

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	01/13/14	Open	Information	12/17/13

Subject: Downtown/Riverfront Streetcar Project Update

ISSUE

For informational purposes only.

RECOMMENDED ACTION

None

FISCAL IMPACT

None

DISCUSSION

On July 22, 2013, the RT Board approved the Amended and Restated Memorandum of Understanding (MOU) for the Environmental Phase of the Downtown/Riverfront Streetcar Project. The MOU established the Policy Steering Committee (PSC) as the governing body for the Downtown/Riverfront Streetcar Project ("Project"). The PSC meets quarterly with the last meeting held on December 9, 2013. The Project is being led by the Sacramento Area Council of Governments (SACOG) in partnership with the City of West Sacramento, City of Sacramento, Yolo County Transportation District and Sacramento Regional Transit ("RT"). The current phase of work will undertake the first steps of the environmental studies needed to satisfy National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements.

During the past year, the Project Management Team (PMT), comprised of staff from City of Sacramento, City of West Sacramento, SACOG, Caltrans, Yolo County Transportation District, and RT, has met bi-weekly with the focus of discussions centered around the advancement of the environmental work for the Project. This phase of the Project work has been led by SACOG staff. SACOG issued a contract to URS Corporation to initiate the environmental work and technical studies to support that work.

Members of the PMT were asked to volunteer for various Project subcommittees. The subcommittees formed were Grants/Funding, Environmental, Design, Business Outreach and Finance/Economic Development. Members from each of the participating agencies volunteered for multiple subcommittees.

To advance the environmental studies, a number of decisions/assumptions were made by the PMT:

- CEQA Lead Agency Designation – All parties agreed that SACOG would be designated the Agency of Record. The Federal Transit Administration (FTA) is the NEPA lead agency.

Approved:

Presented:

Final 01/03/14

General Manager/CEO

AGM, Engineering and Construction

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- Vehicle Energy Source – Because vehicle technologies have been changing, the PMT committed to investigating vehicle technology other than the standard overhead catenary system (OCS) as a power source. If the vehicle energy source were to be definitively identified now, there would be a delay in advancing the environmental work. The PMT recommended, and the PSC accepted, that the environmental document assume an OCS system as the placement of poles, wires and traction power substation(s) would present a worst case scenario. This assumption is made with the understanding that if another technology is selected, it is possible additional environmental studies will have to be performed at that time.
- Entertainment/Sports Complex (ESC) – The development of the ESC has impacted the Project schedule as the PMT made a decision that all assumptions made regarding the Project would be consistent with the ESC work. The traffic/transportation analysis developed for the ESC has been closely coordinated with the Project work.
- Project Development Funding – The PMT identified the need for funding to proceed with Project Development (PD) activities, estimated to cost approximately \$12 million. As such, RT agreed to take the lead, on behalf of the team, to submit an application for \$5 million for the Project. The SACOG Board approved allocation of that funding for the Project at their December 12, 2013 meeting. The West Sacramento City Council took action on November 20, 2013 to allocate \$3 million toward PD. RT is working to reallocate \$1.5 million in Proposition 1B monies, and the City of Sacramento is working to identify and allocate \$2 million.
- Governance – At the December 9, 2013 PSC meeting, a report identifying governance options currently in use at other locations was presented. This report was intended to be an educational piece rather than a decision-making document.
- Utility Relocations – Utility relocations can introduce a significant cost to the Project. Without the appropriate level of documentation to identify potential conflicts, project cost estimates would likely underestimate this element of the Project. As such, the PMT decided to begin the identification of utilities along the proposed route along with scope of relocations that would be required.

Also presented to the PSC at the December meeting was a “roadmap” memo. The memo addressed several key activities that are recommended by the PMT to be completed or at least well developed before a request to enter PD is submitted to the Federal Transit Administration. With a goal to request entry to PD by summer 2014, the PMT recommended that these activities should be complete in early April. These tasks, along with the environmental work, will be the focus of the PMT for the next six months. Activities include:

- Funding – As discussed above, the PD funding has been secured.
- Governance – PMT will work with the Executives of the partner agencies to discuss proposed governance structure with a goal of making a recommendation to the PSC at the March 2014 PSC meeting.
- Vehicle Technology – As discussed above, the study has been completed with recommendations to monitor new technologies coming on line.

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- Business and Property-owner Participation Plan – The PMT will begin this effort in earnest in January 2014. An initial event was held on December 12 – 13, 2013 with key leadership from Portland Streetcar, Incorporated in attendance. This event was intended to provide business to business contacts for the Sacramento/West Sacramento stakeholders with people who have already experienced the Streetcar renaissance in Portland. This element is critical as staff needs to identify funding for the capital improvements (construction and vehicle procurement) for the Project. The City of West Sacramento has already organized and established the commitment of business and property owners, so that the PMT only needs to verify their commitment. However, the City of Sacramento business and property owners have not been organized and a program to develop their buy-in and financial participation will be crucial to the success of the project.
- Cost Estimate – As discussed above, the PMT and consultants are undertaking several efforts to verify the scope of the Project. By identifying the extent of utility relocations and other conditions that may impact construction, the cost estimate will be updated for the request to FTA to enter PD.

The initial schedule for completion of the early environmental work anticipated completion of those activities by June 2014 and final environmental approvals as early as July 2014 with FTA cooperation. However, as the PMT believed it was important to advance this document with assumptions consistent with the ESC, it now appears that the schedule will slip by about two months.

Other Project activities to be focused on over the next several months include:

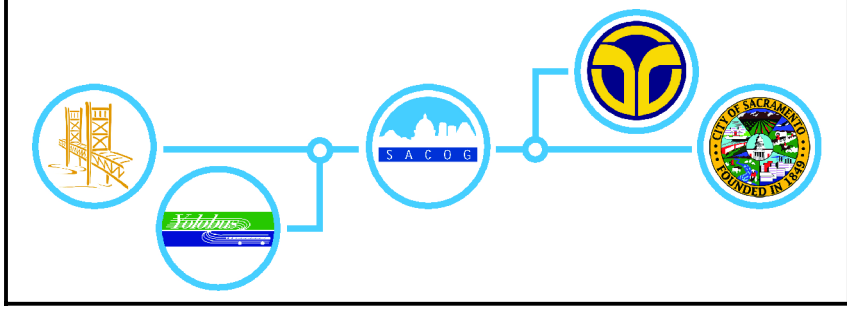
- Issuance of a Request for Proposal for the next phase of the Project. Work will be focused on any remaining environmental work, final design, and vehicle procurement activities.
- Focus on FTA-related activities that need to be completed before discussions of a Small Starts Grant can begin.
- Development of a detailed project schedule to incorporate key milestone dates for FTA submittals and reviews along with all of the typical project design and construction milestones.
- Refine/update the cost estimate.

The next six months will be critical to the advancement of the Project, with funding commitments at the forefront of any ability to approach FTA for consideration in the Small Starts Grant program. As the project progresses during the next six months, RT staff will be increasing the level of time commitment to the project, including the transition of many project management functions from SACOG, oversight of design, and submittals to FTA for the Small Starts Grant program.

Downtown/Riverfront



STREETCAR PROJECT



Legend

- Candidate Stop Location
- Existing Light Rail Station
- LRT Station New
- Point of Interest
- Existing Light Rail Route
- Proposed Streetcar Route
- H Street LRT Alignment
- Proposed Maintenance Facility
- Neighborhood Served

