

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	07/28/14	Open	Information	07/14/14

Subject: Blue Line to Cosumnes River College Update

## ISSUE

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

## RECOMMENDED ACTION

None, Information Item Only

## 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 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 Project cost is \$270 million. A Full Funding Grant Agreement (FFGA) was received in January 2013. The FFGA represents the Federal government's commitment to contribute 50% of the Project costs, up to \$135 million.

Prior to receiving the FFGA, RT received a Letter of No Prejudice (LONP) to advance the construction of a \$31.5 million 2,000 space parking structure at the future Cosumnes River College station. This LONP was approved by FTA in 2011. The garage was completed in 2013 ahead of schedule and under budget. In 2012, FTA approved a second LONP to construct the two aerial structures that are part of the Project. Both bridges are now complete and were handed off to the Civil/Track/Systems/Stations/Structures (CTSSS) contractor to install rail. The bridges were completed ahead of schedule. The final pay amount is still being negotiated, but the likely figure is either at or under budget.

Advancing both LONP's had numerous benefits to the Project. On the cost side, both recognized savings by accepting favorable bids. Award of the aerial structures resulted in a cost savings to the project of approximately \$3.8 million, which allows those funds to be shifted to Project contingency. The CRC parking structure secured a not to exceed amount of \$31.5 million, which was approximately \$6 million below FTA and RT's Engineers Estimate. Just as importantly, advancing the work on these LONP items, versus including them in the overall CTSSS contract once the FFGA was received, allowed for additional time to construct these structures, which were

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Approved:

Presented:

Final 07/16/14

General Manager/CEO

Director, Project Management

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technical in nature. Now that these items are complete, staff is able to remove a significant amount of risk from the overall Project.

Following award of the FFGA, RT advanced two smaller contracts to assist with property demolitions and utility relocations. As part of the Project, it was necessary to demolish two residential properties to make room for a future light rail extension. RT purchased the property at 7923 Ann Arbor Way in 2009 and at 7915 Ann Arbor Way in 2012. Notice to Proceed was awarded in August 2013 to demolish both houses. This work was completed in less than two weeks and provided the CTSSS contractor complete access to these properties in order to build an access road, build a soundwall and begin grading work.

In April 2013, RT awarded a contract to relocate a sewer pump house from the northeast corner of Center Parkway and Cosumnes River Boulevard to the southeast corner of this intersection. Staff felt additional time would be needed for this relocation due to the technical nature of the work. Awarding the contract early instead of including it in the CTSSS contract was necessary in order to maintain the current overall schedule. This element of the Project has been the biggest challenge to date.

Over the past year, RT has worked closely with FTA to address Buy America issues as they relate to utility relocations. FTA clarified that all contracts needed to complete an FTA-funded project, including utility contracts, must comply with the Buy America rules. Buy America requires that all steel, iron, and manufactured products be produced in the United States. SMUD, AT&T and Comcast were able to sign Buy America agreements prior to doing their utility work. However, both PG&E and MCI were unable to comply with the Buy America requirements. Staff addressed the MCI issue by issuing a change order to the CTSSS contractor which enabled RT's contractor to perform the MCI work, which ensured the Buy America rules were followed.

Attempts to address the PG&E Buy America requirements proved to be more complex. As part of the Project, it was necessary for PG&E to relocate parts of their existing 20" gas line and also move a valve lot along the Union Pacific Railroad corridor to make room for the future tracks. The components needed for the valve lot relocation did not comply with Buy America. PG&E indicated they could acquire the necessary components to ensure Buy America compliance, but that this effort would take 18-24 months, which would ultimately delay the opening of the Project.

In November 2013, RT sent a letter to FTA indicating that the valve lot items were considered subcomponents to the overall utility relocation and thus are not required to meet the Buy America rules. FTA continues to review this letter and has yet to respond to RT's letter seeking concurrence on this item. Meanwhile, PG&E started the work in February 2014 and finished in June 2014. In the event FTA disagrees with RT's assessment, PG&E has agreed to remove the valves and replace them with Buy America compliant valves at RT's cost.

RT awarded the CTSSS contract in August 2013 to a Joint Venture comprised of Balfour Beatty Rail, Balfour Beatty Infrastructure and Teichert (BBT). The contract amount was just over \$89 million. To date, there have been 46 executed Contract Change Orders for a net increase of approximately \$200,000.

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Since Notice to Proceed was issued, BBT’s crews have been working south to north, beginning at Cosumnes River College. In December 2013, crews installed the first of four light rail crossings on this job. The East Entrance of CRC was closed for a weekend while crews demolished the entrance and installed the tracks. Following the completion of the Spring 2014 Semester at CRC, crews once again shut down the East Entrance to demolish and reconfigure the entrance and parking lot located across from the entrance to the parking structure. The East Entrance will remain closed until August 20, 2014 when the entrance will re-open for the start of the Fall 2014 Semester.

