

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
14	07/26/10	Open	Action	07/14/10

Subject: Update on the Downtown-Natomas-Airport (DNA) Light Rail Extension Project

ISSUE

To receive an update on the Downtown-Natomas-Airport (DNA) Light Rail Extension Project.

RECOMMENDED ACTION

None.

FISCAL IMPACT

None. This is an information item.

DISCUSSION

On December 15, 2003, the Sacramento Regional Transit District (RT) adopted the Locally Preferred Alternative (LPA) for the Downtown Natomas Airport (DNA) Corridor from Downtown Sacramento through Natomas on Truxel Road to the Sacramento International Airport.

In 2007, the RT Board approved proceeding with the first phase of the project, Green Line to the River District, which extends light rail one mile from 8th and H Streets to 7th Street and Richards Boulevard. On April 28, 2008, RT certified the Program EIR for the DNA Project (“the Project”) and awarded a contract to HDR Engineering, Inc. (HDR) for 30 percent design and an EIR for the Green Line to the River District project. The contract also included a Transitional Analysis for the remainder of the project to the Airport. The Transitional Analysis is intended to advance project development on the Green Line so that it can re-enter the Federal Transit Administration (FTA) New Starts process as soon as possible after the South Sacramento Phase 2 (SSCP2) project is fully funded and under construction within a balanced RT budget.

The Green Line to the River District Project is RT’s first design-build light rail extension project. The procurement process culminated in an award of the contract to Stacy and Witbeck on September 14, 2009. Due to funding availability, the Notice to Proceed was not issued until November 30, 2009. For the past 7 months, the design-build team has been focusing on design activities and early construction work related to underground utilities. Construction of light rail infrastructure, consisting primarily of underground duct banks, water, sewer and storm drain facilities, has begun. Over the next several weeks, all of the designs are expected to be finalized with approvals from the City of Sacramento and RT. This will allow construction activities to begin in full force with noticeable changes related to construction of track, overhead catenary pole foundations, and the station at 8th and H Streets.

The Stacy and Witbeck Contract calls for completion of the project for revenue service within 13 months of award – i.e. by end-January, 2011. However, it appears that the current schedule

Approved:

Presented:

FINAL 7/21/10

General Manager/CEO

AGM for Planning and Transit System Development

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anticipates a slight delay in completion of the project construction. Staff is working with Stacy and Witbeck in an effort to resolve these potential scheduling issues. Additional coordination related to the construction of the Richard’s Boulevard/Township 9 Station is needed. Discussions with Capitol Station 65 propose a division of responsibilities and coordination efforts between Township 9 and RT for the construction of the station. Stacy and Witbeck, RT, and Township 9 continue to work collaboratively to construct the needed improvements.

The Transitional Analysis is an update of the Alternatives Analysis and will refine but not change the LPA. It will identify opportunities to reduce costs and potential community impacts, improve ridership and project performance, and recommend a cost-effective phased approach for reaching the airport.

It has been seven years since the LPA was adopted. Land use conditions along the corridor have changed with the development of new specific plans and approval of development projects in North Natomas, the River District, and the Railyards. The River District includes a 65-acre redevelopment at Township 9, and the Railyards is a 244-acre development – possibly the largest infill development in a central business district in the U.S. In addition, the LPA contained a number of unresolved issues that need to be addressed before the DNA project can re-enter the FTA’s New Starts Program. The Transitional Analysis is focused on these issues:

1. Identify the most cost-effective second phase of the Green Line that will be competitive for New Starts funding;
2. Recommend the track location within Truxel Road right of way;
3. Examine options for track placement and station location at Gateway Park Boulevard that minimize traffic and community impacts;
4. Analyze and recommend options for improving ridership estimates;
5. Develop an updated capital and operating cost estimate for the recommended second phase of the Green Line; and
6. Recommend a timeline and action plan for re-entering the New Starts process while maintaining the South Sacramento Corridor Phase 2/Blue Line to Cosumnes River College project as RT’s top priority.

The public has been kept informed regarding the Project through stakeholder meetings held last fall, a two-day open house held at the new North Natomas Library in January, and various other meetings. Stakeholder interviews, community meetings, site tours, workshops, and open houses are planned throughout the summer through the conclusion of the Transitional Analysis.

Attachment 1 lays out current progress on the Transitional Analysis, as well as some of the issues that will be presented to the public during outreach efforts over the next several months.



Attachment 1



Advancing the Green Line LRT Project Status Update July 26, 2010

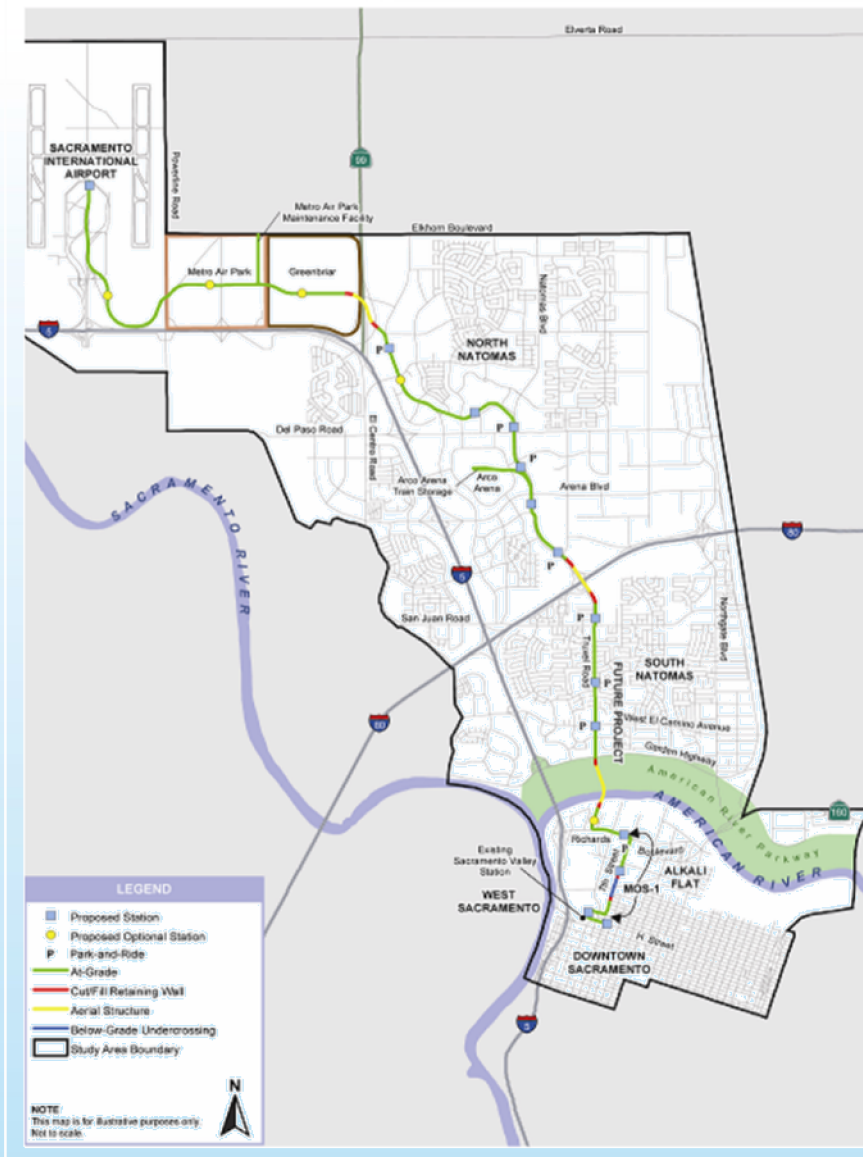


Planning History



- Multiple studies since 1980s
- 2001-2003 Alternatives Analysis evaluated:
 - Two transit modes
 - Five alignments
- LPA adopted by RT Board 2003
- Included in
 - Community and General Plans
 - SACOG Metropolitan Transportation Plan
- Certification of Program EIR on April 28, 2008

