com/HiringEvents.

**Rider Alert: SacRT Holiday Service**

Veterans Day (Wednesday, November 11)

SacRT fixed-route buses, light rail, Folsom transit services, Rancho CordoVan, SacRT Flex and SacRT GO will operate regular service. The following services will not operate:

Causeway Connection, Elk Grove Fixed Local, Elk Grove Commuter and SacRT e-van

Thanksgiving Day (Thursday, November 26)

SacRT fixed-route bus, light rail and SacRT GO paratransit services will operate on a Sunday/holiday schedule. The following services will not operate:

Causeway Connection, Elk Grove/UC Davis Medical Center Express (bus route 137), Folsom Transit Services, Elk Grove Transit Services (including e-van), Rancho CordoVan and SacRT Flex

The Customer Service and Sales Center at 1225 R Street will be closed; however, the phone lines will be open from 7 a.m. to 4 p.m.

Day After Thanksgiving (Friday, November 27)

SacRT fixed-route buses, light rail, Folsom transit services, Elk Grove Local, Rancho CordoVan, SacRT e-van and SacRT Flex will operate regular service. The following services will not operate:

Causeway Connection, Elk Grove Commuter

For trip planning assistance, call 916-321-BUSS (2877) or visit sacrt.com/PlanYourTrip.

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SACRAMENTO REGIONAL TRANSIT

# Henry Li – GM/CEO Update

## November 9, 2026

# Election Update

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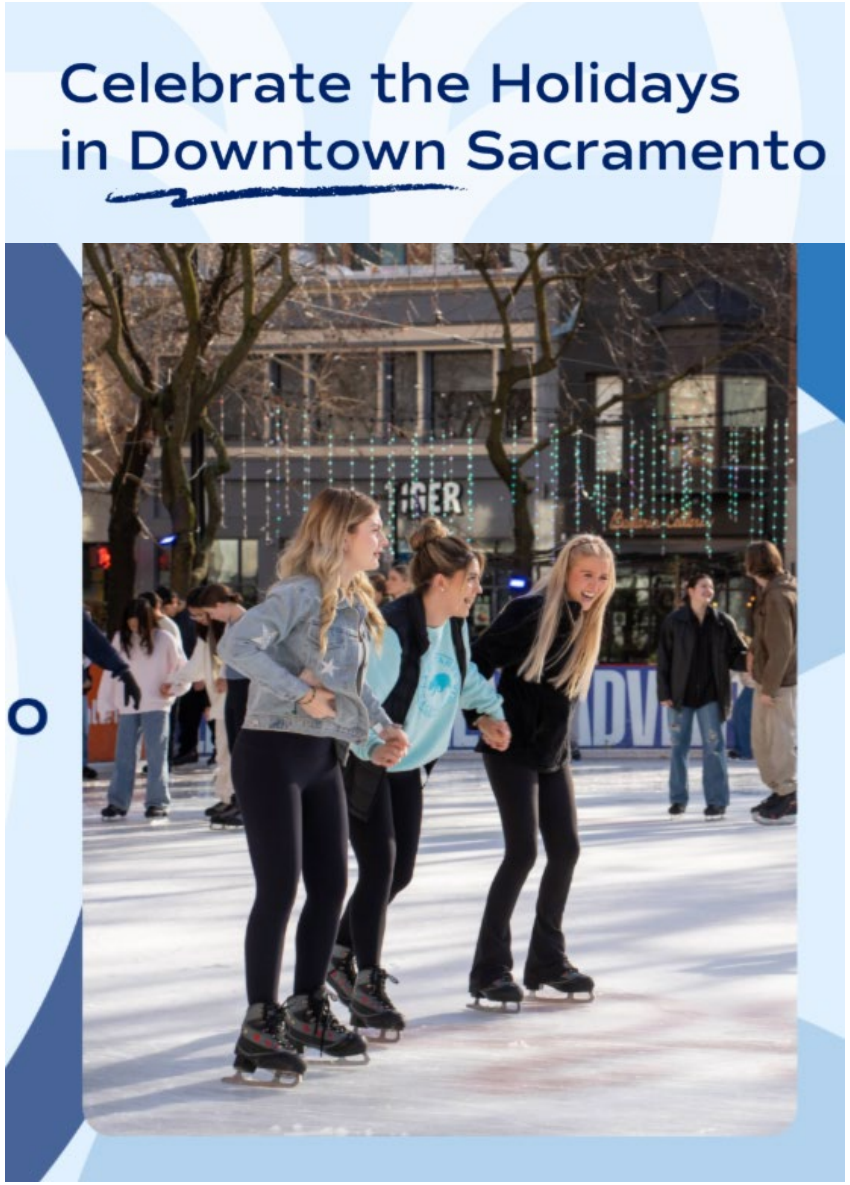

2026 Snapshot

| | |
|---|---|
| 68 | Public Transit Measures on the Ballot |
| 56 | Wins for Transit |
| 9 | Losses for Transit |
| $43.78B | Total Revenue Won |
| $31.32B | Known Transit Revenue Won |
| $3.02B | Total Annual Revenue Won |
| $2.08B | Annual Known Transit Revenue Won |

# Hiring Events

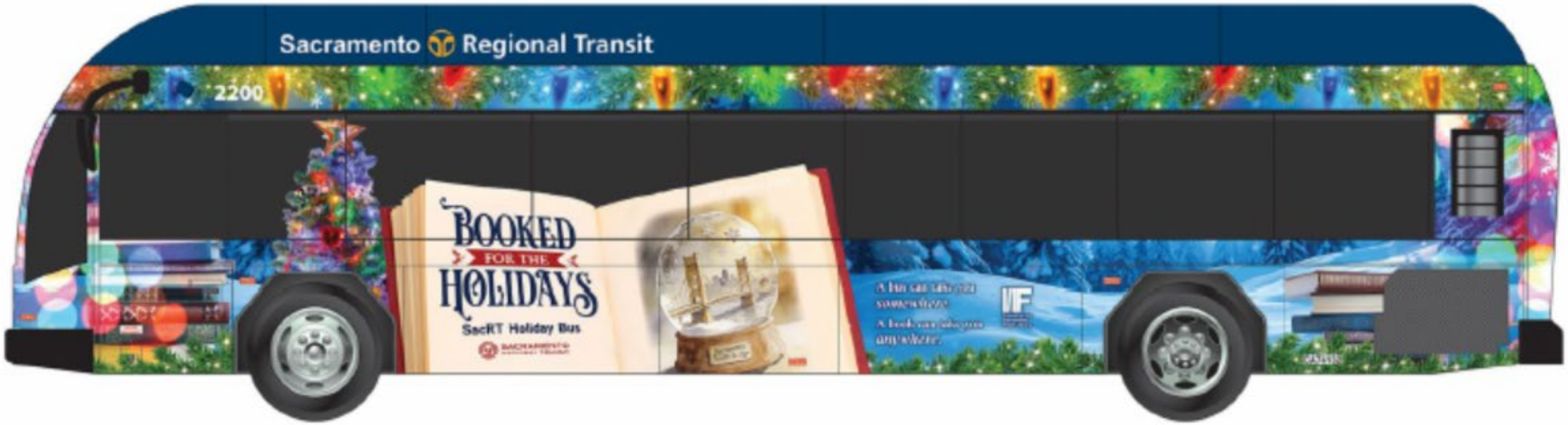


# Downtown Ice Rink






# Holiday Bus




Friends of the Sacramento Public Library

*Give a book. Take a ride.*
*Share a story*