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**SACRAMENTO REGIONAL TRANSIT**

**MOBILITY ADVISORY COUNCIL**

## MEETING MINUTES

February 20, 2025

**CALL TO ORDER** **ATTACHMENT 1**

The in-person/Zoom meeting was called to order at **2:30 p.m.**

**Introduction of Council Members and Staff:** Jeff Thom, Gene Lozano, Charles Johnson, Helen O’Connell, Frank Trujillo, Melissa Bachrach Pam Flohr, Dyanne Olafson, Joseph Wilson

**Absent:** German Ayon, Jacob Miller

**SacRT Staff:** Priscilla Vargas, Kathy Sachen, Austin Greiner, Thomas Russell Jr, Mark Sakauye, Doug Voska, Rowan Brandt, Chris Flores, George Kirbyson, Vincent Beatty, Blanca Araujo, James Drake, Natasha Liu, Holly Martinez, Sarah Poe, Michael Barnbaum

**Guests:** Jeffery Tardaguila, Regina Brink, Margie Donovan, Sarah Kolarik

**APPROVAL OF MINUTES**

**ACTION:** Chair Thom called for a motion to approve the minutes of the January 16, 2025, meeting. Mr. Johnson motioned. Ms. Flohr seconded. The motion passed.

**PUBLIC COMMENT**

Mr. Tardaguila stated that delays on light rail prevented some riders from getting off the trains, and that SacRT GO mobile app notifications are excessive. Ms. Donovan said that she did not receive a braille agenda packet in advance of the meeting.

**CHAIR REPORT**

**OLD BUSINESS**

* 1. **Election of Committee Chairs (A&I and TC&P) (Jeff Thom, MAC Chair)**

Chair Thom temporarily adjourned the MAC meeting to open a meeting of the Access & Infrastructure (A&I) committee to elect the A&I Vice Chair. Mr. Lozano said that the election will take place at the March 11 A&I meeting. Chair Thom closed the A&I committee meeting and opened a meeting of the Training, Communications, & Policy Committee for the election of TC&P Committee Chair and Vice Chair. Ms. O’Connell nominated herself for Chair. Ms. Flohr also nominated Ms. O’Connell. Chair Thom called for a motion to elect Ms. O’Connell by acclamation. Ms. Flohr moved. Ms. O’Connell was re-elected. Ms. O’Connell called for nominations for TC&P Vice Chair. Mr. Greiner read the subcommittee members’ names. Chair Thom nominated Ms. Bachrach for Vice Chair. Ms. Bachrach accepted and was elected by acclamation. Chair Thom adjourned the TC&P Committee meeting and opened the MAC meeting.

* 1. **S700 LRV Post Launch Update (Vincent Beatty, AVP, Operations)**

Mr. Beatty reported that SacRT has 22 low-floor trains on property, with 20 ready for service and 2 in testing. A train car is tested every 3 to 4 weeks. SacRT tested opening all doors for passengers outside of peak times and determined that opening all doors will not be implemented due to weather and heating concerns. Mr. Beatty confirmed that low-floor trains are going to Folsom, and almost all Gold Line trains are low-floor, though legacy cars may be used during low-floor train maintenance. Mr. Kirbyson said staff are continuing to make changes on low-floor trains based on feedback. Staff changed the function of the tape switch under the fold-up ADA seats, so that the switch is inactive until the train stops. Staff are working with Siemens so the tape switch will work as a stop request and alert the operator to deploy the ramp. Software is under development and should be implemented by the summer. Staff are working with the vendor ISC on changes to the timing for audible communications. Staff have narrowed the GPS fence within the software for the audible warning tone for trains leaving the station, to improve timing accuracy. Ms. Bachrach said that she still has difficulty with ramp deployment. Mr. Kirbyson said pressing the button for a ramp overrides non-ramp door opening requests, but the override may be canceled if the door is already open, and a light barrier has been broken. Ms. Bachrach also complained that a yellow pole is blocking the way for passengers to come down light rail stairs. Mr. Kirbyson said this is a stanchion used for safety as a handhold.

Mr. Trujillo said that visually impaired riders have been unable to find the door indicator tiles. Mr. Beatty will follow up. Ms. O’Connell asked if when pushing the call strip, the operator will be notified to deploy a ramp and if this will not be overridden. Mr. Kirbyson said the override will happen to deploy the ramp if the train stops at a station. Ms. O’Connell said that when pushing the handicap access door from the outside, the buttons flash but there is no audible sound that the ramp will deploy. Mr. Kirbyson said that change has been approved and Siemens is working to move the speaker down. Ms. Olafson asked if audio announcements will be included in captions, and asked if the ramps will have lights flashing for Deaf riders to see. Mr. Kirbyson said yes. Mr. Lozano asked if there would be a speaker outside the vehicle that gave an audible announcement for ramp extension. Mr. Kirbyson said staff are looking at possible upgrades to announcement systems, but that is not currently being done; decisions will be made from feedback on moving the speaker down. Mr. Lozano said staff should contact the A&I committee to discuss this, as more dialogue is needed to accommodate visual and auditory disabilities. He asked if, when the light barrier is broken, the door will stay open to allow anyone following to enter. Mr. Kirbyson said the door stays open on a timer. Ms. Bachrach said that the ramp may not be deployed after letting someone else enter. Mr. Kirbyson this can be related to dwell time limits.

