



**SACRAMENTO REGIONAL TRANSIT DISTRICT
MOBILITY ADVISORY COUNCIL
ACCESS & INFRASTRUCTURE (A & I)
STANDING COMMITTEE MEETING MINUTES
September 15, 2022**

CALL TO ORDER:

The meeting was called to order at 2:30 P.M.

INTRODUCTION OF COUNCIL MEMBERS AND STAFF:

Present Members: Eugene Lozano, Alan Ruzich, and Jeff Thom **Other MAC Members:** Charles Johnson, Margie Donovan, Frank Trujillo, and German Ayon **RT Staff:** Priscilla Vargas, Kathy Sachen, Sue Bianchi, Jenny Niello, Sam Huynh, and Craig Norman **Guests:** None

MEETING RULES:

Chair Lozano established that all microphones except for that of the current presenter should be muted. He reminded the meeting group to hold questions until after the presentation is completed. He shared that if anyone participating in the meeting by using a landline telephone to participate in the meeting, they can press *9 to raise hand and lower hand and press *6 to mute and unmute. Ms. Vargas shared that there are features on Zoom to mute, unmute, and raise/lower hand. She would announce if someone raised a hand and identify the person so Mr. Lozano can acknowledge the person.

APPROVAL OF MINUTES:

Chair Lozano moved to approve the draft March 24, 2022, meeting minutes. **Alan Ruzich** motioned to approve the meeting minutes and **Mr. Jeff Thom** seconded the motion. The motion passed unanimously by voice vote.

PUBLIC COMMENT:

No public comment.

CHAIR REPORT:

No chair reports.

OLD BUSINESS:

No Old Business was discussed.

NEW BUSINESS:

A. Update of Design and Construction for Phases 1 and 2 Gold Line Light Rail Station

Craig Norman, Director, Engineering & Construction stated that for today's presentation, there are three topics that staff will cover. Sue Bianchi, Senior Civil Engineer, Project Manager, will cover the topic of mini-high and mini-low platforms. Jenny Niello, Principal Civil Engineer, will give an update on the Watt/I-80 Transit Center Improvements. Mr. Norman will present delivery updates of light rail vehicles.

Ms. Bianchi reported SacRT is executing the construction contract for the Phase 1 low-floor conversion of the Gold Line platform to accommodate a S700 2-car train this week. It will then take approximately one to two months, after all submittals are approved, for construction to begin.

Staff has completed a preliminary design for Phase 2 low-floor platform conversion to accommodate S700 3-car train. Staff has also hired a Certified Access Specialist to provide input and design for final conversion.

Ms. Bianchi shared that staff is actively looking at the best solution for the tactile pathway and other wayfinding applications that can be used on smart phones to assist transitioning from one platform to the other. San Antonio's VIA is using phone app, Navi Lens; RT staff will reach out to them for feedback from their patrons and its mobility advisory group about the application. Navi Lens provides a QR code that helps customers navigate their platforms.

Chair Lozano asked for a timeline of the completion of Phase 1 and beginning date of use of the 2-car train. **Ms. Bianchi** estimated approximately two years for conversions of Gold Line platforms. Mr. Norman added that summer of 2024 is a more realistic time frame. He added that staff is looking for other applications beside tactile pathways; Staff will speak with other agencies that are using various apps for wayfinding. **Chair Lozano** strongly encouraged staff's effort into other wayfinding options but also reminded staff that tactile pathway is widely used, and people are familiar with it. He added that it is good to have low/high tech options so that all segments of the population are provided the information they need. **Mr. Norman** acknowledged that a smart PA system is also in the works, along with Transit Ambassadors on most light rail stations.

B. Watt/I-80 Transit Center Improvements Update (Jenny Niello, Principal Civil Engineer)

Ms. Niello reported that there are no changes to the scope of work and staff continues to work through CalTrans' process. Staff completed preliminary engineering and is entering the final design phase. The final design is expected to be completed by the end of 2023, before start of construction. The improvements at Watt Avenue at station level include squaring off the corners at the intersection of the freeway on/off ramp on either end of Watt Avenue, new center divider fencing, Class II bike lanes on Watt Avenue, widening the bus stop plaza, adding canopies at the bus stops, adding bollards along the bus stop plaza with additional lighting.

Improvements at the station include replacing both stairwells with an open design concept to prevent people from hiding or using the stairwell, additional restrooms, lighting, cameras and specialty concrete paving and improvement to the area underneath Watt Avenue with fencing and lighting to enhance security. Ms. Niello has exhibits to shows improvements and concepts that were already shown to the A & I Committee in her previous presentation.

Mr. Lozano asked that since Ms. Niello's last presentation of the 30% design overview, the A & I Committee made recommendations during the March 24, 2022, meeting and whether any of recommendations will be incorporated into the final design. **Ms. Niello** explained that the focus of the designer at this juncture is getting through the CalTrans process. There are some structural issues that may include widening the overhead structure that goes over I-80; this involves environmental and structural clearances. **Ms. Niello** will revisit the Committee's suggestions, which include **Mr. Thom's** concerns about the special concrete pavers and present them to the designer once the other issues are taken care of. **Mr. Lozano** asked that staff continue to inform the Committee once the project gets to the design phase. **Ms. Niello** shared that SacRT is receiving outside assistance with the final design phase.

C. Light Rail Vehicle Delivery Update (Craig Norman, Director, Engineering & Construction)

Mr. Lozano asked if SacRT is getting new funding to procure additional light rail vehicles and delivery time frame. **Mr. Craig** shared that we have 28 vehicles in production. The grants team is actively working to obtain additional funding. **Mr. Norman** reported that the first vehicle is expected in mid-November 2022. Beginning in 2023, two vehicles per month are expected to be delivered for a total of 28 vehicles. These vehicles are not expected to be in use until after the platform phase 1 is completed which is projected to be in 2024.

He reported that there is an FTA requirement that the bridge plate have a two-inch side barrier. **Mr. Norman** shared that other transit agencies submitted applications with the FTA for what is called a "determination of equivalent facilitation" which would allow FTA to not require SacRT to have the two-inch side barrier. **Mr. Norman** specifically named San Diego's transit system as an example of what SacRT is planning to use with the 8-inch platform and the bridge plate. Unfortunately, the FTA ruled that SacRT's application did not have sufficient information for them to decide.

Mr. Norman stated that the site visit to Siemen's last year, although was an informative one, the bridge plate topic was not fully explored. He noted that he is currently working with **Ms. Vargas** since staff received FTA's letter three weeks ago. He added that **Ms. Vargas** will work with MAC and do additional public outreach to include another site visit to Siemen's towards the end of October. The visit will focus on the bridge plate and input from people that are using mobility devices will be valuable. A big hurdle is that Siemen's light rail cars do not include a bridge plate.

Mr. Lozano shared that other issues may be brought up during the site visit which may not necessarily be about the bridge plate. **Mr. Norman** stated that if participants are made aware of the main purpose of the visit, people will be accommodating. **Mr. Norman** shared that during the visit, photos and videos will be taken as part of SacRT's application to the FTA. He encouraged the public who do not want to be photographed or videotaped to give a public comment instead. He added that the FTA wants to see the bridge plate in use along with public comments and suggestions. The MAC members and the public will be able to view SacRT's first light rail vehicle during the site visit. **Ms. Vargas** reported that a MAC meeting is already scheduled on October 6, 2022, and she will coordinate the site visit for the same calendar month.

Mr. Lozano wants to know if once Phase 1 of the platform conversion is completed, can the S700 light rail car be viewed by the public, possibly on the Green Line track. **Mr. Norman** shared that Marketing has plans and ideas to share the news with the public.

Mr. Johnson asked what the time frame for staff to submit reply to the FTA. **Mr. Norman** shared that there is no specific deadline. Currently, staff is talking with FTA informally before SacRT files the application. **Mr. Norman** shared that the letter from the FTA brought up other issues. He had a meeting with FTA staff and addressed them including the slope calculations of 1 to 6 and the FTA were satisfied with the information. **Mr. Norman** warned that if the FTA rejects the application, then staff will have major work ahead since Siemen's currently does not have bridge plates.

Mr. Lozano thanked the presenters for the updates. He asked members if they have other issues Regarding light rail services that can be addressed in an upcoming committee meeting.

Mr. Johnson expressed his continued concern with the vandalism of the Connect Card readers.

OTHER BUSINESS:

No other business was discussed.

ANNOUNCEMENTS/COUNCIL MEMBER REQUESTS FOR INFORMATION:

Mr. Johnson shared that during the last MAC meeting he took a poll and Ms. Pam Flohr is relinquishing her committee's meeting date on October 28, 2022, to go towards discussion of the MAC binder. MAC members will meet with Ms. Vargas to discuss a future presentation of SacRT's procurement processes and timeline.

ADJOURNMENT:

The meeting was adjourned at 3:25 P.M.