Crews will continue working south to north in the coming months. While most of the construction activity earlier this year has been focused at the south end of the project on the CRC campus, crews are now working throughout the entire 4.3-mile extension. Retaining walls are being built along Cosumnes River Boulevard and within the future Franklin station area. Later this year, crews are planning to close Franklin Boulevard for a weekend to install tracks through this intersection.

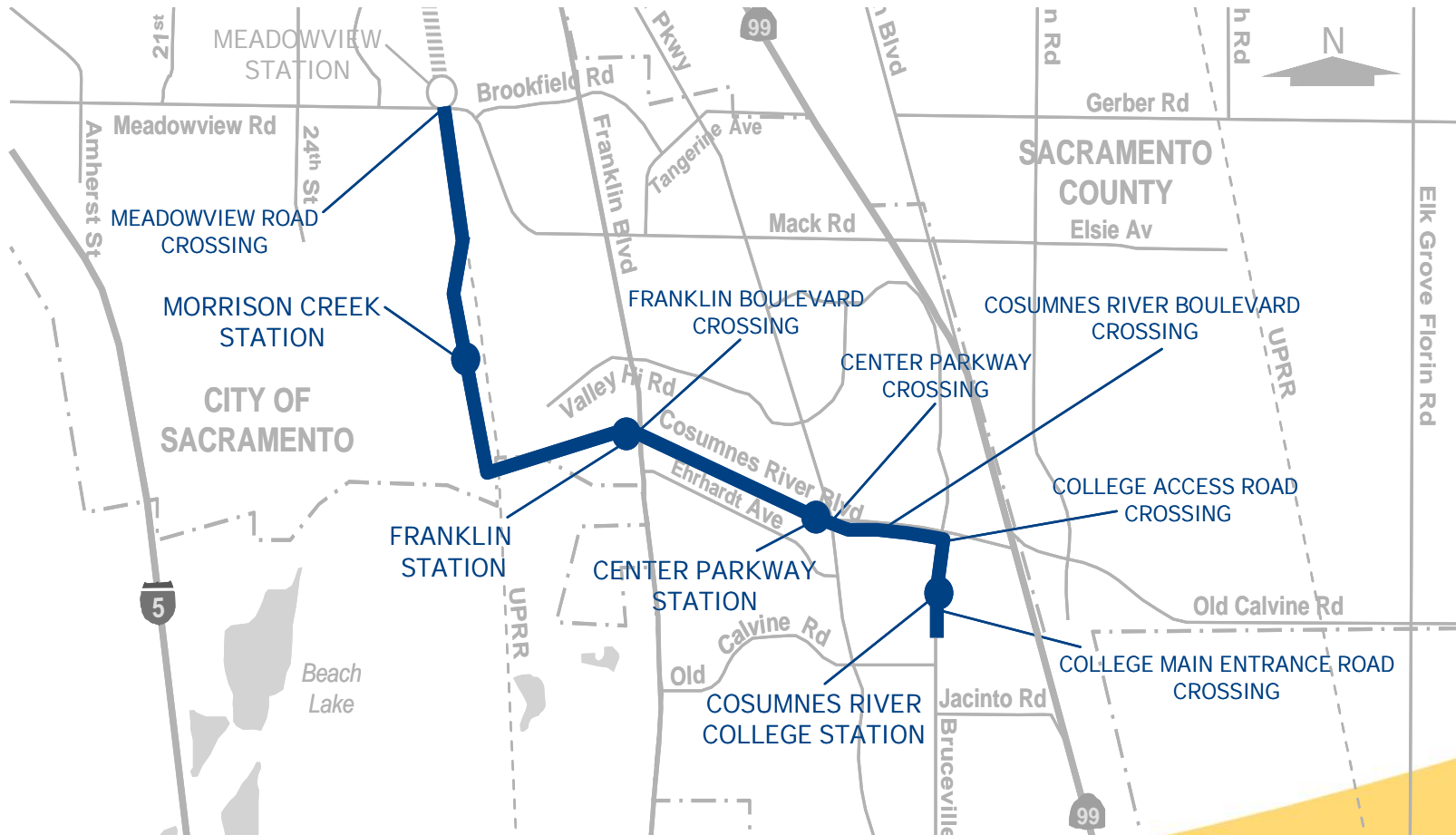
Construction activity west of Franklin Boulevard is particularly heavy as RT crews advance utility work and perform grading activity within the future Franklin station. Concurrent with this activity, the City of Sacramento continues its work on the Cosumnes River Boulevard extension from Interstate 5. Both projects require a considerable amount of coordination and are on schedule to open in 2015.