Locally Preferred Alternative

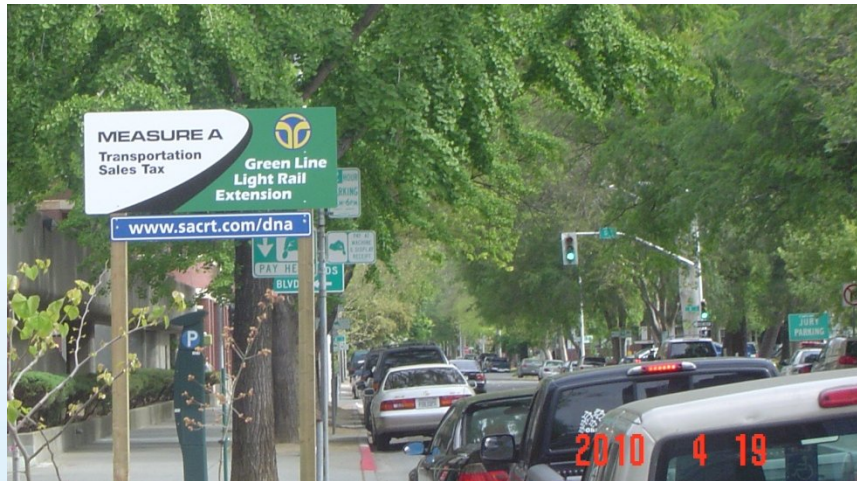


- Double-Track LRT
- Downtown to Airport
- Truxel Alignment
- 22 Light Rail Vehicles
- Maintenance Facility
- Cost: \$785M (2006 \$)



- Final EIR Certified 4/09
- 30% Design Completed 7/09
- 1st Design-Build LRT Extension for Regional Transit
- Design-Build Started 11/09
- Opening Scheduled late January 2011

- Construction activities have been focused along 7th Street



Transitional Analysis



For Green Line past 7th & Richards

- Identify most cost effective 2nd phase (capital and O+M costs, ridership)
- For segments of the LPA adopted with design options, recommend preferred option as basis for Cost-Effectiveness Index (CEI)
- Develop timeline and action plan for re-entering FTA New Starts Process

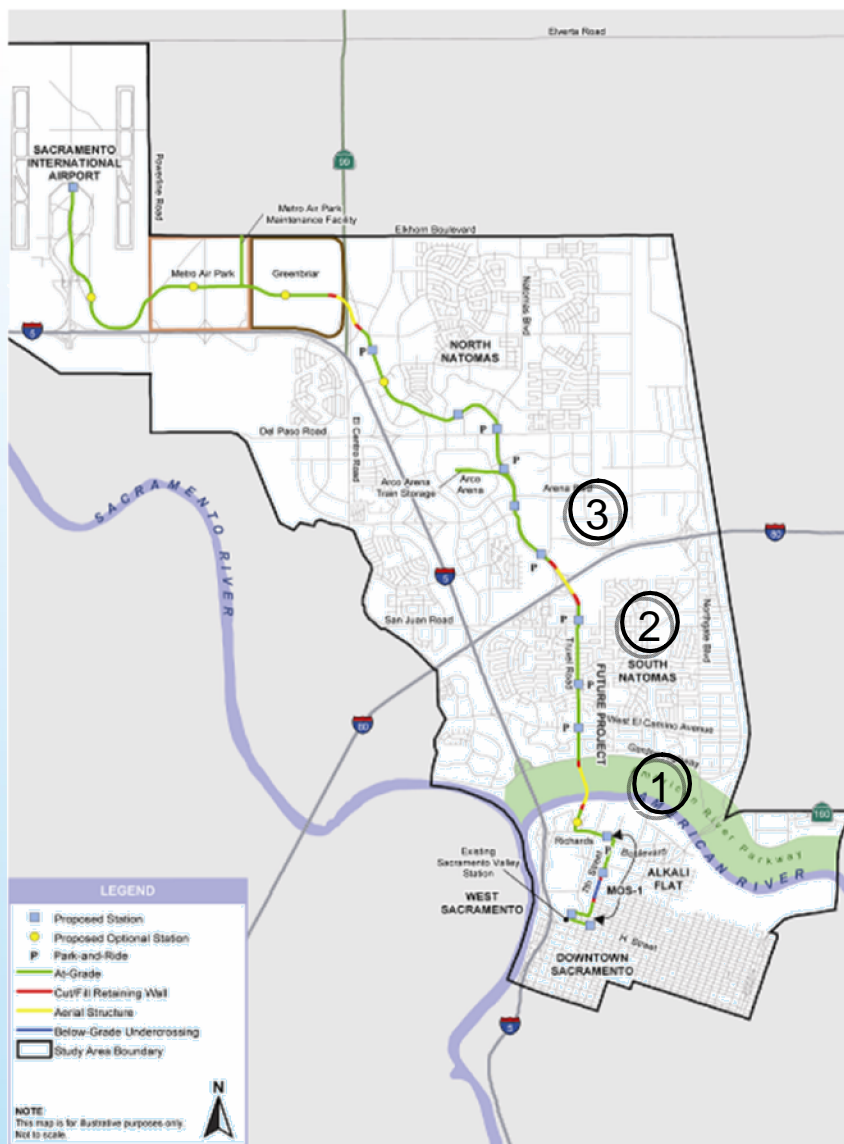


- Risk Assessment and Value Engineering at kick-off generated many ideas for cost savings.
- Project Review Workshop last summer identified areas for focused study.

LPA Design Options



1. Sequoia Pacific – American River Bridge
2. South Natomas (17 options-- combinations of mixed-flow, exclusive median, double and single-track shared left turns, roundabouts, and staggered platforms)
3. I-80/Gateway Park Blvd (9 options—east, west, median, north, south, centered)

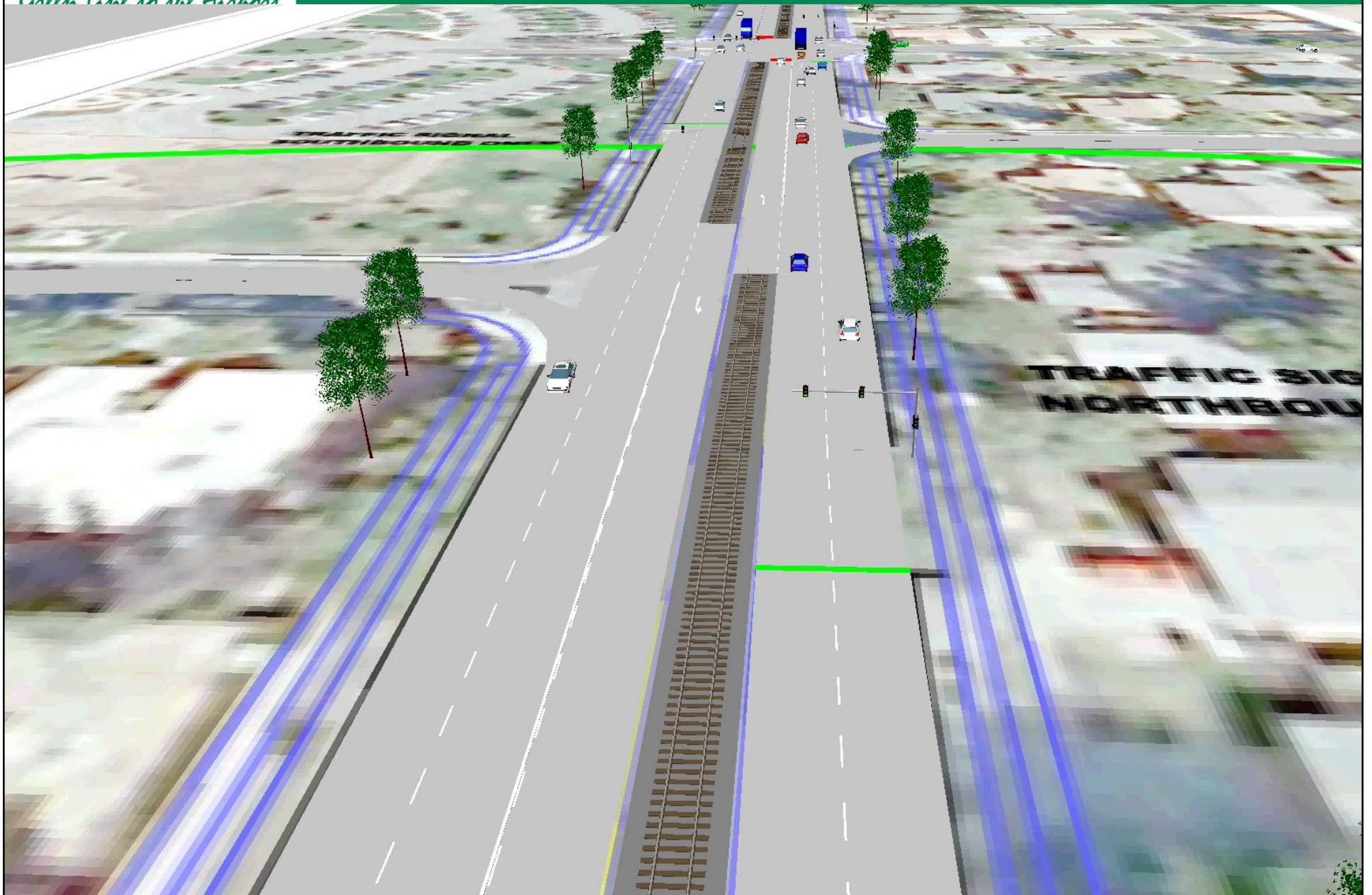


Sequoia Pacific-American River Bridge



- City requested shifting tracks from railroad siding to Sequoia Pacific Boulevard for consistency with the River District Specific Plan (under development).
- Significant cost savings are possible by changing bridge type from segmental to pre-cast concrete or steel.

