

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	04/25/11	Open	Information	04/15/11

Subject: Update to the Blue Line to Cosumnes River College Light Rail Extension

ISSUE

Update for the Blue Line to Cosumnes River College Light Rail Project.

RECOMMENDED ACTION

Information

FISCAL IMPACT

None

DISCUSSION

The Blue Line to Cosumnes River College project (Project), also known as the South Sacramento Corridor Phase 2 project, will extend Sacramento Regional Transit District's (RT's) light rail service from its existing terminus at Meadowview Road south and east 4.3 miles to Cosumnes River College (CRC). The extension will link the South Corridor, the fastest growing portion of Sacramento County, with Downtown, the northeast Sacramento corridor and Rancho Cordova or Folsom in the east corridor. The project includes four stations located at Morrison Creek, Franklin Boulevard, Center Parkway, and Cosumnes River College. The estimated project cost is \$270 million.

Information was provided on February 15, 2011 that \$50 million for the Blue Line to Cosumnes River College was included as part of President Obama's FY12 budget request. Additionally, RT was notified that the Blue Line to Cosumnes River College received an overall medium rating in the FY12 New Starts report. The medium rating was an improvement over the previous year's medium-low rating and enables RT to request Project entry into Final Design once all environmental work and all other FTA Final Design requirements are complete.

The FY12 medium rating was a result of numerous meetings with FTA to address their concerns with RT's Financial Capacity Assessment (FCA). The stability and reliability of operations funding was a key issue that had to be addressed in order to receive a favorable New Starts rating. As a part of the FCA, RT was also evaluated on its ability to identify funding to provide an operating reserve balance of at least 1½ months of annual system-wide operating expenses and an ability to fund a 10% capital reserve in order to advance into Final Design and ultimately the Full Funding Grant Agreement (FFGA). Staff submitted an updated FCA in October 2010 that addressed FTA's concerns. The new submission was key to RT receiving a medium rating, which allows for the opportunity to apply for entry into Final Design.

Approved:

Presented:

Final 4/19/11

General Manager/CEO

AGM, Engineering and Construction

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Prior to submitting a request to enter into Final Design, RT must complete additional environmental work to address proposed project modifications not identified in previous environmental documents.

The Project was evaluated by FTA and RT in a Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR). The SFEIS/SFEIR was approved in December 2008 through the issuance of a Record of Decision by FTA and the filing of a Notice of Determination with the State of California by RT. In December 2009, the RT Board adopted an addendum to the SFEIR for four modifications to the Phase 2 project that were identified after certification of the SFEIS/SFEIR.

Since approval of the modifications in 2009, five specific changes to the project’s design have been identified by RT. Because these modifications were not evaluated in the SFEIS/SFEIR, the proposed modifications require further environmental evaluation in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). RT’s consultants, working closely with RT and FTA, are preparing an environmental document that represents a joint Environmental Assessment (EA), prepared pursuant to NEPA, and an Initial Study (IS), prepared pursuant to CEQA.

The proposed modifications associated with the IS/EA are as follows:

1. PG&E Natural Gas Pipeline Relocation. An existing Pacific Gas & Electric (PG&E) natural gas pipeline parallels the proposed RT tracks in the vicinity of the UPRR mainline tracks in the northern portion of the proposed alignment. PG&E has requested that this pipeline be relocated to allow for needed maintenance and inspection purposes.. Original design called for the pipeline to be relocated within the entire length of Detroit Avenue. The Proposed relocation, as currently identified in the working draft of the IS/EA, would provide for a shorter relocation length and placement of a portion of the relocated pipeline within an existing utility corridor previously identified in the SFEIS/SFEIR. This modification not only reduces the impacts to the community by eliminating half of the construction activity within Detroit Boulevard, but reduces the Project’s cost.

However, as a result of feedback received at the April 13, 2011 Detroit Boulevard Neighborhood Association meeting, staff has reassessed the alternative relocation routes studied in 2007. The primary goals are to minimize impacts to the residents, project delays, and project cost. Based upon the information collected to date, staff is trying to determine whether it is feasible to keep the gas line within the UPRR corridor, what the extent of design modifications will be and the impacts to right of way acquisitions. This alternative would require PG&E concurrence.

2. Track Realignment Adjacent to UPRR. Approximately 4,700 feet of the northernmost portion of the Phase 2 extension must be adjusted. The original design, which is consistent with South Line Phase 1 and was originally agreed upon by UPRR, incorporated a 20-foot track center between UPRR tracks and future light rail tracks. In late 2009, UPRR changed their requirements

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and indicated that the minimum acceptable track separation is 25 feet (with a crash wall between the two tracks) or 50-foot separation if a crash wall is not installed. RT is now pursuing 50-foot track separations.

3. Morrison Creek Levee Setback. The original alignment assessed in the SFEIS/SFEIR was adjacent to the Morrison Creek levee. Since adoption of the SFEIS/SFEIR in 2008, The City of Sacramento adopted a General Plan Update that requires infrastructure improvements to be located further from levees and other flood control structures.

4. TPSS Relocation. The original alignment called for the placement of Traction Power Substation (TPSS) #10 in the proposed Franklin Station parking lot. During the preliminary engineering phase of the project, a Traction Power Simulation and Load Flow Report was prepared that determined that TPSS #10 should be relocated to minimize voltage drop and to provide optimum power distribution to the light rail system. RT proposes to relocate TPSS #10 to the northeast corner of Franklin Boulevard and Cosumnes River College Boulevard. The relocation of TPSS #10 would allow trains to operate without stalling due to a voltage drop, and would allow an adjacent substation to be offline during emergencies or for maintenance without disruption to train service.

5. Tailtrack Extension at Cosumnes River College. RT proposes to add an additional 400 feet of tailtrack at the southern end of alignment. The additional tailtrack will allow for light rail vehicle storage, operational efficiencies, less deadhead travel, and reductions in vehicle miles travelled.

The focus of the joint IS/EA is to determine whether the proposed project modifications being advanced by RT have significant environmental consequences. If FTA determines that there are no significant environmental impacts as a result of the proposed project modifications, then a Finding of No Significant Impact (FONSI) would be issued. Similarly, RT would approve a Negative Declaration of significant environmental impacts. These findings would then enable RT to move forward with a request for entry into Final Design.

Following the close of the 30-day comment period for the IS/EA, RT’s consultant will prepare a final IS/EA for RT and FTA review. Staff will return to the RT Board to adopt the IS, likely on June 13, 2011. Thirty days after the Board adopts the IS, FTA is expected to sign the Finding of No Significant Impact, which completes the EA process.

Following the issuance of the FONSI, RT will immediately seek permission from FTA to enter into Final Design. Staff hopes to receive FTA approval of entry into Final Design by July 1, 2011. A Full Funding Grant Agreement is targeted for December 2011.

In addition to the IS/EA work, staff continues to work on activities needed to support entry into Final Design and the execution of a FFGA. This work includes updates to the Project Management Plan, Risk Register, Risk and Contingency Management Plan, Real Estate Acquisition Management Plan, schedule, and cost estimates. Additional work includes completion

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of right of way acquisition activities not impacted by the IS/EA work, execution of third-party agreements for utility relocations, and submission of applications for required permits. The FTA New Starts guidelines allow for the start of utility relocations, which could begin taking place as early as May 2011.

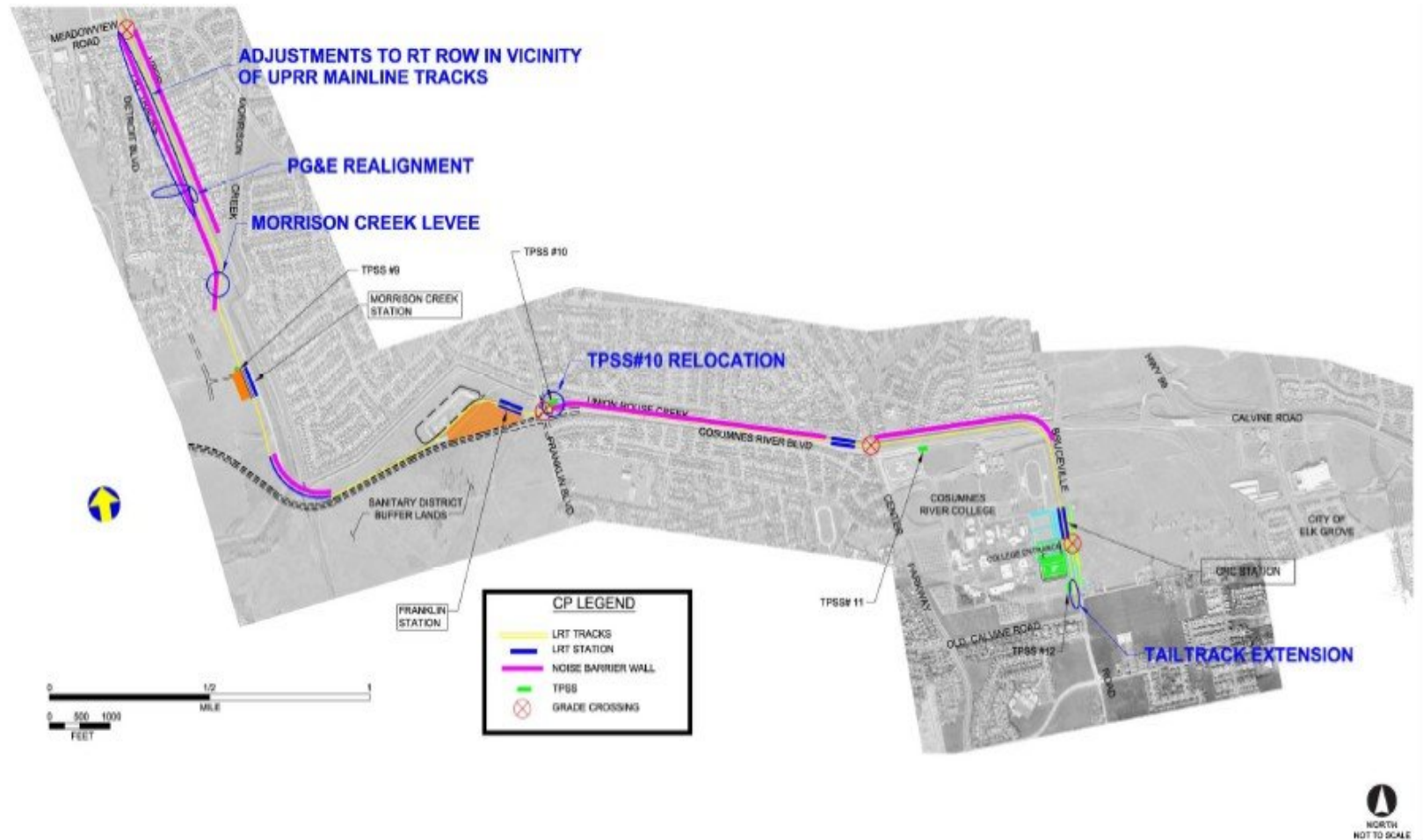
On February 20, 2011, staff held a Contract Packaging Workshop to discuss the overall packaging of the project. Following the completion of the workshop, staff is recommending issuance of a single construction contract that includes all civil, track, systems and station work. Staff also discussed contract opportunities for Small Business Enterprises (SBE) with the various contract packaging strategies. In order to provide the greatest opportunities for SBE participation, staff is recommending that a SBE goal be identified in the contract documents. Staff will also pursue Letters of No Prejudice with FTA to construct the two aerial structures and the Cosumnes River College parking structure in separate contracts, depending upon RT's ability to support these activities with the Project cashflow.

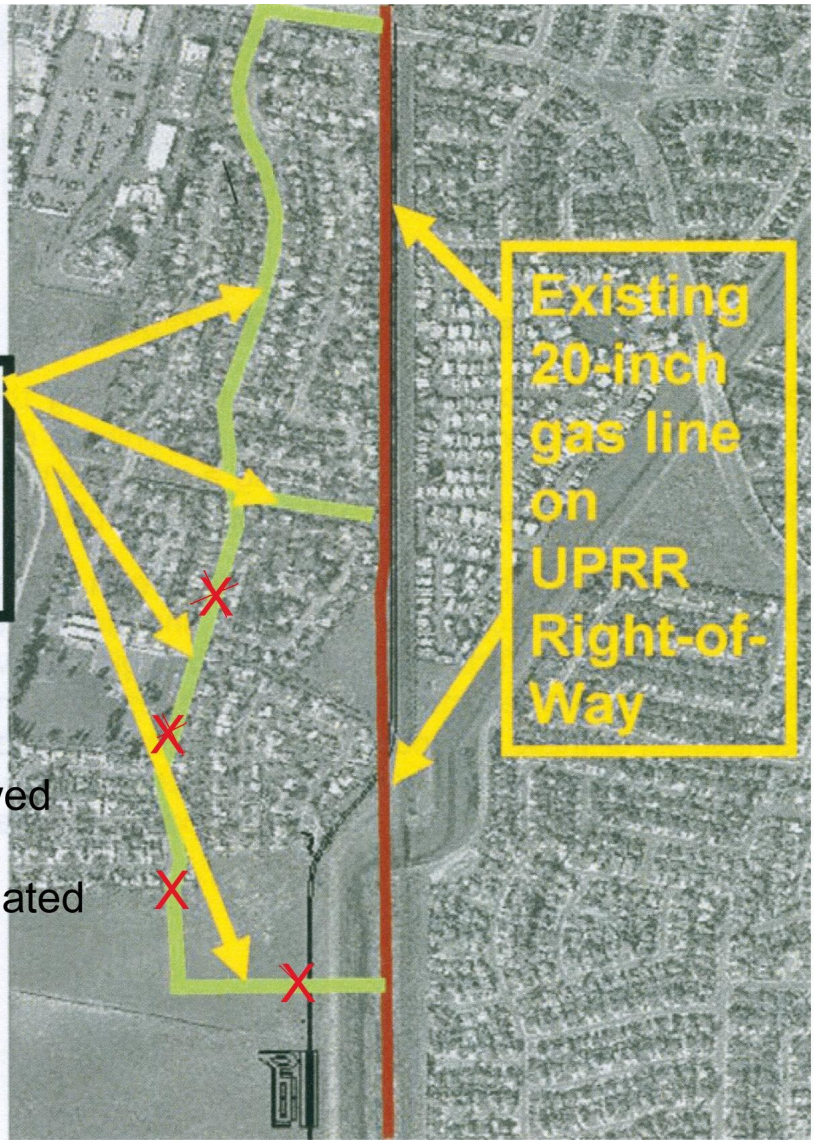
Advancing these construction items will allow RT to take full advantage of the 2012 construction season for the Morrison Creek Bridge. The construction of the Morrison Creek Bridge is limited to the window between May and October due to the existence of Giant Garter snake habitat within close proximity to the construction zone. Missing the 2012 window will result in construction of the bridge extending until fall 2013. This could, in turn, ultimately lead to the delay in the Project's Revenue Operations Date. A Letter of No Prejudice to bid both structures at the same time will result in cost savings to the Project.