The northern portion of the Project, which is south of Meadowview Road and is referred to as the Union Pacific Railroad (UPRR) corridor, has consisted to date of mostly utility work. Since January of this year, this ¾-mile portion of the Project has seen utility relocations from SMUD, PG&E, MCI, AT&T and Comcast. The required utility work is nearly complete and RT’s contractor is now in the process of constructing soundwalls east of the UPRR tracks and west of the future light rail tracks, as well as constructing a PG&E wall separating future light rail tracks from an existing 20” gas line. In spring 2015, crews will close Meadowview Road for a weekend to install tracks for the fourth and final crossing related to this Project.

Staff expects the Project will remain on schedule to open in September 2015. The schedule is currently showing over a month of float and \$16 million in allocated and unallocated contingency.

To stay current on construction activities, RT’s Project website, [www.blueline2crc.com](http://www.blueline2crc.com), is updated weekly with the latest information. The website is also used as RT’s central repository for Project information and referenced on all outreach materials.

# Blue Line to Cosumnes River College

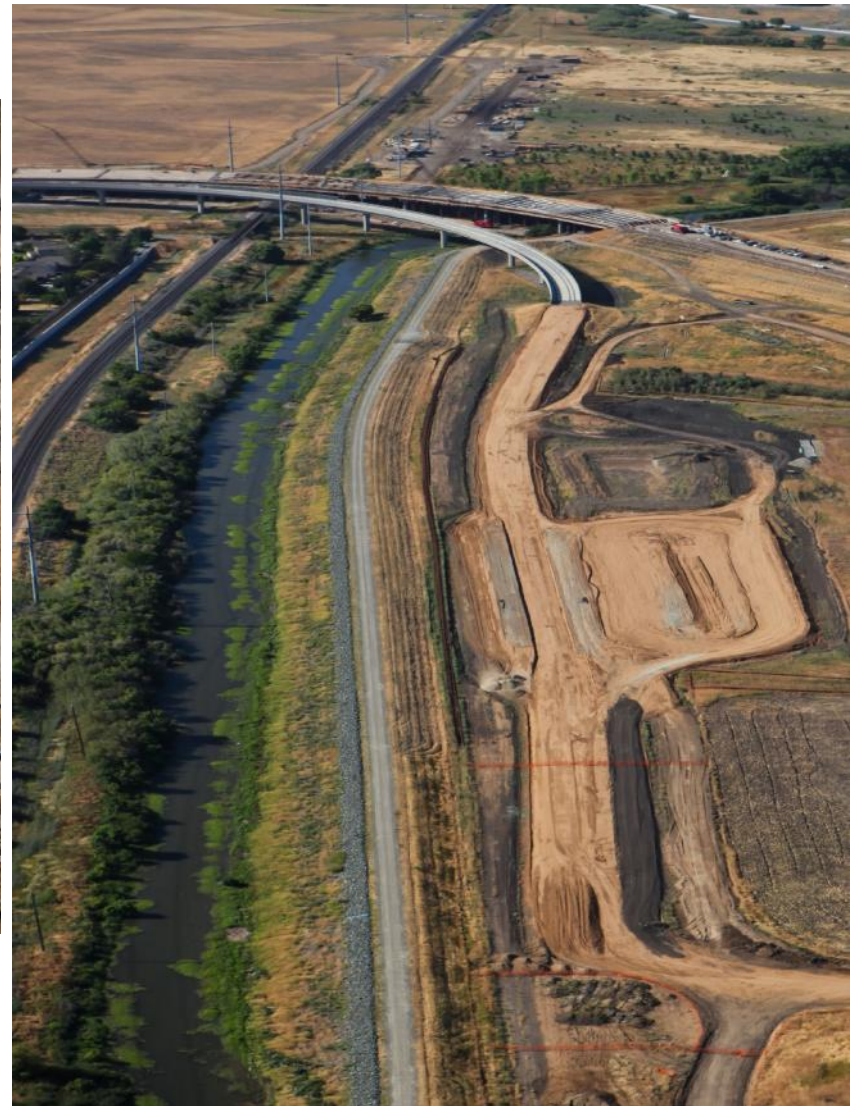


# LONP #1 – Cosumnes River College Parking Structure



# LONP #2a – Cosumnes River Boulevard Aerial Structure





## CTSSS - Going South to North from Cosumnes River College to Meadowview Road





# Tailtrack and Substation #12



# Cosumnes River College Station and East Entrance













# Franklin Station and Park and Ride Lot





# Morrison Creek Aerial Structure to Morrison Creek Station