South Natomas Shared Left Turn





Downtown
Natomas
Airport

Green Line to the Airport

South Natomas Roundabout



I-80 / Gateway Park Blvd



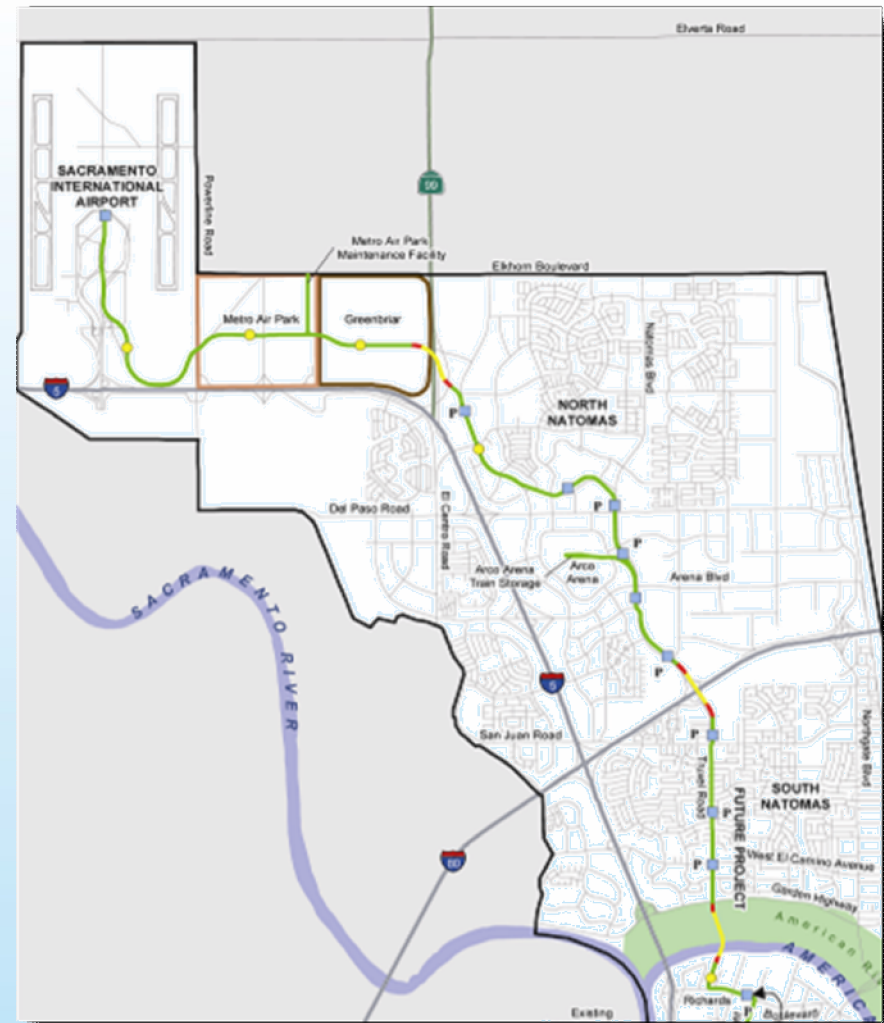
- LRT at-grade at Gateway Park Blvd = 4 minute delay per car.
- Recommend grade separation.
- I-80 bridge designed for LRT in median.
- Over off-ramp, Gateway Park Blvd, and channel.
- Tracks in exclusive median by bridge widening or new bridge for bikes and peds to east.
- Elevated station with pedestrian bridges and elevators.

Ridership estimate has doubled, and user benefit (travel time savings) improved by more than 50 percent:

