

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	3/25/13	Open	Action	3/19/13

Subject: Delegating Authority to the General Manager/CEO to Release the Request for Proposals (RFP) for Environmental Analysis, Engineering Services, and Supplemental Studies for the Green Line to the Airport Rail Project

ISSUE

Whether or not to delegate authority to the General Manager/CEO to release the Request for Proposals (RFP) for Environmental Analysis, Engineering Services, and Supplemental Studies required for advancing the Green Line to the Airport Rail Project in the Federal Transit Administration New Starts Program.

RECOMMENDED ACTION

Adopt Resolution No. 13-03-____, Delegating Authority to the General Manager/CEO to Release the Request for Proposals for Federal Transit Administration New Starts, Environmental Analysis, and Engineering Services for the Green Line to the Airport Rail Project.

FISCAL IMPACT

This action does not involve the expenditure of funds. The contract award, which will involve the expenditure of funds, will be presented to the Board as a future action. The tasks and associated technical studies are funded through Federal Transit Administration (FTA) grants specifically for this purpose. The local match will be derived from Measure A funds specifically for the Green Line Corridor.

DISCUSSION

The Green Line to the Airport (formerly called the Downtown Natomas Airport or DNA project) has been a Sacramento Regional Transit (RT) priority project for several years. A timeline history of the Green Line is included as Attachment I to this Issue Paper.

In 2001, RT began an Alternatives Analysis to establish the purpose and need for the project, the project mode and the project alignment. The Alternatives Analysis also estimated capital and operating costs; evaluated ridership; and estimated cost effectiveness. After a major effort that included an extensive outreach effort and the evaluation of several transit modes and 27 route alignments, the Board adopted a Locally Preferred Alternative (LPA) that identified the transit mode as light rail and selected an alignment from downtown, through the Railyards to the River District, across the American River, along Truxel Avenue in Natomas and to the Sacramento International Airport (SMF). Attachment 2 to this Issue Paper illustrates the entire Green Line to the Airport rail alignment and concept stations.

Approved:

Presented:

Final 03/20/13

General Manager/CEO

Principal Planner

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After adoption of the LPA, RT began work on the DEIS/R (Draft Environmental Impact Statement/Report) required by both Federal and State regulation. However, the FTA declined to review and authorize the release of the Administrative Draft document due to its assessment of RT's financial status at that time (in 2007). RT subsequently put the Federal environmental analysis on hold.

In 2007, the RT Board decided to move forward with construction of the Green Line in Downtown Sacramento, extending to Richards Boulevard at Township 9 in the River District. Measure A funds dedicated to this project were available to partially fund the construction. The RT Board authorized Preliminary Engineering on the Green Line Phase 1 in 2008. After careful evaluation, the RT Board decided that the initial segment of the Green Line would be built as RT's first rail line Design/Build project. The initial segment of the Green Line project is now complete and in revenue service.

Because non-federal funds were used for construction of this initial phase of the project, a federal environmental analysis under the National Environmental Policy Act (NEPA) was not required. Therefore, a *Program-Level* Environmental Impact Report (EIR) was completed for the entire Green Line corridor in accordance with the California Environmental Quality Act (CEQA) and certified by the RT Board in 2008. RT then prepared a *Project-Level* EIR for Phase 1 of the Green Line to the River District which was certified by the RT Board certified this document in accordance with CEQA on April 13, 2009.

In 2008, the RT Board also authorized the funding for a "Transitional Analysis" (TA) for the remainder of the Green Line alignment. The purpose of the TA was to answer the outstanding questions left from previous work; identify cost saving opportunities; and develop that portion of the alignment that would be the most competitive in the Federal New Starts process. This effort entailed meeting with the community on an on-going and regular basis to discuss design concepts and alignment refinements; reaffirming the purpose and need for the project; preparing alternate design concepts in key areas along the corridor to reduce environmental and community impacts; and preparing updated travel forecasts and FTA-required cost effectiveness analyses in accordance with the FTA "New Starts" guidance in effect at that time. The TA was completed in the fall of 2010 and the recommendations were approved by the RT Board on November 8, 2010. Following on this effort, some additional technical questions involving vehicle types and funding have been addressed by staff.

RT, along with the Sacramento Area Council of Governments (SACOG), has engaged in consultations with FTA regarding the next steps in advancing the Green Line. FTA Region 9 staff in San Francisco has been supportive of the approach presented in this paper.

The action requested is to re-start the environmental process for the remainder of the corridor, building upon earlier analyses. This action also allows for additional engineering on new design elements of the project developed during the Transitional Analysis.