Mr. Tardaguila said that in some cases, the ramp does not deploy when called from the inside; the operator instructed him to move to the other door, but this is not always possible, and there is nothing to indicate to the inside when the ramp is deploying. Mr. Kirbyson will look into this.

* 1. **Bus Stop Improvement Plan Update: New Heat-Resilient Bus Shelters (Sarah Poe, Senior Planner)**

Ms. Poe said that the Bus Stop Improvement Plan (BSIP) was developed in 2023 and included about 600 bus stops assessed for ADA and access improvements and 20 shelter-ready bus stop locations, which do not require construction. In November 2024, SacRT was awarded the grant for the Extreme Heat and Community Resilience Program to study heat-resilient shelter designs and purchase new heat-resilient shelters. The funded work will begin this summer. Community input will be involved in selecting a shelter design. The new shelter project will use the MaRTy tool to collect measurements and provide data related to the effectiveness of the new shelters. The MAC will receive an update on the new shelter project in summer 2025.

Ms. O'Connell praised SacRT for acting on extreme heat and asked for the name of the program: Extreme Heat Community Resilience Program (EHCRP). Mr. Wilson agreed this program is a good idea. Ms. Poe said that staff will compare methods with other organizations in areas that experience extreme heat and high summer temperatures. Mr. Lozano asked if this program would deal with other weather extremes such as rain and cold. Ms. Poe said this is important to consider, but not the purpose of this grant. Mr. Tardaguila asked about how much glass is used in weatherproofed bus shelters. Ms. Poe said design options will be reviewed, and the community can provide input.

**NEW BUSINESS**

* 1. **SacRT Surplus Property Sales Update (Chris Flores, VP, Real Estate)**

Mr. Flores reported that in November, the SacRT board approved 9 parcels for sale on 29th Street, forming the Midtown Administrative Complex: Hallcraft, Old Admin, Main Admin, Engineering, Finance Parking, Finance Building, and Employee Parking. The 2022 Zero Emissions Facilities Master Plan calls for SacRT to build two large garages, one in the north and one in the south of Sacramento County.  Per the Surplus Lands Act, in January 2024 SacRT issued a Notice of Availability to affordable housing developers for these parcels. 19 agencies responded with interest. Following various negotiations, in November 2024, the Board approved a Purchase and Sale Agreement with The Code Solution, who is purchasing all parcels for $15,600,000 and proposed building 304 affordable units. Staff have begun relocating from these buildings, and construction will begin in 2026.

Ms. O’Connell asked about the use of the proceeds from this sale. Mr. Flores said that this will likely support capital projects. Mr. Lozano asked about the impact on the historical status of the Hallcraft building. Mr. Flores said that demolition should be allowed, and the historical vehicles have already been moved.

* 1. **SacAdapt Transportation Infrastructure Adaptation Plan (Sarah Kolarik, Sustainability Analyst, City of Sacramento)**

Ms. Poe said that this plan, SacAdapt, will study impacts of extreme weather, and that the City of Sacramento will lead the project. Ms. Kolarik discussed the key goals of the City of Sacramento Office of Climate Action and Sustainability: reducing impact (climate action), preparing for change (adaptation), and helping the most vulnerable (equity), to improve quality of life. Extreme weather risks include heat, flooding, storms, and air impacts from wildfires. The City of Sacramento can make various recommendations to improve infrastructure. SacAdapt is currently analyzing risks to the transportation system, will identify recommendations, and will finalize the plan by early 2026, receiving public and agency feedback. An online survey to provide feedback is provided until March 5. Ms. Vargas will share the link to this survey.

Ms. O’Connell asked about the percentage of trips planned to be made with public transportation and active transportation. Ms. Kolarik said the public transportation goal is 11% and the active transportation goal will be 12% in the future. Mr. Charles asked if SACOG will be involved. Ms. Kolarik said yes. Mr. Lozano asked about accessible formats for the survey. Ms. Kolarik said the survey does not include maps, and verbal feedback can be given by contacting Ms. Kolarik or Ms. Poe. The survey is not limited to Sacramento residents.

* 1. **SacRT Emergency Preparedness Presentation (Mark Sakauye, PSC, Police Services, Doug Voska, PSC, Police Services)**

Mr. Voska listed SacRT’s emergency goals: for employees to take care of selves and families, to take care of the SacRT district, and to respond to assist other agencies. He described levels of preparedness from 0 to 4. SacRT is at 1, Able to Respond and Provide Support. SacRT is part of the evacuation plan from the City of Sacramento and County of Sacramento, but SacRT employees are not required to assist. SacRT assists in emergencies by providing transportation, evacuating, sheltering, or equipment. California’s Standardized Emergency Management System has been adapted by FEMA. SacRT usually falls within logistics under the Incident Command System. Delegation of responsibility in emergency situations depends on the size and location. SacRT promotes awareness of individual preparedness. SacRT’s role in evacuation of seniors and people with disabilities can vary depending on government instructions and agreements for collaboration with other entities.

Ms. O’Connell asked for a phone number to contact wheelchair users in case of flooding. Mr. Voska recommended calling the police and fire services, but these resources may be overwhelmed, so individual planning is recommended. Mr. Wilson asked for guidance to help individuals develop their own disaster plans. Mr. Voska said SacRT PSC staff are available for that request.

**OTHER BUSINESS**

**ANNOUNCEMENTS**

**ADJOURNMENT**

The meeting adjourned at 4:30 pm.