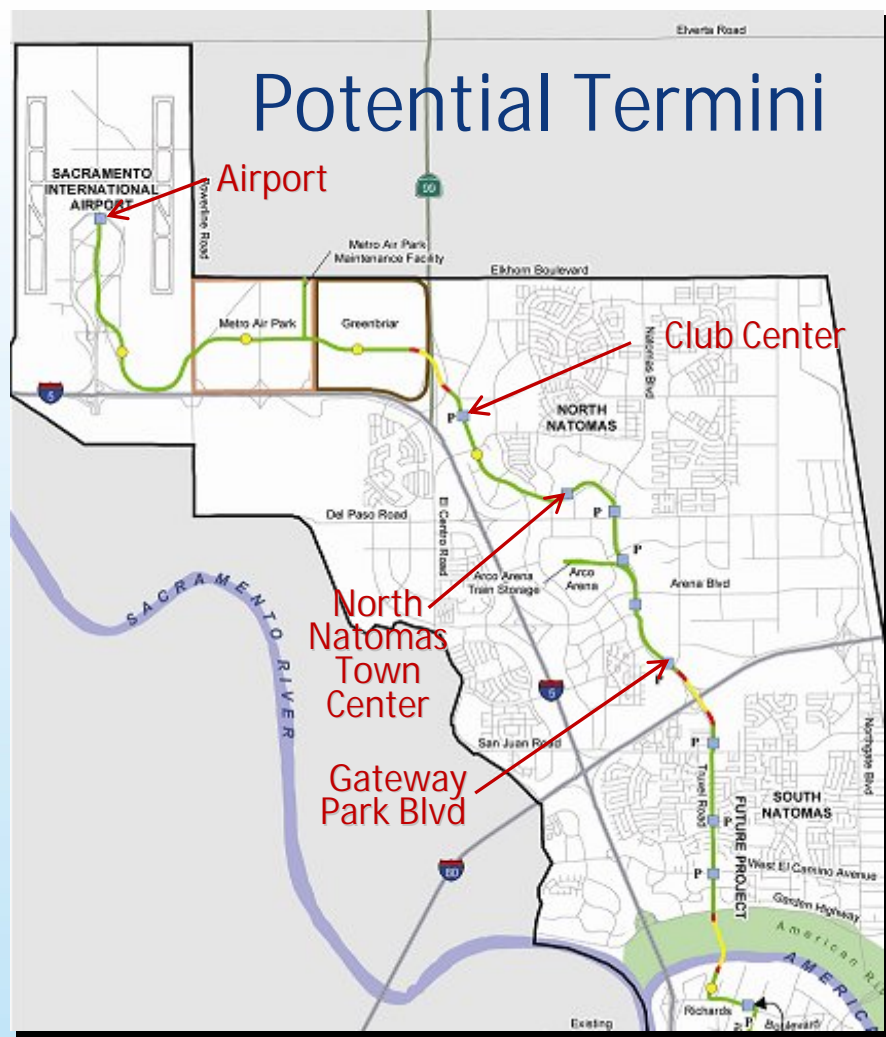
- Changed Forecast Year from 2025 to 2035
- Added new roadways and bus feeders
- Adjusted bus stops and travel times
- Added development
- Modified baseline option
- Updated airport ground access model
- Adjusted downtown parking prices

Improve Ridership at Each Station

Station	Dist (mi) to next station	Projected Riders
8 th & H/County Center	0.59	1034
Railyards (future)	0.42	6260
7th & Richards/Township 9	0.41	1940
Sequoia Pacific	0.90	1430
West El Camino	0.59	2330
Pebblestone Way	0.63	800
San Juan Road	0.73	2050
Gateway Park Blvd	0.63	3360
Arena Blvd	0.43	840
Arco Arena	0.40	1030
East Town Center	0.55	290
North Natomas Town Center	0.88	1400
Commerce Parkway	0.41	760
Club Center	1.13	420
Greenbriar	0.93	510
Metro Air Park	2.69	720
Airport		1260
TOTAL	12.32	26,434



Phasing Recommendation



- Finalize configuration
- Prepare capital and O+M cost for each potential termini
- Ridership run for each potential termini
- Cost-effectiveness for each potential termini
- Recommend project that will effectively compete for New Starts funding

Amendment for Station Area Planning

- Opportunity to further increase ridership by focusing on the relationship between the station and the community, making sure that ridership is consistent with proposed development, and looking for opportunities to provide increased access by park-and-ride.
- Using latest development plans, evaluate stations and make recommendations to optimize ridership.
- Also includes exhibits for community workshops, outreach assistance, recommendations for siting the maintenance facility, and additional administrative expenses.

Next Steps

Station Area Planning	July/August  Regional Transit
Estimates for Capital Cost, Operating Cost, and Ridership	September/October
Community Workshops	August 5, 12, 19 and 25 to 28
Transitional Analysis Report	October/November
Recommendations to RT Board	November
Request to FTA to Enter Preliminary Engineering/Begin EIS	Immediately upon FTA approval of higher priority South Sacramento Corridor Phase 2 Final Design