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The timing of this effort is very opportune. Passage of the new federal transportation bill, *Moving Ahead for Progress in the 21st Century* (MAP-21), resulted in changes in the New Starts program and the determination of a project’s competitiveness. Many of the changes are designed to streamline the New Starts process and expedite projects such as the Green Line.

The completion of the work detailed in the proposed scope for this RFP will allow RT to move swiftly into the next phase of the project once a new funding source is obtained. The next phase of the New Starts project as described in MAP-21 is Project Development. Project Development requires that environmental work be completed and a Record of Decision (ROD) be obtained within two years. The environmental work for the Green Line will be largely completed through the scope of this RFP. Having the environmental work largely completed will allow the project to move into the full engineering stage of the New Starts process within a very short time period after additional funding is secured.

The scope of professional services to be contracted for will consist of the following activities:

- Prepare a Draft EIS/R document and conduct the necessary technical studies that document the impacts of the refined LPA and release the DEIS/R document to the public for formal review and comment.
- For a segment of the Green Line near the Sacramento Intermodal Facility, complete a Final EIS/R so that segment can become “shelf-ready” for identified Proposition 1A (California High Speed Rail) “Interconnectivity Funds”. These funds may become available in the nearer term.
- Respond to new FTA/EPA guidance in the areas of MAP-21 and federal New Starts, technical noise and vibration, and environmental documentation.
- Address state legislation/guidance since 2007 in the areas of air quality, land use, and environmental law.
- Conduct an on-going and pro-active community outreach program within the corridor and utilize the input to help further refine the Green Line to the Airport project.
- Prepare Advanced Conceptual and/or Preliminary Engineering studies for select sub-segments within the Green Line to the Airport corridor that are only necessary for the preparation of the environmental documents. This may include the area around the Sacramento Intermodal Transfer Facility (SITF), the American River Bridge Crossing, and potential station locations/designs and traction power elements that respond to community concerns or are necessary for the preparation of the DEIS/R.

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- Coordinate with the City of Sacramento American River Crossing Study now underway and further develop the most-appropriate design and construction method, cross-section, and cost-effective crossing of the American River that reduces environmental and financial impacts and is consistent with the vision, goals and adopted policy for the American River Parkway Plan, the American River Crossing study results, the Natomas communities, and the region.
- Integrate the Green Line to the Airport LPA with the Sacramento Intermodal Transportation Facility (SITF) and the Sacramento Streetcar planning processes.
- Integrate the Green Line to the Airport LPA with the Sacramento International Airport Master Plan process.
- Prepare several “Rail-Related Studies”, including: 1) an assessment on the downtown Sacramento street crossings with additional Green Line to the Airport operations; 2) an assessment of the effects and role of low-floor “tram type” light rail vehicles on the RT system overall and development of a strategy for implementation; 3) an assessment of “interlining” the Green Line with both the Gold Line and Blue Line operations; and 4) refining the need for, location of, and the environmental impacts, and the operational extent of a new light rail vehicle (LRV) Maintenance Facility within the Green Line to the Airport corridor.
- Prepare a revised FTA “New Starts” evaluation reflecting the new MAP-21 New Starts guidance released in January 2013 and the recently-adopted SACOG 2035 Metropolitan Transportation Plan (MTP 2035) update and land use forecasts. This will include developing revised ridership estimates, as well as assessing the land use, economic development, environmental benefits, operating efficiencies, mobility improvements, and cost effectiveness of a next phase – or phases – of the Green Line to the Airport project.
- Assess and document the “local financial commitment” of the region for the project as required by the FTA New Starts Guidance.
- Identify one or more “next phases” of project development for the Green Line to the Airport corridor.
- Receive formal comments on the DEIS/R document and organize and summarize these comments for the entire corridor. For a segment near the Sacramento Intermodal Facility, advance the environmental document to a Final version and the engineering to Preliminary Engineering making it “shelf-ready” for future Proposition 1A funding.
- Prepare and submit as application for a next phase of the Green Line to the Airport corridor for entry into the federal New Starts process as described in MAP-21.

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The following table outlines the major steps and a timeline for this effort.