FTA has already approved a capital lease approach for the construction of the parking structure. Los Rios Community College District will design, construct and maintain the parking structure while RT provides payments through the project for a pre-paid capital lease. The approval of a Letter of No Prejudice will secure an estimated cost of \$31.5 million. FTA's Risk Assessment Workshop held in June 2008, identified that a reasonable cost plus allocated contingency of the on-campus parking structure was estimated to be approximately \$37.2 million in year of expenditure dollars. Approval of a Letter of No Prejudice will allow RT to shift the difference between the \$37.2 million budget number and the actual contract price to the unallocated contingency for the Project.

The current schedule anticipates an authorization to enter Final Design in the July/August time frame with the execution of the FFGA some time in March. The FFGA has mandatory review periods of one month each for FTA and the Office of Management and Budget plus a two month review period for Congress. The time preceding these reviews is required for submittal and compilation of documents needed to complete the FFGA. The current schedule maintains a revenue operations date of December 2014. However, any delays associated with receiving approval for entry into Final Design and the approval of the FFGA could impact the revenue operations date.

Blue Line to Cosumnes River College



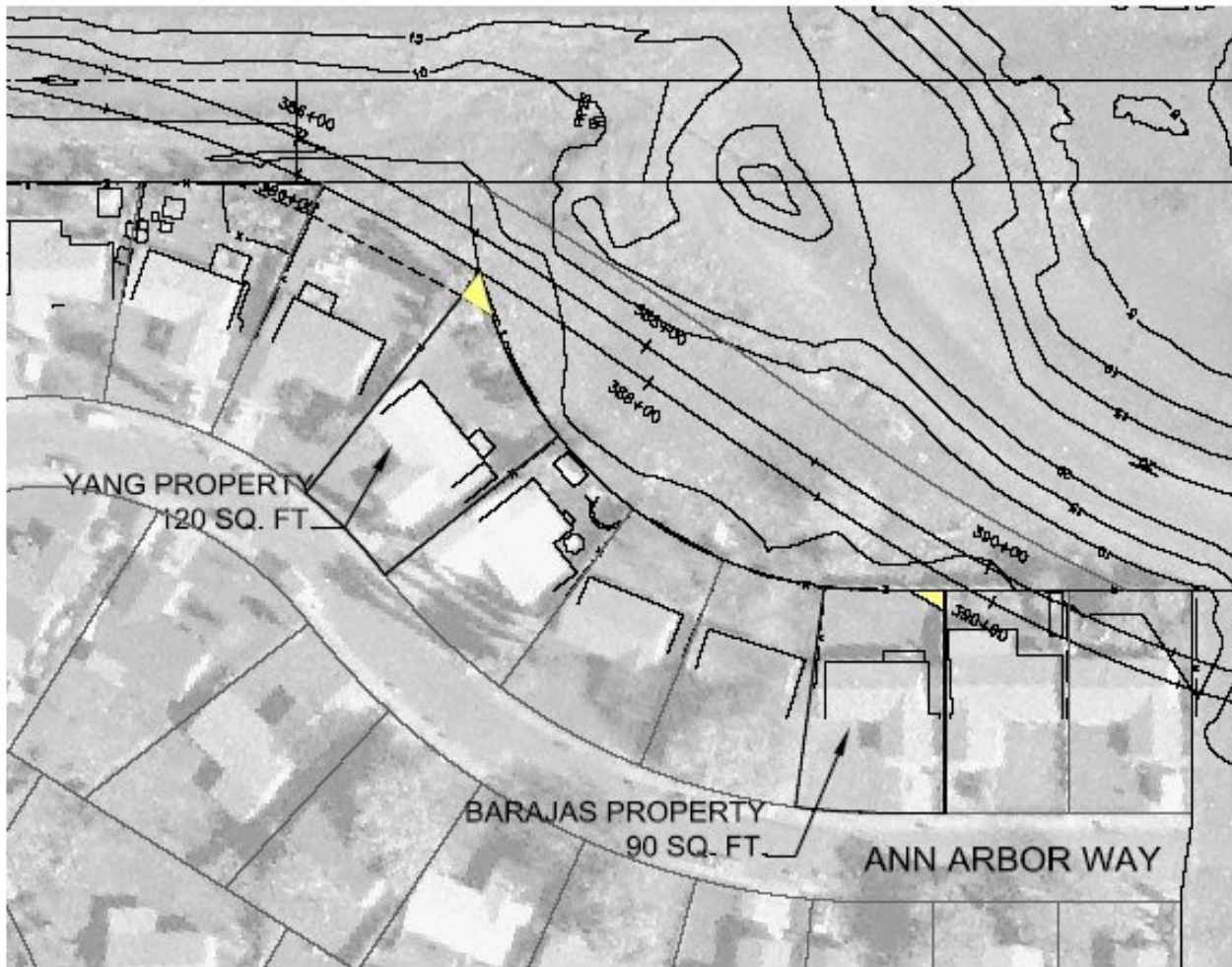


Gas Lines to be Relocated by PG&E to Detroit Boulevard

Existing 20-inch gas line on UPRR Right-of-Way

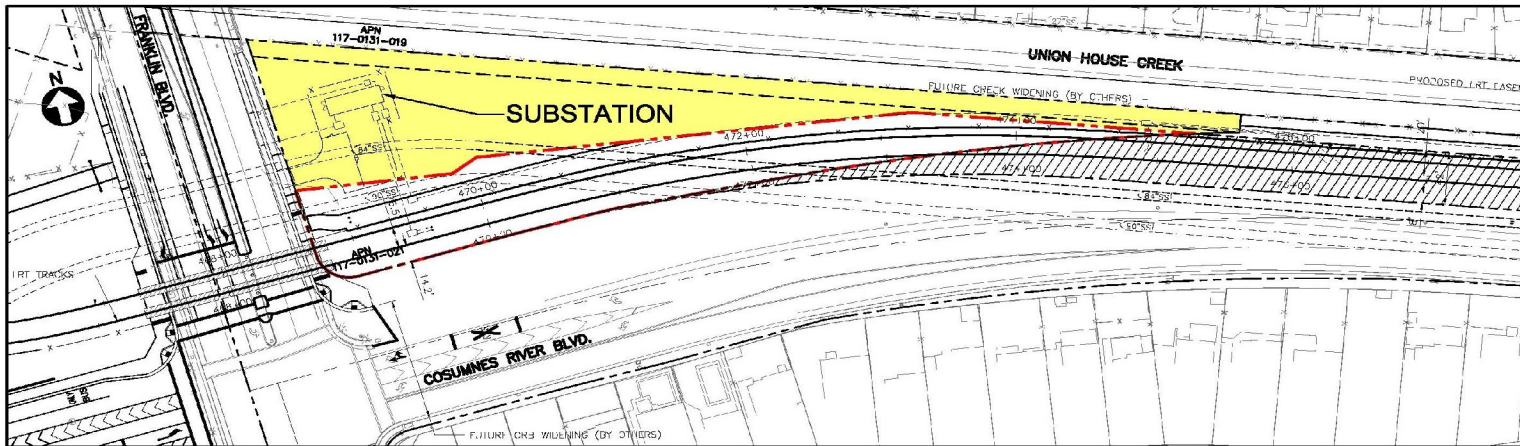
Red X's indicate originally approved SFEIS gas line relocation eliminated with proposed new alignment.

UPRR and PG&E Gas Line Relocation



Levee Setback

IJAZ Parcel



LEGEND

-  NEW PROPOSED ACQUISITION
-  ORIGINAL PROPOSED ACQUISITION

Tailtrack Extension