Date	Milestone
March 2013	RFP is released
April 2013	Consultant Team Selection & Negotiations
May-June 2013	Board Review and Action on Consultant Contract
July 2013	Notice-to-Proceed
Fall 2013	Project Scoping
Fall 2013 through Spring 2015	Technical Studies, Consultations and Documentation/Incorporation of Results
Spring 2015	Prepare Revised Admin Draft EIS/R
Spring 2015	Submit & Review with FTA Admin Draft EIS/R
Spring 2015	Release DEIS/R for Public Comment
Summer 2015	Documentation of Comments and "Next Steps"
Fall 2015	Presentation to RT Board of Results and "Next Steps" for Candidate New Starts Project
Fall 2015	Completion of FEIS/R for Candidate Segment Near Sacramento Intermodal Facility
Fall 2015	Completion of Green Line to the Airport Environmental Project Contract

The RFP document is nearly complete and final edits are being made at this writing. Staff recommends that the Board delegate authority to the General Manager/CEO to release the RFP for Federal Transit Administration New Starts, Environmental Analysis, and Engineering Services for the Green Line to the Airport Rail Project.

Green Line to the Airport
Timeline History

1. Sacramento Systems Planning Study Identifies “Downtown-Natomas-Airport (DNA) corridor for long-term transit investment (1990’s)
2. The City of Sacramento adopted the North Natomas Community Plan and amended the South Natomas Community Plan to reflect a preferred transit alignment along Truxel Road (1994)
3. RT Board authorizes work on federal New Starts Alternatives Analysis (AA) for DNA Corridor (2000)
4. AA evaluates over 25 different alignment and modal alternatives for the DNA Corridor (2000 to 2003)
5. RT Board selects a “Locally Preferred Alternative” (LPA) for the DNA Corridor (2003)
6. RT begins work on preparation of Draft Environmental Impact Study/Environmental Impact Report (DEIS/R) (2003 thru 2007)
7. RT completes Administrative Draft EIS/EIR (ADEIS/R) and submits to the Federal Transit Authority (FTA) (2007)
8. FTA questions RT’s financial capability and does not allow the ADEIS/R to be released (2007-2008)
9. RT Board decides to move forward with local funding for Phase 1 of the Green Line which is from Downtown Sacramento to Richards Boulevard/Township 9 (2007)
10. RT Board certifies a *Programmatic-Level* EIR and Clearance for the entire Green Line Corridor to the Airport (2008)
11. RT Board authorizes Preliminary Engineering on Phase 1 (2008)
12. RT Board authorizes a “Transitional Analysis” of the remainder of the Green Line Corridor to assess options and the continued feasibility of a New Starts project (2008)
13. RT Board certifies a *Project-Level* EIR and Clearance for Phase 1 of the Green Line (2009)
14. RT Board moves forward with design/build construction method for Phase 1 of the Green Line (2009)
15. RT completes the Transitional Analysis (TA) of the Green Line to the Airport. The TA identifies design enhancements and demonstrates the continued feasibility of a Project to meet the FTA New Starts criteria. (2010)

Green Line to Airport
Timeline History
Continued...

16. RT works with SACOG, Caltrans, FTA to secure funding (2010 to 2012)
17. RT completes Phase 1 of the Green Line and opens it to revenue service (June 2012)
18. FTA agrees to fund a re-start the DEIS/R effort as part of a New Starts for the Green Line (July 2012)
19. MAP-21 modifies the New Starts process and Project Justification efforts (September 2012)
20. Notice of Proposed New Starts and Small Starts Guidance released (December 2012)
21. Release of (draft) New Starts Guidance by FTA (January 2013)
22. RT Staff requests authorization from RT Board to release a Request for Proposal to re-start the DEIS/R and New Starts effort (March 2013)
23. Notice-to-Proceed for Selected Consultant (Summer 2013)
24. Technical Studies and Consultations Completed (Spring 2015)
25. Completion and release of DEIS/R and New Starts assessment (Spring 2015)
26. Presentation to RT Board of Results and "Next Steps" for Candidate New Starts Project (Fall 2015)
27. Completion of FEIS/R for Candidate Segment Near Sacramento Intermodal Facility (Fall 2015)
28. Completion of Green Line to the Airport Environmental Project Contract (Fall 2015)



Regional Transit

Sacramento Regional Transit District
A Public Transit Agency and Equal Opportunity Employer



RESOLUTION NO. 13-03-_____

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

March 25, 2013

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO RELEASE THE
REQUEST FOR PROPOSALS FOR FEDERAL TRANSIT ADMINISTRATION NEW
STARTS, ENVIRONMENTAL ANALYSIS, AND ENGINEERING SERVICES FOR THE
GREEN LINE TO THE AIRPORT RAIL PROJECT**

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

THAT, the Board hereby delegates authority to the General Manager/CEO to
release the Request for Proposals for Federal Transit Administration New Starts,
Environmental Analysis, and Engineering Services for the Green Line to the Airport Rail
Project.

THAT, the Request for Proposals be advertised pursuant to the provisions of the RT
Procurement Ordinance.

PATRICK HUME, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary